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Additional comments / Commentaires supplémentaires:

**Various pagings.  
Page 83 is incorrectly numbered page 77.  
In Appendix 17 pages 25-28 are repeated.**

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# JOURNAL

AND

## PROCEEDINGS

OF THE

## HOUSE OF ASSEMBLY

OF THE

## PROVINCE OF NOVA SCOTIA.

---

SESSION 1867.

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HALIFAX, N. S.:

COMPTON & CO., PRINTERS TO THE ASSEMBLY.

1867.





Province of  
Nova Scotia. }

## PROCLAMATION.

BY HIS EXCELLENCY

SIR WILLIAM FENWICK WILLIAMS,

*Of Kars, Baronet, Lieutenant General in Her Majesty's Army; Knight, Commander of the Most Honorable Order of the Bath; Grand Officer [L. s.] Legion d'honneur; 1st Class of the Turkish Order of Medijee, &c.; Lieutenant Governor and Commander-in-Chief in and over Her Majesty's Province of Nova Scotia and its Dependencies, &c., &c., &c.*

W. F. WILLIAMS.

WHEREAS the General Assembly of this Province stands prorogued to THURSDAY, the Fourth day of October next:

I have thought fit further to prorogue the said General Assembly to THURSDAY, the Eighth day of November next,—of which all persons concerned are to take notice and govern themselves accordingly.

Given under my hand and Seal at Arms, at Halifax, this  
Second day of October, in the Thirtieth year of Her  
Majesty's Reign, A.D. 1866.

By His Excellency's command.

JAMES H. THORNE,  
Deputy Secretary.

GOD SAVE THE QUEEN.



Province of }  
Nova Scotia. }

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W. F. WILLIAMS.

WHEREAS the General Assembly of this Province stands prorogued to THURSDAY, the Eighth day of November, inst. :

I have thought fit further to prorogue the said General Assembly to WEDNESDAY, the Nineteenth day of December next,—of which all persons concerned are to take notice and govern themselves accordingly.

Given under my hand and Seal at Arms, at Halifax, this  
Second day of November, in the Thirtieth year of  
Her Majesty's Reign, A. D. 1866.

By His Excellency's Command.

JAMES H. THORNE,  
Deputy Secretary.

GOD SAVE THE QUEEN.



Province of }  
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**W. F. WILLIAMS.**

WHEREAS the General Assembly of this Province stands prorogued to WEDNESDAY, the Nineteenth day of December, instant:

I have thought fit further to prorogue the said General Assembly to THURSDAY, the Twenty-fourth day of January next,—of which all persons concerned are to take notice and govern themselves accordingly.

Given under my hand and Seal at Arms, at Halifax, this Eighth day of December, in the Thirtieth year of Her Majesty's Reign, A. D. 1866.

By His Excellency's command.

**JAMES H. THORNE,**  
Deputy Secretary.

GOD SAVE THE QUEEN.



Province of }  
Nova Scotia. }

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BY HIS EXCELLENCY

**SIR WILLIAM FENWICK WILLIAMS,**

*Of Kars, Baronet ; Lieutenant General in Her Majesty's Army ; Knight,  
Commander of the Most Honorable Order of the Bath ; Grand Officer  
[L.S.] Legion d'honneur ; 1st Class of the Turkish Order of Medijee, &c. ;  
Lieutenant-Governor and Commander-in-Chief in and over Her Ma-  
jesty's Province of Nova Scotia and its Dependencies, &c., &c., &c.*

W. F. WILLIAMS.

WHEREAS the General Assembly of this Province stands prorogued to THURSDAY, the Twenty-fourth day of January inst. :

I have thought fit further to prorogue the said General Assembly to THURSDAY, the Fourteenth day of February next,—of which all persons concerned are to take notice and govern themselves accordingly.

Given under my hand and Seal at Arms, at Halifax, this  
Eleventh day of January, in the Thirtieth year of Her  
Majesty's Reign, A. D. 1867.

By His Excellency's command,

**JAMES H. THORNE,**  
Deputy Secretary.

GOD SAVE THE QUEEN.



Province of }  
Nova Scotia. }

## PROCLAMATION.

BY HIS EXCELLENCY

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*Of Kars, Baronet ; Lieutenant General in Her Majesty's Army ; Knight,  
Commander of the Most Honorable Order of the Bath ; Grand Officer  
[L. s.] Legion d'honneur ; 1st Class of the Turkish Order of Medijee, &c. ;  
Lieutenant-Governor and Commander-in-Chief in and over Her Ma-  
jesty's Province of Nova Scotia, and its Dependencies, &c., &c., &c.*

W. F. WILLIAMS.

WHEREAS the General Assembly of this Province stands prorogued to THURSDAY, the Fourteenth day of February, inst. :

I have thought fit further to prorogue the said General Assembly to THURSDAY, the Twenty-eighth inst.,—of which all persons concerned are to take notice and govern themselves accordingly.

Given under my hand and Seal at Arms, at Halifax, this  
Thirteenth day of February, in the Thirtieth year of  
Her Majesty's Reign, A. D. 1867.

By His Excellency's command,

JAMES H. THORNE,  
Deputy Secretary.

GOD SAVE THE QUEEN.



Province of }  
Nova Scotia. }

## PROCLAMATION.

BY HIS EXCELLENCY

SIR WILLIAM FENWICK WILLIAMS,

*Of Kars, Baronet, Lieutenant General in Her Majesty's Army ; Knight, Commander of the Most Honorable Order of the Bath ; Grand Officer [L. s.] Legion d'honneur ; 1st Class of the Turkish Order of Medijee, &c. ; Lieutenant-Governor and Commander-in-Chief in and over Her Majesty's Province of Nova Scotia and its Dependencies, &c., &c. &c.*

W. F. WILLIAMS.

WHEREAS the General Assembly of this Province stands prorogued to THURSDAY, the Twenty-eighth day of February, instant :

I have thought fit further to prorogue the said General Assembly to SATURDAY, the Sixteenth day of March next, at Two of the clock in the afternoon, *then to meet for the despatch of business*,—of which all persons concerned are to take notice and govern themselves accordingly.

Given under my hand and Seal at Arms, at Halifax, this Twenty-second day of February, in the Thirtieth year of Her Majesty's Reign, A. D. 1867.

By His Excellency's command,

JAMES H. THORNE,  
Deputy Secretary.

GOD SAVE THE QUEEN.



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

---

FOURTH SESSION OF THE TWENTY-THIRD GENERAL ASSEMBLY.

---

SESSION, 1867.

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30° VICTORIAE.

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Begun and held at Halifax on Saturday, the 16th day of March, in the year of Our Lord one thousand eight hundred and sixty-seven, in the thirtieth year of the reign of our Sovereign Lady VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, and of the United Church of England and Ireland on earth the Supreme Head.

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SATURDAY, 16th MARCH, 1867.

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

A message from His Excellency the Governor, by John James Sawyer, esquire, Message from Governor. the Gentleman Usher of the Black Rod,

Mr. Speaker,—

His Excellency the Governor commands the immediate attendance of this honorable House in the Council Chamber.

Accordingly the House went up to attend His Excellency in the Council House attend. Chamber,

And being returned,

Mr. Speaker reported that His Excellency in the Council Chamber had been Speech reported. pleased to make a speech to both Houses of the Provincial Parliament, of which Mr. Speaker said he had, for greater accuracy, obtained a copy, which he read to the House, as follows :

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

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

1°. In meeting you at a most important epoch in the affairs of British North America, it affords me much pleasure to be able to congratulate you on the continued peace and prosperity of the Province during the past year :

2°. While these Colonies have been subjected to the threats, and in some instances to the invasion of lawless men, our Province has been exempted from any attack ; and although our local forces nobly responded to the call which was made upon them in the early part of the year to arm for the purposes of defence, happily no necessity occurred to require their services to repel an invader.

3°. The exigencies of the Province of New Brunswick rendering it necessary for a time to withdraw a large portion of Her Majesty's troops from this garrison for the protection of that Colony, it was with the utmost satisfaction that I was enabled to fill their places for garrison duty by portions of the Halifax Volunteer and Militia Artillery and the Volunteer Battalion, and to mark how well that service was performed. The readiness and good discipline of the officers and men who were then employed, shewed how much has been effected by the efforts made during the last few years to place our local forces in a proper condition, and how much we can depend upon them in the hour of need.

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

4°. The Public Accounts will be submitted to you without delay, and will exhibit the finances of the country in a state of unprecedented prosperity. Large as was the revenue of the previous year, the accounts will shew the gratifying fact that it has been greatly exceeded by that of 1866. The Estimates for the present year will also be laid before you.

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

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

5°. I have again to express my regret that the Government of the United States have adhered to their policy of last year, obstructing that trade which under the Reciprocity Treaty was so beneficial to their own country as well as to this Province. I have, however, to state that the abrogation of the Treaty has been much less prejudicial to us than was anticipated, and in some respects has been productive of much good, by uniting more closely the interests and the trade of this and the other North American Colonies.

6°. In accordance with a resolution of the Legislature passed last session, the Commission of the Paris Exhibition was organized, and by the labors of the gentlemen comprising this Board, a large number of valuable articles, exhibiting the varied resources of the Province, have been collected and sent forward to Paris ; and it is confidently expected that the results of this exhibition will be of material advantage to the best interests of the Province.

7°. Owing to financial difficulties in the money market of Great Britain last year, no progress was made in the construction of the Windsor and Annapolis railroad ; but it affords me much pleasure to state that by a new contract made under the provisions of the law relating thereto, this important work has been now placed in the hands of competent parties, with every prospect of satisfactory accomplishment. Great progress has been made in the construction of the Pictou railroad, a portion of which has been already opened for the accommodation of the public, and it is fully anticipated that it will be completed at the time mentioned in the contract.

8°. The papers and reports of the joint commission to Brazil and the West Indies will be laid before you, and it is hoped that much good will result from the efforts thus made to extend the commerce of the British North American Colonies with those portions of the globe.

9°. It is gratifying to me to advert to the great progress made in the important cause of Education under recent enactments.

10°. I rejoice to be able to congratulate you upon the success which has attended the Delegation sent by me under your authority to confer with Her Majesty's Government on the Union of the Colonies. The papers relating to this

important subject will be immediately laid before you. In the firm conviction that the Union of Canada, New Brunswick, and Nova Scotia, upon the terms provided in the Bill submitted by Her Majesty's Government to the Imperial Parliament, will largely increase the prosperity of all these Provinces, and contribute to the strength and stability of those British institutions which it is their good fortune to enjoy, I commend to your consideration such changes and amendments in our existing laws as may be found necessary.

Mr. Kaulback, pursuant to leave given, presented to the House a bill to amend the law relating to patents for useful inventions; and the same was read a first time, and ordered to be read a second time.

Patent Law amendment bill.

Mr. Bourinot then proposed the following address, in answer to the Speech of His Excellency the Governor, and moved that the same do pass, viz. :

Address in answer to speech moved.

TO HIS EXCELLENCY

SIR WILLIAM FENWICK WILLIAMS,

*Of Kars, Baronet, Lieutenant General in Her Majesty's Army, Knight Commander of the Most Honorable Military Order of the Bath, Grand Officer Legion d'honneur, 1st Class of the Turkish Order of the Medjce, &c., &c., Lieutenant Governor, and Commander-in-Chief in and over Her Majesty's Province of Nova Scotia, and its Dependencies, &c., &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY,—

1°. We thank your Excellency for the speech with which you have been pleased to open the present session, and we are much gratified that your Excellency can again congratulate us upon the continued peace and prosperity of this Province.

2°. We are much pleased to learn that the manner in which the loyal population of this Colony responded to the call made upon them for the defence of our country, and the zeal and ability with which they discharged the duties required of them, were such as to merit the warm commendation of your Excellency.

3°. It affords us much pleasure to find that the revenue has increased, and we will give our best attention to the public accounts when laid before us.

4°. We are glad to know that the interruption to the trade of this Province, caused by the abrogation of the Reciprocity Treaty, has been largely compensated by the increased impetus given to commercial intercourse with the other Provinces.

5°. We trust the efforts made to represent the resources of Nova Scotia at the International Exhibition, to be held at Paris, will be productive of much good to the Province.

6°. We learn with much satisfaction that the difficulties in connection with the prosecution of the Windsor and Annapolis Railway have been overcome, and that the extension of the Railway to Pictou is being vigorously prosecuted.

7°. We reciprocate the hope that the joint mission to Brazil and the West Indies will result in the extension of commerce between those places and British North America.

8°. It is very gratifying to know that great progress is being made in the education of all classes of the people.

9°. We have learned with deep satisfaction that the efforts to effect a satisfactory Union of the British North American Colonies have been so successful; and we entertain no doubt that the best interests of all these Provinces will be greatly

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enhanced, and their connection with the Crown and the Parent State permanently secured thereby.

Which being seconded,

Consideration of address postponed.

*Ordered*, That the further consideration of such address be postponed until Monday next.

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

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MONDAY, 18th MARCH, 1867.

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PRAYERS.

Address considered.

On motion of Mr. Bourinot, the House resumed the consideration of the address proposed on Saturday last in answer to the Speech of His Excellency the Governor.

And thereupon,

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

First eight clauses

And accordingly, the respective clauses thereof from the first to the eighth inclusive, being read, were upon the question put thereon, severally agreed to by the House.

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

9°. We have learned with deep satisfaction that the efforts to effect a satisfactory Union of the British North American Colonies have been so successful, and we entertain no doubt that the best interests of all these Colonies will be greatly enhanced, and their connection with the Crown and the Parent State permanently secured thereby.

And thereupon,

Amendment moved to address.

Mr. S. Campbell moved that the address be amended by striking out such clause, and substituting in lieu thereof the following clause :

“ We regret that we are unable to perceive any grounds whereon to reciprocate your Excellency’s congratulation upon the assumed success of the delegation commissioned by your Excellency, under the resolution of this House, to confer with her Majesty’s Government on the subject of the Union of the Colonies.

“ On behalf of the free people of Nova Scotia, we would respectfully submit that in relation to that question the present is in our opinion a most important crisis in the history of this Province, and imperatively demands the exercise of the wisest discretion in the administration of its public affairs. Thus firmly impressed, we deem it to be our duty to convey to your Excellency our solemn protest against the action of the delegation referred to, and most distinctly to claim and demand on behalf of Nova Scotia, that no such measure as that proposed should have any operation in this Province until it has been deliberately reviewed by its Legislature, and sanctioned by the people at the polls.”

Amendment debated.

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

Debate adjourned.

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

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

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## TUESDAY, 19th MARCH, 1867.

## PRAYERS.

The order of the day being read, the House resumed the consideration of the address in answer to the Speech of his Excellency the Governor at the opening of the Session, and the amendment moved to the ninth clause thereof; and after some time spent in such debate, the question was propounded from the chair that such amendment do pass; and the House dividing thereon, there appeared for the amendment sixteen, against it thirty-two.

Debate resumed.

Amendment negatived on division.

*For the amendment,—*

Mr. Townsend,	Mr. Hebb,
" Balcom,	" Ross,
" Killam,	" Moore,
" McLelan,	" Locke,
" Robertson,	" Ray,
" Blackwood,	" King,
" S. Campbell,	" Coffin,
" Annand,	" Brown.

*Against the amendment,—*

Mr. Heffernan,	Mr. Hill,
" James Fraser,	" Jost,
" D. Fraser,	" Longley,
" Parker,	" Cowie,
" Kaulback,	" Blanchard,
" Tobin,	" Caldwell,
" Hamilton,	" Bill,
" Donkin,	" Whitman,
" John Campbell,	" Allison,
" Archibald,	Hon. Mr. Shannon,
" Colin Campbell,	" " MacFarlane,
" Chas. Campbell,	" " McKinnon,
" Bourinot,	" Fin. Secretary,
" Churchill,	" Prov. Secretary,
" Pryor,	Mr. Robichau,
" McKay,	" Smyth.

So it passed in the negative.

The ninth clause of the address as originally proposed was then, upon the question put thereon, agreed to by the House.

Clause passed.

And thereupon,

*Resolved*, That the address do pass.

Address passed.

*Ordered*, That the address be engrossed.

*Ordered*, That the address be presented to His Excellency the Governor by the whole House.

Then it being two of the clock, a. m., on Wednesday, the House adjourned until this day at three of the clock, p. m.

## WEDNESDAY, 20th MARCH, 1867.

## PRAYERS.

The Honorable the Provincial Secretary, by command of his Excellency the Governor, announced to the House that his Excellency had been pleased to appoint this day, at half-past three of the clock, at Government House, to receive the House with their address.

Announcement.

On motion of the hon. the Provincial Secretary,

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

Selecting committee.

*Ordered*, That the hon. the Provincial Secretary, Mr. Blanchard, Mr. Stewart Campbell, Mr. Locke, Mr. Annand, Mr. Archibald, and Mr. Tobin, be a committee for such purpose.

House attend with address.

At half-past three of the clock, Mr. Speaker and the House went up to Government House to attend his Excellency with the Address of the House, in answer to the Speech of his Excellency at the opening of the session.

And being returned,

Reply reported.

Mr. Speaker reported that he had presented the Address of the House to his Excellency, and that his Excellency had been pleased to give this reply thereto :

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

I thank you for your Address, which I receive with much pleasure.

The important matters that will be laid before you will, I feel satisfied, receive your most careful consideration.

Lunenburg public lands bill.

Mr. Kaulback, pursuant to leave given, presented a bill to vest in the Crown certain public lands in the town of Lunenburg ; and the same was read a first time and ordered to be read a second time.

Papers presented :—  
Financial returns.

The hon. the Financial Secretary, by command of his Excellency the Governor, presented to the House, financial returns of the expenditure and revenue of the Province for the year ended 30th September, 1866.

*(See Appendix—Financial Returns.)*

*Ordered,* That the returns do lie on the table.

Trade returns.

Also, by the like command, various returns and statements connected with the trade and commerce of the Province for the year ended 30th September, 1866.

*(See Appendix—Trade Returns.)*

*Ordered,* That the same do lie on the table.

Halifax gas company bill.

Mr. Tobin, pursuant to leave given, presented a bill to increase the capital stock of the Halifax gas light company ; and the same was read a first time and ordered to be read a second time.

Pet. of Gilbert Atwood for incorporation act.  
Leave for bill.

A petition of Gilbert Atwood and others was presented by the hon. Mr. Shannon, and read, praying for an act of incorporation.

*Ordered,* That the petition do lie on the table, and that the hon. Mr. Shannon have leave to introduce a bill in accordance with the prayer thereof.

And thereupon,

Wellington mining co. incorporation bill.

The hon. Mr. Shannon, pursuant to such leave, presented a bill to incorporate the Wellington mining company ; and the same was read a first time, and ordered to be read a second time.

Pet. of N. Snow, for incorporation act.  
Leave for bill.

A petition of Newell Snow and others was presented by the hon. Mr. Shannon, and read, praying for an act of incorporation.

*Ordered,* That the petition do lie on the table, and that the hon. Mr. Shannon have leave to introduce a bill in accordance with the prayer thereof.

And thereupon,

Palmerston mining co. bill.

The hon. Mr. Shannon, pursuant to such leave, presented a bill to incorporate the Palmerston mining company ; and the same was read a first time, and ordered to be read a second time.

Windsor and Annapolis railway papers.

The hon. the Provincial Secretary, by command of his Excellency the Governor, presented to the House—

Extract from Minute of Executive Council, dated 19th July, 1866 ; together with memorandum of agreement between the Railway Commissioner and Messrs. Punchard, Barry and Clark, for the construction of the Windsor and Annapolis Railway, dated 26th November, 1866, with letter from Messrs. Punchard and others to the hon. the Provincial Secretary, dated 26th February last, on the same subject ; and articles of association of the Windsor and Annapolis Railway Company ; and the same were read by the clerk.

*(See Appendix—Windsor and Annapolis Railway.)*

*Ordered,* That the papers do lie on the table.

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

## THURSDAY, 21st MARCH, 1867.

## PRAYERS.

The hon. the Provincial Secretary, from the committee appointed to prepare lists of committees on general subjects, reported that the committee had agreed to such lists; and he delivered the lists in at the clerk's table, where they were read, and are as follows:

List of committees reported.

*Privileges.*

Hon. Attorney General,  
Mr. Archibald,  
" McDonnell,  
" S. Campbell,  
Hon. Mr. MacFarlane,  
Mr. Locke,  
" Pryor.

*Agriculture.*

Hon. Mr. MacFarlane,  
Mr. Blanchard,  
Hon. Mr. McKinnon,  
Mr. Parker,  
" Hamilton,  
" Hebb,  
" Allison.

*Education.*

Hon. Provincial Secretary,  
Mr. Archibald,  
Hon. Mr. Shannon,  
Mr. S. Campbell,  
" Brown,  
" Bourinot,  
" Tobin.

*Fisheries.*

Mr. McDonnell,  
" Ross,  
" Cowie,  
" Robertson,  
" Jost,  
" Balcom,  
" Robichau,  
" Killam,  
" Smyth.

*Post Office.*

Mr. Bourinot,  
Hon. Attorney General,  
Mr. Coffin,  
" Donkin,  
" Heffernan,  
" Blanchard,  
" Hamilton,  
" Miller,  
" Colin Campbell.

*Indian Affairs.*

Hon. Mr. McKinnon,  
Mr. Ross,  
" Lawrence,  
" Heffernan,  
" Townsend,  
" Colin Campbell,  
" James Fraser.

*Public Accounts.*

Mr. Jost,  
" Brown,  
" John Campbell,  
" McLelan,  
" McDonnell.

*Private and Local Bills.*

Mr. Pryor,  
" McLelan,  
" Whitman,  
" Blackwood,  
" Caldwell,  
" Donkin.

*Law Amendments.*

Mr. Archibald,  
Hon. Mr. Shannon,  
Mr. McDonnell,  
" S. Campbell,  
" Kaulback,  
" Miller,  
" Donkin.

*Mines and Minerals.*

Hon. Mr. MacFarlane,  
Mr. S. Campbell,  
" Caldwell,  
" Locke,  
" Kaulback,  
" Annand,  
" D. Fraser.

*Militia.*

Mr. Pryor,  
 " Parker,  
 " Jost,  
 " Hefferuan,  
 Hon. Attorney General,  
 Mr. Colin Campbell,  
 " Blanchard,  
 " Bourinot,  
 " Hebb,  
 " King,  
 " S. Campbell.

*Navigation Securities.*

Mr. Robichau,  
 " Coffin,  
 " C. J. Campbell,  
 " McLelan,  
 " Kaulback,  
 " Heffernan,  
 " Moore.

*Crown Lands.*

Mr. Whitman,  
 " Blanchard,  
 " McKay,  
 " Locke,  
 " Moore,  
 " Miller,  
 " C. J. Campbell,

*Trade and Manufactures.*

Mr. Annand,  
 " Churchill,  
 " Hill,  
 " Coffin,  
 " Cowie,  
 " Ray,  
 " Bill,  
 " Killam,  
 Hon. Mr. Shannon,  
 Mr. Tobin,  
 " Locke.

*Land Damages.*

Mr. Coffin,  
 " Moore,  
 " Balcom,  
 " Caldwell,  
 " King,  
 " Allison.

*Contingencies.*

Hon. Financial Secretary,  
 Mr. Hatfield,  
 " John Campbell.

*Railways.*

Mr. Tobin,  
 " Locke,  
 " Donkin,  
 " Blanchard,  
 " D. Fraser,  
 " Ray,  
 " Bill,  
 " McKay,  
 " McLelan.

*Reporting and Printing.*

Hon. Attorney General,  
 Mr. Brown,  
 " Longley,  
 " C. J. Campbell,  
 " Robertson,  
 " Tobin,  
 " Caldwell,  
 " Ray.

*Penitentiary.*

Mr. Hill,  
 " Balcom,  
 " Cowie,  
 " Parker,  
 " Churchill,  
 " Robertson,  
 " McKay,  
 " Allison.

*Humane Institutions.*

Mr. Blanchard,  
 " Hamilton,  
 " Coffin,  
 " Allison,  
 " Annand,  
 " Caldwell,  
 " Killam,  
 " Townsends,  
 " Jas. Fraser.

*City of Halifax Bills.*

Hon. Mr. Shannon,  
 Mr. Blanchard,  
 " Donkin,  
 " Balcom,  
 " Hill,  
 " Miller,  
 " S. Campbell.



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

Lists confirmed.

The hon. the Provincial Secretary, by command of his Excellency the Governor, presented to the House, papers containing a complaint against the Medical Superintendent of the Hospital for the Insane, in the case of Richard Hurley, deceased, with the proceedings had thereon; and the same were read by the clerk.

Complaint in Hurley's case.

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

Ref. to com. on humane institutions.

*Ordered*, That the financial and trade returns, presented to the House yesterday, be referred to the committee on public accounts.

Financial and trade returns referred to committee.

On motion of the hon. the Financial Secretary, the House resolved itself into the committee of ways and means.

Com. of ways and means.

Mr. Speaker left the chair,

Mr. Caldwell took the chair of the committee,

Mr. Speaker resumed the chair,

The chairman reported from the committee that they had gone through the business referred to them, and had come to three resolutions, which they had directed him to report to the House; and he delivered the resolutions in at the clerk's table, where they were read, and are as follows, viz:

Resolutions reported.

1°. *Resolved*, That the customs duties remain the same for the year ending the thirty-first day of March, 1868, as they have been during the past year.

Customs duties.

2°. *Resolved*, That the duties to support light houses remain the same for the year ending the thirty-first day of March, 1868, as they have been during the past year.

Light house duties.

3°. *Resolved*, That the excise duties on certain articles manufactured within this Province, remain the same for the year ending the thirty-first day of March, 1868, as they have been during the past year.

Excise duties.

The first of such resolutions having been again read, and the question being propounded from the chair that the same be agreed to, Mr. Stewart Campbell moved that the resolution be referred back to committee for the purpose of placing flour in the table of exemptions from duty; which being seconded and put, and the House dividing thereon, there appeared for the amendment seventeen, against it twenty-eight.

Amendment to customs duties resolution.

Negatived on division.

*For the amendment,—*

*Against the amendment,—*

Mr. Killam,  
" Balcom,  
" Robertson,  
" Churchill,  
" Locke,  
" Ross,  
" Annand,  
" Caldwell,  
" Brown.

Mr. Townsend,  
" Blackwood,  
" Hebb,  
" McLelan,  
" S. Campbell,  
" Robichau,  
" Ray,  
" Coffin.

Mr. D. Fraser,  
" Archibald,  
" Whitman,  
" McKay,  
" Longley,  
" Tobin,  
" J. Fraser,  
" Cowie,  
" Colin Campbell,  
Hon. Fin. Secretary,  
Mr. Hill,  
" John Campbell,  
" Pryor,  
" Moore,

Mr. Bill,  
" Donkin,  
" Kaulback,  
" Blanchard,  
" Smyth,  
Hon. Mr. Shannon,  
Mr. Allison,  
" C. J. Campbell,  
" Parker,  
" Hamilton,  
" Jost,  
Hon. Mr. McKinnon,  
" " MacFarlane,  
" Prov. Secretary.

So it passed in the negative.

The resolution was then upon the question put thereon, agreed to by the House.

Customs resolution agreed to.

The second and third resolutions were then read a second time, and agreed to by the House.

The hon. the Financial Secretary, pursuant to leave given, presented to the House,

Revenue bills presented.

A bill to continue the act to regulate customs duties;

Customs duties.

A bill to continue chapter 18 of the Revised Statutes, "of light house duties;"

Light house duties.

- Excise duties. A bill to continue chapter 9 of the Revised Statutes, "of excise duties," and the act in amendment thereof;  
And such bills were severally read a first time, and ordered to be read a second time.
- Pet. for change in law rel. to exportation of goods. A petition of merchants and others interested in the trade between this province and the coasts of Newfoundland and Labrador, was presented by Mr. Tobin and read, praying for an alteration in the act of last session regulating the exportation of goods shipped hence for that trade.
- Ref. to committee on trade. *Ordered*, That the petition be referred to the committee on trade and manufactures.
- Papers presented: The hon. the Provincial Secretary, by command of his Excellency the Governor, presented to the House,  
Rep of Commissioner of Crown Lands. Report of the Commissioner of Crown Lands for the year ended 30th September, 1866; and the same was read by the clerk.  
*(See Appendix—Crown Lands)*
- Ref. to Crown Land committee. *Ordered*, That the report be referred to the committee on crown lands  
Rep. of Commissioner of mines. Also, by the like command, the report of the Chief Commissioner of Mines, for the year ended 30th September, 1866; and the same was read by the clerk.  
*(See Appendix—Mines.)*
- Ref. to com. on mines and minerals. *Ordered*, That the report be referred to the committee on mines and minerals.  
Rep. of Chairman of Board of Works. Also, by the like command, the report of the Chairman of the Board of Works for the year ended 30th September, 1866; and the same was read by the clerk.  
*(See Appendix—Board of Works.)*
- Ref. in part to various committees. *Ordered*, That so much thereof as relates to public expenditure be referred to the committee on public accounts; so much thereof as relates to light houses be referred to the committee on navigation securities; so much thereof as relates to the lunatic asylum be referred to the committee on humane institutions; and so much thereof as relates to the penitentiary be referred to the committee on that subject.
- Rep. of Commissioner on Indian Affairs. Also, by the like command, the report of the Commissioner of Indian affairs for year ended 30th September, 1866; and the same was read by the clerk.  
*(See Appendix—Indian Affairs.)*
- Ref. to com. on Indian affairs. *Ordered*, That the report be referred to the committee on Indian affairs.  
Rep. of Commissioner of Railways. Also, by the like command, report of the Chief Commissioner of Railways for the year ending 30th September, 1866; and the same was read by the clerk.  
*(See Appendix—Railways.)*
- Ref. to railway com. *Ordered*, That the report be referred to the committee on railways.
- Report of British cholera commissioners. Also, by the like command, despatch from the Secretary of State for the Colonies to the Governor, dated 15th June, 1866, transmitting copy of report from the British Cholera Commissioners to the Earl of Clarendon; and the same was read by the clerk.  
*(See Appendix—Public Health.)*
- Ref. to com on humane institutions. *Ordered*, That the same be referred to the committee on humane institutions.  
Steamship England. Also, by the like command, despatches and correspondence between the Secretary of State for the Colonies and the Governor, relating to the steamship "England"; and the same were read by the clerk.  
*(See Appendix—Steamship "England.")*
- Ref. to com. on humane institutions. *Ordered*, That the papers be referred to the committee on humane institutions.

Then the House adjourned until to-morrow, at three of the clock:

FRIDAY, 22nd MARCH, 1867.

## PRAYERS.

The hon. the Financial Secretary, by command of his Excellency the Governor, presented to the House,

Receiver General's  
Pictou railway ac-  
count current.

The hon. the Receiver General's account current with the province, with reference to the Pictou railway.

(See Appendix—Railways.)

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

Ref to com on pub-  
lic accounts.

Also, by the like command, report of the Secretary of the Board of Statistics of the registration of marriages, births and deaths, for the year ended 30th September, 1866; and the same was read by the clerk.

Registration report.

(See Appendix—Registration.)

*Ordered*, That the report do lie on the table.

The following bills were severally read a second time :

A bill to vest in the Crown certain public lands in the town of Lunenburg ;

A bill to increase the capital stock of the Halifax gas light company ;

A bill to incorporate the Wellington mining company ;

A bill to incorporate the Palmerston mining company.

Bills read 2nd time :

Lunenburg lands.

Halifax gas company.

Wellington mining co.

Palmerston mining co.

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

Ref to com on pri-  
vate and local bills.

The following bills were read a second time :

A bill to continue the act to regulate customs duties ;

A bill to continue chapter 18 of the Revised Statutes, "of light house duties;"

A bill to continue chapter 9 of the Revised Statutes, "of excise duties," and

the act in amendment thereof.

Bills read 2nd time :

Customs duties.

Light house duties.

Excise duties.

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

Bills committed.

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

Com. on bills.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered the following bills, viz. :

Revenue bills re-  
ported.

A bill to continue the act to regulate customs duties ;

Customs duties.

A bill to continue chapter 18 of the Revised Statutes, "of light house duties;"

Light house duties.

A bill to continue chapter 9 of the Revised Statutes, "of excise duties," and

Excise duties.

the act in amendment thereof ;

And had directed him to report such bills to the House severally without amendment; and he delivered the bills in at the clerk's table.

*Ordered*, That the bills be engrossed.

Mr. Bill, pursuant to leave given, presented a bill to legalize assessment rolls for the county of Kings; and the same was read a first time, and ordered to be read a second time.

Kings county assess-  
ment rolls bill.

The hon. Mr. Shannon, pursuant to leave given, presented a bill to appoint a stipendiary magistrate for the city of Halifax; and the same was read a first time, and ordered to be read a second time.

City of Halifax sti-  
pendiary magis-  
trate's bill.

Mr. Bourinot, pursuant to leave given, presented the following bills :

A bill to legalize proceedings under the elective franchise acts in the county of Cape Breton ;

Cape Breton bills :

Elective franchise.

A bill to legalize assessment rolls for the county of Cape Breton ;

Assessment rolls.

A bill to legalize the proceedings of the sessions of the county of Cape Breton ;

Sessions.

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

- Bills read 3rd time  
Customs duties.** An engrossed bill to continue the act to regulate customs duties, was read a third time.  
*Resolved*, That the bill do pass, and that the title be, an act to continue the act to regulate customs duties.
- Light house duties.** An engrossed bill to continue chapter 18 of the Revised Statutes, "of light house duties," was read a third time.  
*Resolved*, That the bill do pass, and that the title be, an act to continue chapter 18 of the Revised Statutes, "of light house duties."
- Excise duties.** An engrossed bill to continue chapter 9 of the Revised Statutes, "of excise duties," and the act in amendment thereof, was read a third time.  
*Resolved*. That the bill do pass, and that the title be, an act to continue chapter 9 of the Revised Statutes, "of excise duties," and the act in amendment thereof.
- Sent to Council.** *Ordered*, That the clerk do carry the bills to the Council, and desire their concurrence.
- Provincial government railway amendment bill read 1st and 2nd time and committed.** The hon. the Financial Secretary, pursuant to leave given, presented a bill to amend chapter 70 of the Revised Statutes, "of provincial government railroads"; and the same was read a first, and *nem. con.* a second time.  
*Ordered*, That the bill be committed to a committee of the whole House.
- International coal and railway company amendment bill.** Mr. Bourinot, pursuant to leave given, presented a bill further to amend the act to incorporate the International coal and railway company, and the acts in amendment thereof; and the same was read a first time, and ordered to be read a second time.
- Com. on bills.** On motion, the House resolved itself into a committee on bills.  
Mr. Speaker left the chair,  
Mr. Robertson took the chair of the committee,  
Mr. Speaker resumed the chair.
- Government railway amendment bill reported.** The chairman reported from the committee that they had considered the bill to amend chapter 70 of the Revised Statutes, "of provincial government railroads"; and had directed him to report the same to the House without amendment; and he delivered the bill in at the clerk's table.  
*Ordered*, That the bill be engrossed.
- Papers presented :** The hon. the Provincial Secretary, by command of his Excellency the Governor, presented to the House—
- Report of delegation to England.** Report of the Delegation to England, to arrange a Union of the British North American Provinces; and the same was read by the clerk.  
(*See Appendix—Delegation to England.*)  
*Ordered*, That the report do lie on the table.
- Postmaster General's report.** Also, by the like command, report of the Postmaster General, and of the Superintendent of the Money Order Office, for the year ended 30th September, 1866; and the same were read by the clerk.  
(*See Appendix—Post Office.*)
- Ref. to Post Office committee.** *Ordered*, That the reports be referred to the committee on the post office.
- Immigration report.** Also, by the like command, report of the Immigration Agent, for the year 1866, and also report of Duncan Campbell on the same subject; and the same were read by the clerk.  
(*See Appendix—Immigration.*)
- Ref. to Crown Land committee.** *Ordered*, That the reports be referred to the committee on crown lands.
- Memorial of clerks in military departments.** Also, by the like command, memorial from subordinates of the several military departments in the garrison to the Major General commanding, praying that they be relieved from taxation: and the same was read by the clerk.
- Com. on Halifax city bills.** *Ordered*, That the memorial be referred to the committee on city of Halifax bills.

An engrossed bill to amend chapter 70 of the Revised Statutes, "of provincial government railroads," was read a third time.

Provincial government railway amendment bill read 3rd time.

*Resolved*, That the bill do pass, and that the title be, an act to amend chapter 70 of the Revised Statutes, "of provincial government railroads."

*Ordered*, That the clerk do carry the bill to the Council and desire their concurrence.

Sent to Council.

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

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SATURDAY, 23rd MARCH, 1867.

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PRAYERS.

A petition of William H. Townsend and others of Yarmouth, was presented by Mr. Townsend, and read, praying for an act of incorporation.

Pet. for act to incorporate bank at Yarmouth.

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

Leave for bill.

And thereupon,

Mr. Townsend, pursuant to such leave, presented a bill to incorporate the Exchange bank of Yarmouth; and the same was read a first time, and ordered to be read a second time.

Yarmouth exchange bank incorporation co. bill.

A petition of farmers of Kings county was presented by Mr. Bill, and read, complaining of interference by middlemen with the sale of country produce in the farmers or country markets in Halifax, and praying relief.

Pet. relative to interference with sale of country produce.

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

Ref. to com. on agriculture.

Mr. Pryor, from the committee on private and local bills, reported that they had considered the following bills, viz :

Rep. from committee on private bills.

A bill to vest in the Crown certain public lands in the town of Lunenburg;

Lunenburg lands.

A bill to increase the capital stock of the Halifax gas light company;

Halifax gas co.

A bill to incorporate the Wellington mining company;

Wellington mining co.

A bill to incorporate the Palmerston mining company;

Palmerston mining co.

And had directed him to report such bills to the House severally without amendment.

And he delivered the bills in at the clerk's table.

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

Bills committed.

The hon. the Provincial Secretary, by command of his Excellency the Governor, presented to the House,

Copies of despatches, correspondence, and minutes of Council, relative to the protection of the inshore fisheries of British North America; and the same were read by the clerk.

Fishery protection papers presented.

(See Appendix—Fishery Protection.)

*Ordered*, That the papers be referred to the committee on the fisheries.

Ref. to com. on fisheries.

The hon. the Provincial Secretary, pursuant to leave given, presented to the House,

A bill to amend chapter 3 of the Revised Statutes, "of the duration of and representation in the General Assembly";

Representation bill.

Also,

A bill relative to certain public officers and their salaries.

Public officers salaries bill.

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

A petition of "Grand Pre" lodge of the order of British Templars, was presented by Mr. Brown and read, praying for an act of incorporation.

Pet. of Grand Pre lodge.

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

Leave for bill.

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

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 MONDAY, 25th MARCH, 1867.
 

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## PRAYERS.

- Richmond assessment rolls, Mr. Miller, pursuant to leave given, presented a bill to legalize the assessment rolls for the county of Richmond; and the same was read a first time, and ordered to be read a second time.
- Assessment rolls legalizing bill. Mr. Ross, pursuant to leave given, presented a bill to legalize assessment rolls for the present year; and the same was read a first time, and ordered to be read a second time.
- Executive and legislative disabilities bill. The hon. the Provincial Secretary, pursuant to leave given, presented a bill to amend chapter 2 of the Revised Statutes, "of executive and legislative disabilities"; and the same was read a first time, and ordered to be read a second time.
- Petitions for division of co. of Richmond. Two petitions of magistrates, merchants, shipowners, farmers, fishermen, and other residents of the county of Richmond, were presented by Mr. Miller and read, praying for a division of that county into two ridings for municipal purposes.  
*Ordered*, That the petitions do lie on the table.
- Second reading of disabilities bill, Representation bill, Officers' salaries bill, Made order of day. On motion of the hon. the Provincial Secretary,  
*Ordered*, That the House do on Friday next, the 29th day of March instant, proceed to the consideration of the bill to amend chapter 2 of the Revised Statutes, "of executive and legislative disabilities"; the bill to amend chapter 3 of the Revised Statutes, "of the duration of and representation in the General Assembly"; and the bill relative to certain public officers and their salaries, on the second reading of such bills respectively.
- Committee on bills. On motion, the House resolved itself into a committee on bills.  
Mr. Speaker left the chair,  
Mr. Robertson took the chair of the committee,  
Mr. Speaker resumed the chair.
- Bills reported. The chairman reported from the committee that they had considered,  
Lunenburg lands. A bill to vest in the crown certain public lands in the town of Lunenburg;  
Halifax gas company. A bill to increase the capital stock of the Halifax gas light company;  
Wellington mining co. A bill to incorporate the Wellington mining company;  
Palmerston mining co. A bill to incorporate the Palmerston mining company;  
And had directed him to report such bills to the House, severally without amendment; and he delivered the bills in at the clerk's table.  
*Ordered*, That the bills be engrossed.
- Halifax steamboat company bill. The hon. Mr. Shannon, pursuant to leave given, presented a bill relating to the Halifax steam boat company; and the same was read a first time, and ordered to be read a second time.
- Commissioners of streets bill. Mr. Donald Fraser, pursuant to leave given, presented a bill to amend chapter 63 of the Revised Statutes, "of commissioners of streets"; and the same was read a first time, and ordered to be read a second time.
- Message from Council. A message from the Council by Mr. Halliburton:  
Mr. Speaker,—
- Com. on public accounts. The Legislative Council have appointed Mr. Brown, Mr. Patterson, and Mr. Holmes, to be a committee to join a committee of the House of Assembly to examine the public accounts.  
And then the messenger withdrew.
- Pictou causes settlement bill. Mr. Donald Fraser, pursuant to leave given, presented a bill to provide for the settlement of certain causes pending in the Supreme Court at Pictou; and the same was read a first time, and ordered to be read a second time.
- Halifax stipendiary magistrates bill read 2nd time. The bill to appoint a stipendiary magistrate for the city of Halifax, was read a second time.  
Ref. to Halifax city bills committee. *Ordered*, That the bill be referred to the committee on city of Halifax bills.

The hon. the Provincial Secretary, by command of his Excellency the Governor, presented to the House,

Communication from Leonce Routh, Deputy Commissary General, to the Major General commanding, as to expediency of providing a free passage to Dartmouth for all military departments and stores, by inserting a clause to that effect in the steamboat company's new charter.

Letter relative to free passage of troops, &c., over Dartmouth ferry.

*Ordered*, That the communication do lie on the table.

The hon. the Financial Secretary, pursuant to leave given, presented a bill to amend chapter 63 of the Revised Statutes, "of commissioners of streets," so far as relates to the town of New Glasgow; and the same was read a first time, and ordered to be read a second time.

New Glasgow commissioners of streets bill.

Mr. Miller, pursuant to leave given, presented a bill to appoint commissioners of streets for the town of Arichat; and the same was read a first time, and ordered to be read a second time.

Arichat commissioners of streets bill.

Then the House adjourned until to-morrōw, at three of the clock.

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TUESDAY, 26th MARCH, 1867.

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PRAYERS.

A message from the Council by Mr. Halliburton :

Message from Council.

Mr. Speaker,—

The Council have agreed to the bills severally entitled, as follows :

Agree to bills.

An act to continue the act to regulate customs duties ;

Customs duties.

An act to continue chapter 18 of the Revised Statutes, "of light house duties ;"

Light house duties.

An act to continue chapter 9 of the Revised Statutes, "of excise duties," and the act in amendment thereof ;

Excise duties.

An act to amend chapter 70 of the Revised Statutes, "of provincial government railroads ;"

Provincial government railways.

Without any amendment.

And then the messenger withdrew.

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

Bills read 2nd time.

A bill to legalize the proceedings of the sessions of the county of Cape Breton ;

Cape Breton sessions.

A bill further to amend the act to incorporate the International coal and railway company, and the acts in amendment thereof ;

International coal co. amendment.

A bill to incorporate the exchange bank of Yarmouth ;

Yarmouth bank.

A bill relating to the Halifax steam boat company ;

Halifax steamboat co.

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

Ref. to com. on private bills.

An engrossed bill to vest in the Crown certain public lands in the town of Lunenburg, was read a third time.

Bills read 3rd time.

*Resolved*, That the bill do pass, and that the title be, an act to vest in the Crown certain public lands in the town of Lunenburg.

Lunenburg public lands.

An engrossed bill to increase the capital stock of the Halifax gas light company, was read a third time.

Halifax gas light co.

*Resolved*, That the bill do pass, and that the title be, an act to increase the capital stock of the Halifax gas light company.

An engrossed bill to incorporate the Wellington mining company, was read a third time.

Wellington mining co.

*Resolved*, That the bill do pass, and that the title be, an act to incorporate the Wellington mining company.

An engrossed bill to incorporate the Palmerston mining company, was read a third time.

Palmerston mining co.

*Resolved*, That the bill do pass, and that the title be, an act to incorporate the Palmerston mining company.

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

Papers presented. The hon. the Provincial Secretary, by command of his Excellency the Governor, presented to the House,

Despatch notifying appointment of Colonial Secretary. Circular despatch from his Grace the Duke of Buckingham, dated 8th March, instant, notifying his appointment as Secretary of State for the Colonies; and the same was read by the clerk.

(See Appendix—Colonial Secretary.)

*Ordered*, That the despatch do lie on the table.

Correspondence relative to renewal of reciprocity treaty. Also, by the like command, copy of despatch, dated 6th July, 1866, from the Secretary of State for the Colonies to the Governor, transmitting copies of correspondence presented to the Imperial Parliament, respecting the termination of the Reciprocity Treaty of 1854, between Great Britain and the United States of America; and the same was read by the clerk.

(See Appendix—Reciprocity Treaty.)

*Ordered*, That the correspondence do lie on the table.

Annapolis sessions bill. Mr. Ray, pursuant to leave given, presented a bill to legalize the proceedings of the sessions of the county of Annapolis; and the same was read a first time, and ordered to be read a second time.

Pet. of Thos. J. Wallace against Chief Justice. A petition of Thomas J. Wallace, of Halifax, barrister-at-law, was presented by Mr. Pryor, and read, making certain charges against the hon. the Chief Justice of Nova Scotia, and praying for the appointment of a committee to investigate the same.

*Ordered*, That the petition do lie on the table.

Pet. of ratepayers of Blind Bay for alteration of polling district. A petition of rate payers and residents of Blind Bay, in the county of Halifax, was presented by Mr. Pryor, and read, praying for the passage of an act altering the lines of No. 10 polling district.

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

And thereupon,

Bill to alter polling district. Mr. Pryor, pursuant to such leave, presented a bill to alter the boundaries of a polling district in Western Halifax; and the same was read a first time, and ordered to be read a second time.

Lunatic asylum bill. The hon. the Provincial Secretary, pursuant to leave given, presented a bill to amend chapter 152 of the Revised Statutes, "of the lunatic asylum"; and the same was read a first time, and ordered to be read a second time.

Pet. of Congregational Union of Nova Scotia and New Brunswick. A petition of the Congregational Union of New Brunswick and Nova Scotia, was presented by Mr. James Fraser, and read, praying that no money may be granted to denominational schools and colleges.

*Ordered*, That the petition do lie on the table.

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



PRAYERS.

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

- A bill to incorporate the Dominion gold mining company ;
- A bill to incorporate the Blue Lead gold mining company ;
- A bill to incorporate the Union gold mining company ;
- A bill to incorporate the Provincial gold mining company ;
- A bill to incorporate the Eldorado gold mining company ;
- And such bills were read a first, and *nem. con.* a second time.

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

Mining bills :  
 Dominion gold mining company.  
 Blue Lead gold mining co.  
 Union gold mining co.  
 Provincial gold mining co.  
 Eldorado gold mining company.  
 Read 1st and 2nd time.  
 Ref. to private bills committee  
 Pet. of W. S. Copeland and others, rel. to license law.  
 Ref. to law amendment com.

A petition of W. S. Copeland and others, of New Glasgow, was presented by the hon. the Financial Secretary, and read, complaining of the action of the Custos of the county with reference to granting licenses for the sale of intoxicating liquors.

*Ordered,* That the petition be referred to the committee on amendments to the laws.

A petition of trustees of Shelburne school district No. 19, was presented by Mr. Locke, and read, praying that the sale of certain school property made by them may be confirmed.

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

Pet. of trustees No. 19 Shelburne school district.

A petition of Daniel B. Munro and others, of the Ridge in the county of Cumberland, was presented by the hon. Mr. MacFarlane, and read, praying for additional mail accommodation.

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

Ref. to com. on education.  
 Pet. of D. B. Munro and others.

A petition of inhabitants of the county of Richmond, was presented by Mr. Miller, and read, praying that chapter 62 of the Revised Statutes, "of highway labor," be extended to that county.

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

Ref. to post office com.  
 Pet. to extend chap. 62 Rev. Statutes to Richmond co.

A message from the Council by Mr. Halliburton :

Mr. Speaker,—

The Council have agreed to the bill entitled, an act to increase the capital stock of the Halifax gas light company, without amendment.

And then the messenger withdrew.

Message from Council.  
 Agree to Halifax gas light co. bill.

The hon. the Financial Secretary, by command of his Excellency the Governor, presented to the House,

Report of the commissioners from British North America, appointed to enquire into the trade of the West Indies, Mexico, and Brazil ; and the same was read by the clerk.

*Ordered,* That the report do lie on the table.

Papers presented.  
 Report of commissioners to Mexico, Brazil and West Indies.

The hon. the Provincial Secretary, by command of his Excellency the Governor, presented to the House,

Copies of correspondence relating to passports for British naturalized subjects and the same were read by the clerk.

Passports for naturalized subjects.

(See Appendix—Passports.)

*Ordered,* That the papers do lie on the table.

Also, by the like command, despatch dated 31st July, 1866, from the Secretary of State for the Colonies to the Governor, enclosing correspondence between the

Correspondence rel. to rewards for apprehending deserters.

War Department and the Major General commanding, relative to the necessity of an increased rate of reward for the apprehension of deserters ; and the correspondence was read by the clerk.

(See Appendix—Deserters.)

- Ref. to com. on the militia. *Ordered*, That the papers be referred to the committee on the militia.
- Rep. of school commissioners city of Halifax. Also, by the like command, report of the committee of the board of school commissioners for the city of Halifax, recommending certain alterations in the education act as respects the city of Halifax ; and the same was read by the clerk.
- Ref. to education com. *Ordered*, That the report be referred to the committee on education.
- Private bills reported. Mr. Pryor, from the committee on private and local bills, reported that they had considered,
- Cape Breton sessions. A bill to legalize the proceedings of the sessions of the county of Cape Breton ;
- Exchange bank, Yarmouth. A bill to incorporate the Exchange bank of Yarmouth ;
- Halifax steam boat company. And had directed him to report such bills to the House, severally without amendment.
- Also, that they had considered the bill relating to the Halifax steamboat company, and had made an amendment thereto, which they had directed him to report to the House with the bill ;
- And he delivered the bills, together with the amendment to the last mentioned bill, in at the clerk's table, where the amendment was read.
- Bills committed. *Ordered*, That the bills be committed to a committee of the whole House.
- Lunatic asylum bill read 2nd time and committed. A bill to amend chapter 152 of the Revised Statutes, "of the lunatic asylum," was read a second time.
- Ordered*, That the bill be committed to a committee of the whole House.
- Revised Statutes amendment bill. Mr. Archibald, pursuant to leave given, presented a bill to amend certain chapter of the Revised Statutes ; and the same was read a first time, and ordered to be read a second time.
- Committee on bills. On motion, the House resolved itself into a committee on bills.
- Mr. Speaker left the chair,
- Mr. Robertson took the chair of the committee,
- Mr. Speaker resumed the chair.
- Report bills. The chairman reported from the committee that they had considered the bill
- Cape Breton sessions. to legalize the proceedings of the sessions of the county of Cape Breton, and the
- Yarmouth bank. bill to incorporate the Exchange bank of Yarmouth ;
- And had directed him to report such bills to the House without amendment.
- Halifax steamboat co. Also, that they had considered the bill relating to the Halifax steamboat com-
- incorporation. pany, and had made an amendment thereto, which they had directed him to report to the House, with the bill ;
- And he delivered the bills, together with the amendment to the last mentioned bill, in at the clerk's table, where such amendment was read.
- Ordered*, That the bills reported without amendments be engrossed.
- Ordered*, That the bill reported with amendment be engrossed with the amendment.

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

THURSDAY, 28th MARCH, 1867.

PRAYERS.

The hon. the Financial Secretary, by command of his Excellency the Governor, presented to the House,

Fyle of petitions addressed to the Provincial Government on the subject of postal communication.

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

Petitions to government on post office affairs.

Ref. to P. O. com.

A petition of inhabitants of Grand Rousseau, in the county of Richmond, was presented by Mr. Miller, and read, praying that the name of that place be changed.

Pet to change name of Grand Rousseau.

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

Leave for bill.

And thereupon,

Mr. Miller, pursuant to such leave, presented a bill to change the name of Grand Rousseau, in the county of Richmond; and the same was read a first time, and *nem. con.* a second time.

Bill to change name of Grand Rousseau read 1st and 2nd time.

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

Ref. to com. on private bills.

Mr. Bourinot, pursuant to leave given, presented a bill to incorporate the Glasgow and Cape Breton railway company; and such bill was read a first time, and *nem. con.* a second time.

Glasgow and Cape Breton railway co.

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

Ref. to com. on private bills.

The hon. Mr. Shannon, pursuant to leave given, presented a bill to amend the act to incorporate the Intercolonial coal mining company; and such bill was read a first time, and *nem. con.* a second time.

Intercolonial coal co. amendment bill.

Read 1st and 2nd time and referred to private bills com.

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

A petition of farmers of Kings county was presented by Mr. Brown, and read, complaining of the interference by middlemen with the sale of produce in the country or farmers markets.

Pet. rel. to interference with sale of country produce.

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

Ref. to com. on agriculture.

The hon. the Financial Secretary, pursuant to leave given, presented a bill for the appropriation of fines for violation of the license laws; and the same was read a first time, and ordered to be read a second time.

Appropriation of license law fines bill.

The hon. the Financial Secretary, pursuant to leave given, presented a bill to amend the act to incorporate New Caledonia lodge, Pictou; and the same was read a first time, and ordered to be read a second time.

New Caledonia lodge amendment bill.

The hon. Mr. Shannon, pursuant to leave given, presented the following bills, viz.:

City bills presented.

A bill to amend the act concerning the city of Halifax;

Halifax charter amendment.

A bill to amend the act to incorporate the Halifax city railroad company;

City railroad co.

A bill relative to the sale of grain and coal within the city of Halifax;

Sale of grain and coal.

A bill to amend the act relative to assessments in the city of Halifax;

City assessment amendment.

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

Mr. Miller, pursuant to leave given, presented a bill to extend the operation of chapter 62 of the Revised Statutes, "of highway labor"; and such bill was read a first, and *nem. con.* a second time.

Highway labor amendment bill read 1st and 2nd time and referred to law amendment committee.

*Ordered*, That the bill be referred to the committee on amendments to the laws.

Mr. Hamilton, pursuant to leave given, presented a bill to amend chapter 19 of the Revised Statutes, "of licenses for the sale of intoxicating liquors"; and the same was read a first time, and ordered to be read a second time.

License law amendment bill.

Mr. Pryor, from the committee on private and local bills, reported that they had considered the following bills, viz.:

Private bills reported.

- International coal co. amendment. A bill further to amend the act to incorporate the International coal and railway company, and the acts in amendment thereof ;
- Dominion gold co. A bill to incorporate the Dominion gold mining company ;
- Blue Lead gold co. A bill to incorporate the Blue Lead gold mining company ;
- Union gold co. A bill to incorporate the Union gold mining company ;
- Provincial gold co. A bill to incorporate the Provincial gold mining company ;
- Eldorado gold co. A bill to incorporate the Eldorado gold mining company ;
- And had directed him to report such bills to the House, severally without amendment ; and he delivered the bills in at the clerk's table.
- Bills committed. *Ordered*, That the bills be committed to a committee of the whole House.
- Papers presented. The hon. the Provincial Secretary, by command of his Excellency the Governor, presented to the House—
- Rep. on hospital for insane. The annual report of the medical superintendent of the hospital for the insane of the year 1866 ; and the same was read by the clerk.
- (*See Appendix—Hospital for Insane.*)
- Ref. to com. on humane institutions. *Ordered*, That the report be referred to the committee on humane institutions.
- Return of poors' asylum. Also, by the like command, the annual return of the receipts and expenditures of the poors' asylum at Halifax for the year 1866.
- (*See Appendix--Poors' Asylum.*)
- Ref. to com. on humane institutions. *Ordered*, That the return be referred to the committee on humane institutions.
- Memorial of heads of military departments for relief from taxation. Also, by the like command, memorial of staff officers, heads of military departments, and officers commanding corps in garrison, praying to be relieved from taxation, and especially from the school tax.
- Ref. to com. on city bills. *Ordered*, That the memorial be referred to the committee on city of Halifax bills.
- Committee on bills. On motion, the House resolved itself into a committee on bills.
- Mr. Speaker left the chair,  
Mr. Robertson took the chair of the committee,  
Mr. Speaker resumed the chair.
- Bills reported. The chairman reported from the committee that they had considered,
- Dominion gold co. A bill to incorporate the Dominion gold mining company ;
- Blue Lead gold co. A bill to incorporate the Blue Lead gold mining company ;
- Union gold co. A bill to incorporate the Union gold mining company ;
- Provincial gold co. A bill to incorporate the Provincial gold mining company ;
- Eldorado gold co. A bill to incorporate the Eldorado gold mining company ;
- And had directed him to report such bills to the House, severally without amendment ; and he delivered the bills in at the clerk's table.
- Ordered*, That the bills be engrossed.

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

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FRIDAY, 29th MARCH, 1867.

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PRAYERS.

- Pet. of E. C. Harding and others for act of incorporation. A petition of Charles E. Harding and others of Windsor, was presented by Mr. Blanchard, and read, praying for an act of incorporation.
- Leave for bill. *Ordered*, That the petition do lie on the table, and that Mr. Blanchard have leave to introduce a bill in accordance with the prayer thereof.
- And thereupon,
- Welsford lodge incorporation bill read 1st and 2nd time. Mr. Blanchard, pursuant to such leave, presented a bill to incorporate Welsford lodge of Freemasons, Windsor ; and the same was read a first time, and *nem. con.* a second time.
- Ordered*, That the bill be referred to the committee on private and local bills.

- Mr. Hill, pursuant to leave given, presented a bill respecting the village dyke at Falmouth; and the same was read a first time, and ordered to be read a second time. Falmouth dyke bill.
- Mr. Bourinot, pursuant to leave given, presented a bill to authorize a loan for the erection of a court house and jail at Sydney; and the same was read a first time, and *nem. con.* a second time. Sydney court house and jail bill read 1st and 2nd time.
- Ordered*, That the bill be referred to the committee on private and local bills. Ref. to com. on private and local bills.
- Mr. Brown, pursuant to leave given, presented a bill to incorporate Grand Pre lodge of British Templars, Wolfville; and the same was read a first time, and *nem. con.* a second time. Grand Pre lodge incorporation bill read 1st and 2nd time.
- Ordered*, That the bill be referred to the committee on private and local bills. Ref. to com. on private and local bills.
- Mr. Donkin, pursuant to leave given, presented a bill to amend chapter 103 of the Revised Statutes, "of the conveying of timber and lumber on rivers, and the removal of obstructions therefrom"; and the same was read a first time, and ordered to be read a second time. Rev. Statutes chap. 103 amendment bill.
- Mr. Hamilton, pursuant to leave given, presented a bill to further amend chapter 19 of the Revised Statutes, "of licenses for the sale of intoxicating liquors;" and the same was read a first time, and ordered to be read a second time. License law amendment.
- Mr. Donald Fraser, pursuant to leave given, presented a bill to incorporate the Pictou Mechanics' Institute savings bank; and the same was read a first time, and ordered to be read a second time. Pictou mechanic's institute saving's bank bill.
- Mr. Tobin, pursuant to leave given, presented a bill to increase the capital stock of the People's Bank of Halifax; and the same was read a first time, and ordered to be read a second time. People's bank capital bill.
- The hon. Mr. MacFarlane, pursuant to leave given, presented a bill relating to Ragged Reef school section, Cumberland; Ragged Reef school district.
- A bill to incorporate the St. Lawrence and Bay of Fundy canal company; St. Lawrence and Bay of Fundy canal co. incorporation bill.
- And such bills were severally read a first time, and ordered to be read a second time.
- A message from his Excellency the Governor by the Gentleman Usher of the Black Rod: Message from Governor.
- Mr. Speaker,—
- His Excellency the Governor commands the immediate attendance of this honorable House in the Council Chamber. House summoned.
- And accordingly,
- Mr. Speaker, with the House, attended his Excellency in the Council Chamber; House attend.
- And being returned,
- Mr. Speaker reported that his Excellency in the Council Chamber had been pleased to give his assent to five bills, passed during the present session, entitled as follows: Bills assented to.
- An act to increase the capital stock of the Halifax gas light company; Halifax gas light co.
- An act to continue the act to regulate customs duties; Customs duties.
- An act to continue chapter 18 of the Revised Statutes, "of light house duties"; Light house duties.
- An act to continue chapter 9 of the Revised Statutes, "of excise duties," and the act in amendment thereof; Excise duties.
- An act to amend chapter 70 of the Revised Statutes, "of provincial government railroads." Provincial government railroads.
- An engrossed bill to legalize the proceedings of the sessions of the county of Cape Breton, was read a third time. Bills read 3rd time. Cape Breton sessions.
- Resolved*, That the bill do pass, and that the title be, an act to legalize the proceedings of the sessions of the county of Cape Breton.
- An engrossed bill to incorporate the Exchange bank of Yarmouth, was read a third time. Yarmouth exchange bank.

*Resolved*, That the bill do pass, and that the title be, an act to incorporate the Exchange bank of Yarmouth.

Halifax steamboat co.

An engrossed bill relating to the Halifax steamboat company, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act relating to the Halifax steamboat company.

Dominion gold mining company.

An engrossed bill to incorporate the Dominion gold mining company, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to incorporate the Dominion gold mining company.

Blue Lead gold co.

An engrossed bill to incorporate the Blue Lead gold mining company, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to incorporate the Blue Lead gold mining company.

Union gold co.

An engrossed bill to incorporate the Union gold mining company, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to incorporate the Union gold mining company.

Provincial gold co.

An engrossed bill to incorporate the Provincial gold mining company, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to incorporate the Provincial gold mining company.

Eldorado gold co.

An engrossed bill to incorporate the Eldorado gold mining company, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to incorporate the Eldorado gold mining company.

Bills sent to Council.

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

Papers presented.

The hon. the Provincial Secretary, by command of his Excellency the Governor, presented to the House,

Returns of provincial notes issued and cancelled.

Return of the provincial notes issued from 1st March, 1866, to 1st March, 1867; and also return of provincial notes cancelled by the commissioners between the same periods.

Ref. to com. on public accounts.

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

Rep. of fishery and game preservation society.

Also, by the like command, report of the council of the inland fisheries and game preservation society.

Ref. to com. on fisheries.

*Ordered*, That the report be referred to the committee on the fisheries.

Order of day — 2nd reading of representation bill, Disabilities bill, Officers and salaries bill.

The order of the day being read,

The hon. the Provincial Secretary moved that a bill to amend chapter 2 of the Revised Statutes, "of executive and legislative disabilities"; a bill to amend chapter 3 of the Revised Statutes, "of the duration of and representation in the General Assembly"; and a bill relative to certain public officers and their salaries, be severally read a second time.

Debated, and 2nd reading agreed to.

Which being seconded, and a debate arising thereon, after some time spent in such debate, the question being propounded from the chair, was agreed to by the House.

And accordingly,

Bills read 2nd time.

The following bills were severally read a second time :

A bill to amend chapter 2 of the Revised Statutes, "of executive and legislative disabilities";

A bill to amend chapter 3 of the Revised Statutes, "of the duration of and representation in the General Assembly";

A bill relative to certain public officers and their salaries.

Committed.

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

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

SATURDAY, 30th MARCH, 1867.

## PRAYERS.

Mr. Pryor, from the committee on private and local bills, reported that they had considered, Private bills reported.

A bill to change the name of Grand Rousseau, in the county of Richmond ;

A bill to incorporate the Glasgow and Cape Breton railway company ;

A bill to amend the act to incorporate the Intercolonial coal mining company ;

And had directed him to report such bills to the House, severally without amendment.

And he delivered the bills in at the clerk's table.

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

Bills committed.

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

Committee on bills.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered the following bills, viz. : Bills reported.

A bill further to amend the act to incorporate the International coal and railway company, and the acts in amendment thereof ; International coal co. amendment.

A bill to change the name of Grand Rousseau, in the county of Richmond ;

Grand Rousseau name changed.

A bill to amend the act to incorporate the International coal mining company ;

International coal co. amendment.

A bill to amend chapter 3 of the Revised Statutes, " of the duration of and representation in the General Assembly ; "

Representation.

A bill to amend chapter 2 of the Revised Statutes, " of Executive and Legislative Disabilities ; " and had directed him to report such bills to the House severally without amendment.

Disabilities.

Also, that they had considered the bill relative to certain public officers and salaries; and had made amendments thereto, which they had directed him to report to the House with the bill ; Certain officers and salaries.

And he delivered the bills, together with the amendments to the last mentioned bill, in at the clerk's table, where the amendments were read.

*Ordered*, That the bills reported without amendment be engrossed.

*Ordered*, That the bill reported with amendments be engrossed with the amendments.

A petition of members of St. George's Church ;

Pet. from St. George's church,

A petition of members of St. John's Church ;

Pet. from St. John's church,

A petition of members of Poplar Grove Church ;

Pet. from Poplar Grove church,

A petition of members of Brunswick street Wesleyan Church ;

Pet. from Brunswick Street church,

A petition of members of Grafton street Methodist Church ;

Pet. from Grafton Street church,

In the city of Halifax, were presented by the hon. Mr. Shannon and read, severally praying the House to make such alterations in the license law as will tend to prevent the spread of intemperance.

For change in license law.

*Ordered*, That the petitions do lie on the table, and that the hon. Mr. Shannon have leave to introduce a bill in accordance with the prayer thereof. Leave for bill.

And thereupon,

The hon. Mr. Shannon, pursuant to such leave, presented a bill to amend the act concerning the city of Halifax in relation to licenses for the sale of intoxicating liquors ; and the same was read a first time, and ordered to be read a second time. License law amendment bill.

Mr. Pryor, pursuant to leave given, presented a bill to incorporate the Grand Lodge of the order of British Templars ; and the same was read a first time, and ordered to be read a second time. Grand lodge of British Templars incorporation bill.

Mr. Archibald, pursuant to leave given, presented a bill to amend the act to incorporate the Truro boot and shoe manufacturing company ; and the same was read a first time, and ordered to be read a second time. Truro boot and shoe co. amendment bill.

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- Pet. of Donald Grant for compensation for school house. The hon. the Financial Secretary, by command of his Excellency the Governor, presented to the House,  
 Petition of Donald Grant, of New Glasgow, contractor for erecting a school house at Fraser's Mountain, which was set on fire when completed, and totally consumed, praying for some compensation.
- Ref. to com. on education. *Ordered*, That the petition be referred to the committee on education.
- Pet. of J. H. Hodson and others. A petition of J. H. Hodson and others of Bedford, was presented by Mr. Annand and read, praying that they and other residents in the vicinity of the rifle range may be permitted to perform their statute labor in making a side path for pedestrians frequenting that locality.  
*Ordered*, That the petition do lie on the table.
- Provincial railway amendment bill. The hon. the Attorney General, pursuant to leave given, presented a bill to amend the act to provide for the construction of two other sections of the Provincial railway; and the same was read a first time, and ordered to be read a second time.

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

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MONDAY, 1st APRIL, 1867.

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PRAYERS.

- Terms of Supreme Court in Cape Breton regulated. Mr. Bourinot, pursuant to leave given, presented a bill to amend the act to regulate the terms of the Supreme Court in the island of Cape Breton; and the same was read a first time, and *nem. con.* a second time.  
 Read 1st and 2nd time and committed. *Ordered*, That the bill be committed to a committee of the whole House.
- Pet. for shipping officer at Arichat. A petition of merchants, shipowners, mariners, and others resident at Arichat, in the county of Richmond, was presented by Mr. Miller and read, praying for the establishment of a shipping office at that port.  
 Leave for bill. *Ordered*, That the petition do lie on the table, and that Mr. Miller have leave introduce a bill in accordance with the prayer thereof.
- Pet. for Odd Fellows lodge incorporation. A petition of members of Loyal Prince of Wales lodge of the order of Odd Fellows, was presented by Mr. Annand, and read, praying for an act of incorporation.  
 Leave for bill. *Ordered*, That the petition do lie on the table, and that Mr. Annand have leave to introduce a bill in accordance with the prayer thereof.  
 And thereupon,
- Prince of Wales lodge of Odd Fellows incorporation bill. Mr. Annand, pursuant to such leave, presented a bill to incorporate the Loyal Prince of Wales lodge of Odd Fellows; and the same was read a first time, and ordered to be read a second time.
- Cruelty to animals bill. The hon. Mr. Shannon, pursuant to leave given, presented a bill for the more effectual prevention of cruelty to animals; and the same was read a first time, and ordered to be read a second time.
- Consumers gas co. incorporation bill. The hon. the Financial Secretary, pursuant to leave given, presented a bill to incorporate the Consumers gas company; and the same was read a first time, and ordered to be read a second time.
- Windsor and Annapolis railway co. bill. The hon. the Attorney General, pursuant to leave given, presented a bill to incorporate the Windsor and Annapolis railway company; and the same was read a first time, and ordered to be read a second time.



A petition of inhabitants of Bridgewater, was presented by Mr. Kaulback, and read, praying for a change in the present mail communication.

Pet. from Bridgewater for change in mail route.  
Ref. to com. on post office.

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

Pet. from St. Mark's church,  
Pet. from Chalmer's church,  
Pet. from North Baptist church,  
Pet. from St. Paul's church,  
Pet. from St. Matthew's church,  
For change in license law.

A petition of members of St. Mark's church,  
A petition of members of Chalmer's church,  
A petition of members of North Baptist church,  
A petition of members of St. Paul's church,  
Two petitions of members of St. Matthew's church,  
In the city of Halifax, were presented by the hon. Mr. Shannon, and read, praying the House to make certain alterations in the city license law, with a view to check the spread of intemperance.

*Ordered*, That the petitions do lie on the table.

The hon. the Financial Secretary, by command of his Excellency the Governor, presented to the House,

Pet. of Trustees of Cumberland co. academy.

Petition of trustees of Cumberland county Academy, School section No. 40, praying for an additional grant to that institution.

Ref. to com. on education.

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

Also, by the like command, petition of Henry M. Lawlor, mail courier between Sydney and Baddeck, asking to be reimbursed monies paid by him for ferriages.

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

An engrossed bill to amend chapter 3 of the Revised Statutes, "of the duration of and representation in the General Assembly," was read a third time ;

Representation bill read 3rd time.

And the usual question being propounded from the chair that such bill do pass,

Mr. Annand moved by way of amendment thereto that the first clause of such bill be amended by giving four members to the county of Halifax, two of whom shall be chosen by the electors within the limits of the city, and two by the electors outside the city ;

1st amendment moved.

Which being seconded and put, passed in the negative.

Negatived.

Mr. Annand then moved that such bill be recommitted for the purpose of increasing the number of members for the county of Halifax from three to four ;

2nd amendment moved.

Which being seconded and put, and the House dividing thereon, there appeared for the amendment five ; against it thirty-six.

Negatived on division

*For the amendment,—*

*Against the amendment,—*

Mr. Annand,	Mr. Killam,	Mr. Allison,	Mr. D. Fraser,
" Balcom,	" J. Fraser,	" Hill,	" Longley,
" Pryor,	" Bill,	" Heffernan,	" Hatfield,
" Tobin,	" Hebb,	" Townsend,	" Whitman,
Hon. Mr. Shannon.	" Jost,	" Parker,	" Kaulback,
	" Bourinot,	" Donkin,	" Miller,
	Hon. Mr. MacFarlane,	" S. Campbell,	" Locke,
	" Prov. Secretary,	" Robertson,	" Blanchard,
	" Fin. Secretary,	" Smyth,	" Cowie,
	Hon. Mr. McKinnon,	" Ross,	" John Campbell,
	Mr. Coffin,	" Blackwood,	" Colin Campbell,
	" Ray,	" Caldwell,	" Brown.

So it passed in the negative.

Mr. Annand then moved that the following clause be added to the bill by way of rider :

3rd amendment moved.

" Provided always that this bill shall not come into operation until after the next session of the Provincial Legislature."

Which being seconded and the House dividing thereon, there appeared for the motion thirteen ; against it thirty :

Negatived on division

*For the amendment,—*

Mr. Killam,  
 “ Hatfield,  
 “ Locke,  
 “ Robertson,  
 “ Coffin,  
 “ Blackwood,  
 “ Ross,  
 “ Hebb,  
 “ Balcom,  
 “ S. Campbell,  
 “ Anmand,  
 “ Brown,  
 “ Ray.

Mr. D. Fraser,  
 “ Heffernan,  
 “ Townsend,  
 “ Whitman,  
 “ Kaulback,  
 “ Bourinot,  
 “ Tobin,  
 “ Miller,  
 “ Archibald,  
 “ Cowie.

*Against the amendment,—*

Mr. J. Fraser,  
 “ Allison,  
 “ Pryor,  
 “ Parker,  
 “ Jost,  
 “ Donkin,  
 “ Hill,  
 “ Longley,  
 “ Smyth,  
 “ Caldwell,

Mr. MacDonnell,  
 Hon. Mr. Shannon,  
 “ “ MacFarlane,  
 “ “ McKinnon,  
 “ Prov. Secretary,  
 “ Fin. Secretary,  
 “ Atty. General,  
 Mr. Blanchard,  
 “ Colin Campbell,  
 “ John Campbell,

So it passed in the negative.

**Bill passed.**

The original motion was then upon the question put thereon, agreed to by the House.

And thereupon,

*Resolved*, That the bill do pass, and that the title be, an act to amend chapter 3 of the Revised Statutes, “ of the duration of and representation in the General Assembly.”

**Bills read 3rd time.**

An engrossed bill relative to certain public officers and their salaries, was read a third time.

**Officers and salaries bill.**

*Resolved*, That the bill do pass, and that the title be, an act relative to certain public officers and their salaries.

**International coal co. amendment bill.**

An engrossed bill further to amend the act to incorporate the International coal and railway company, and the acts in amendment thereof, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act further to amend the act to incorporate the International coal and railway company, and the acts in amendment thereof.

**Grand Rousseau name.**

An engrossed bill to change the name of Grand Rousseau, in the county of Richmond, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to change the name of Grand Rousseau, in the county of Richmond.

**International coal co. amendment.**

An engrossed bill to amend the act to incorporate the Intercolonial coal mining company, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to amend the act to incorporate the Intercolonial coal mining company.

**Bills sent to Council.**

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

**Private bills reported.**

Mr. Pryor, from the committee on private and local bills, reported that they had considered,

**Welsford lodge of Freemasons.**

A bill to incorporate Welsford lodge of Freemasons, Windsor;

**Sydney court house loan.**

A bill to authorize a loan for the erection of a court house and jail at Sydney;

**Grand Pre lodge.**

A bill to incorporate Grand Pre lodge of British Templars, Wolfville;

And had directed him to report such bills to the House, severally without amendment.

And he delivered the bills in at the clerk's table.

**Bills committed.**

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

**Bills read 2nd time.**

The following bills were read a second time:

**People's bank capital.**

A bill to increase the capital stock of the People's Bank of Halifax;

**Ragged Reef school section.**

A bill relating to Ragged Reef school section, Cumberland;

**St. Lawrence canal co.**

A bill to incorporate the St. Lawrence and Bay of Fundy canal company.

**Ref. to com. on private and local bills.**

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

The following bills were severally read a second time :

A bill to amend the act concerning the city of Halifax ;

A bill to amend the act to incorporate the Halifax City railroad company ;

A bill relative to the sale of grain and coal in the city of Halifax ;

A bill to amend the act relative to assessments in the city of Halifax.

*Ordered*, That the bills be referred to the committee on Halifax city bills.

Bills read 2nd time.  
Halifax charter amendment.  
Halifax city railroad amendment.  
Halifax grain and coal sale.  
Halifax assessment amendment.  
Ref. to com. on city bills.

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

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TUESDAY, 2nd APRIL, 1867.

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PRAYERS.

The hon. the Provincial Secretary, by command of his Excellency the Governor, presented to the House,

Memorial of James B. Smithers relative to removal of James Tweedell, a lunatic, from the hospital to the poors' asylum, with the remarks of the medical superintendent thereon ; and the same were read by the clerk.

Mem. relative to removal of James Tweedell.

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

Ref. to com. on humane institutions.

Mr. Blanchard, pursuant to leave given, presented a bill to amend the act relating to the division and partition of lands ; and the same was read a first time, and ordered to be read a second time.

Division of lands bill.

A petition of residents at Tatamagouche, in the county of Colchester, was presented by Mr. Archibald and read, praying for an alteration in the boundaries of the polling district whereon they reside.

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

Leave for bill.

And thereupon,

Mr. Archibald, pursuant to such leave, presented a bill to alter the lines of a polling district in the county of Colchester ; and the same was read a first time, and ordered to be read a second time.

Colchester polling district bill.

A petition of inhabitants of North Sydney, in the county of Cape Breton, was presented by Mr. Caldwell, and read, praying that the jurisdiction of commissioners of streets may be extended to that village.

Pet. from N. Sydney relative to commissioner of streets.

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

Leave for bill.

A petition of Charles Taylor, of Economy, in the county of Colchester, was presented by Mr. McLelan, and read, complaining of the loss of certain goods while in course of transit by railway between Halifax and Windsor, and asking for an investigation.

Pet. of Chas. Taylor relative to loss on railway.

*Ordered*, That the petition be referred to the committee on railways.

Ref. to railway com.

Mr. Pryor, from the committee on private and local bills, reported that the committee had considered a bill relating to Ragged Reef school section, Cumberland, and had directed him to report the same to the House without amendment.

Private bills reported.  
Ragged Reef school.

Also, that they had considered the bill to incorporate the St. Lawrence and Bay of Fundy canal company, and had made an amendment thereto, which they had directed him to report to the House with the bill.

St. Lawrence and Bay of Fundy canal company.

And he delivered the bills, together with the amendment to the last mentioned bill, in at the clerk's table, where the amendment was read.

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

Bills committed.

The hon. Mr. Shannon, pursuant to leave given, presented,

A bill relative to the market house in the city of Halifax ;

A bill to authorize bye laws to regulate markets in the city of Halifax ;

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

City market house.  
Halifax markets.

- Message from Council. A message from the Council by Mr. Halliburton :  
Mr. Speaker,—
- Have agreed to bills. The Council have agreed to the bills entitled as follows :—
- Wellington mining co. An act to incorporate the Wellington mining company ;
- Palmerston mining co. An act to incorporate the Palmerston mining company ;
- Cape Breton sessions. An act to legalize the proceedings of the sessions of the county of Cape Breton ;
- Dominion gold co. An act to incorporate the Dominion gold mining company ;
- Blue Lead gold co. An act to incorporate the Blue Lead gold mining company ;
- Union gold co. An act to incorporate the Union gold mining company ;
- Provincial gold co. An act to incorporate the Provincial gold mining company ;
- Eldorado gold co. An act to incorporate the Eldorado gold mining company,  
Severally without amendment.
- Have passed Amherst boot and shoe bill. They have passed a bill to incorporate the Amherst boot and shoe manufacturing company, to which bill they desire the concurrence of this honorable House.  
And then the messenger withdrew
- Amherst boot and shoe bill. The Council's engrossed bill entitled, an act to incorporate the Amherst boot and shoe manufacturing company, was read a first time, and ordered to be read a second time.
- Liverpool bridge bill. Mr. Cowie, pursuant to leave given, presented a bill relating to the new bridge at Liverpool ; and the same was read a first time, and ordered to be read a second time.
- Resolutions relative to number of Legislative Council. On motion of the hon. the Provincial Secretary,  
*Resolved*, That a humble address be presented to Her Majesty the Queen, requesting that her Majesty will be graciously pleased to establish the number of the Legislative Council of Nova Scotia at eighteen members, and to provide that absence for two sessions consecutively shall vacate the seat of a councillor ; and that the Legislative Council be invited to join this House in such address.
- Resolution for conference. *Resolved*, That a conference be requested with the Legislative Council by committee on the general state of the Province, and that the committee of this House be requested to communicate to the committee of the Council a copy of the foregoing resolution ;
- Resolutions agreed to. Which resolutions being seconded and put, were agreed to by the House.
- Order to request conference. *Ordered*, That the clerk do request such conference.
- Chester public grounds bill. Mr. Kaulback, pursuant to leave given, presented a bill to revest in the Crown certain public grounds in the town plot of Chester ; and the same was read a first time, and ordered to be read a second time.
- Pet. of E. D. Davidson rel. to river fishery regulations. A petition of Edward D. Davidson, of Mill Village, in the county of Queens, was presented by Mr. Kaulback, and read, complaining of the regulations of the sessions of Lunenburg county with reference to openings in mill dams for the passage of fish.
- Ref. to com. on fisheries. *Ordered*, That the petition be referred to the committee on the fisheries.
- Brookfield school bill. Mr. Archibald, pursuant to leave given, presented a bill to authorize the sale of a school House at Brookfield ; and the same was read a first time, and ordered to be read a second time.
- Arichat R. Catholic Bishop bill. The hon. the Attorney General, pursuant to leave given, presented a bill further to amend the act to incorporate the Roman Catholic Bishop in Arichat ; and the same was read a first time, and ordered to be read a second time.
- Message from Council. A message from the Council by Mr. Halliburton :  
Mr. Speaker,—
- Agree to conference. The Council agree to the conference desired by this honorable House by committee on the general state of the Province, and the committee of the Council are now ready to meet the committee of this honorable House.  
And then the messenger withdrew.

<i>Ordered</i> , That the hon. the Attorney General, Mr Archibald, and the hon. the Provincial Secretary be a committee to manage the conference.	Managers appointed.
So they went to the conference.	Conference held.
And being returned,	
The hon. the Attorney General reported that the managers had been at the conference, and had complied with the instructions of the House.	Report.
An engrossed bill to amend chapter 2 of the Revised Statutes, "of executive and legislative disabilities," was read a third time.	Disabilities bill read 3rd time.
And the usual question having been propounded from the chair that such bill do pass, and a debate arising thereon, after some time spent in such debate, the question was agreed to.	Debated.
And thereupon,	
<i>Resolved</i> , That the bill do pass, and that the title be, an act to amend chapter 2 of the Revised Statutes, "of executive and legislative disabilities."	Passed.
<i>Ordered</i> , That the clerk do carry the bill to the Council, and desire their concurrence.	Sent to Council.

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

WEDNESDAY, 3rd APRIL, 1867.

PRAYERS.

The following bills were severally read a second time :	Bills read 2nd time.
A bill to amend the act concerning the city of Halifax in relation to licenses for the sale of intoxicating liquors ;	City license law.
A bill relative to the market house in the city of Halifax ;	City market house.
A bill to authorize bye laws to regulate markets in the city of Halifax.	City markets bye laws.
<i>Ordered</i> , That the bills be referred to the committee on city of Halifax bills.	Ref. to com. on city bills.
The following bills were read a second time :	Bills read 2nd time.
A bill to amend certain chapters of the Revised Statutes ;	Revised Statutes amendment.
A bill to amend chapter 103 of the Revised Statutes, "of the conveying of timber and lumber on rivers, and the removal of obstructions therefrom ;"	River obstructions.
A bill to amend the act relating to the division and partition of lands ;	Division of lands.
<i>Ordered</i> , That the bills be referred to the committee on amendments of the laws.	Ref. to law amendment com.
The following bills were severally read a second time :	Bills read 2nd time.
A bill to legalize proceedings under the elective franchise acts in the county of Cape Breton ;	Cape Breton franchise act.
A bill to legalize the proceedings of the sessions of the county of Annapolis ;	Annapolis sessions.
A bill to amend the act to incorporate New Caledonia lodge, Pictou ;	New Caledonia lodge.
A bill to incorporate Pictou Mechanics Institute Savings Bank ;	Pictou savings bank.
A bill to incorporate the Grand Lodge of the Order of British Templars ;	Grand lodge of British Templars.
A bill to amend the act to incorporate the Truro boot and shoe manufacturing company ;	Truro boot and shoe company.
A bill to incorporate the Loyal Prince of Wales lodge of Odd Fellows ;	Prince of Wales lodge of Odd Fellows.
<i>Ordered</i> , That the bills be referred to the committee on private and local bills.	Ref. to com. on private bills.
Mr Charles J. Campbell, pursuant to leave given, presented a bill to divide a polling district in the county of Victoria ; and the same was read a first time, and ordered to be read a second time.	Victoria polling district bill.
Mr. Pryor, from the committee on private and local bills, reported that they had considered a bill to increase the capital stock of the People's Bank of Halifax, and had directed him to report the same to the House without amendment ; and he delivered the bill in at the clerk's table.	Report from private bills committee. People's bank, Halifax.
<i>Ordered</i> , That the bill be committed to a committee of the whole House.	

- Memorandum relative to formation of Naval Brigade. The hon. the Provincial Secretary, by command of his Excellency the Governor, presented to the House,  
Memorandum from Vice Admiral Sir James Hope to the Governor, relative to the formation of the Naval Brigade.  
*Ordered*, That the document be referred to the committee on the militia.
- Ref. to com. on militia. Also, by the like command, report of the Superintendent of Education for the year 1866 ; and the same was read by the clerk.  
(See Appendix—Education.)
- Com. on education. *Ordered*, That the report be referred to the committee on education.
- Pet. of W. Freehill and others, Arichat, against streets bill. A petition of William Freehill and others of Arichat, in the county of Richmond, was presented by Mr. Annand and read, praying the House not to pass the bill appointing commissioners of streets for that town.  
*Ordered*, That the petition do lie on the table.
- Committee on bills. On motion, the House resolved itself into a committee on bills.  
Mr. Speaker left the chair,  
Mr. Robertson took the chair of the committee,  
Mr. Speaker resumed the chair.
- Bills reported. The chairman reported from the committee that they had considered,  
Welsford lodge, Windsor. A bill to incorporate Welsford lodge of Freemasons, Windsor ;  
Sydney court house. A bill to authorize a loan for the erection of a court house and jail at Sydney ;  
Grand Pre lodge. A bill to incorporate Grand Pre lodge of British Templars, Wolfville ;  
People's bank. A bill to increase the capital stock of the People's Bank of Halifax ;  
Ragged Reef school. A bill relating to Ragged Reef school section, Cumberland ;  
St. Lawrence canal co. A bill to incorporate the St. Lawrence and Bay of Fundy canal company ;  
Supreme Court, Cape Breton. A bill to amend the act to regulate the terms of the supreme court in the island of Cape Breton ;  
And had directed him to report such bills to the House severally without amendment.  
And he delivered the bills in at the clerk's table.  
*Ordered*, That the bills be engrossed.
- Pet. of A. Cameron for compensation for goods consumed. The hon. the Provincial Secretary, by command of his Excellency the Governor, presented to the House,  
Petition of Angus Cameron, of Cornwallis, pedler, praying to be compensated for a quantity of dry goods consumed by fire whilst in course of transit by railway from Richmond depot to Windsor, with report of the Railway Commissioner thereon ; and the same was read by the clerk.
- Ref. to railway com. *Ordered*, That the papers be referred to the committee on railways.

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

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THURSDAY, 4th APRIL, 1867.

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PRAYERS.

- Bills read 2nd time. The following bills were read a second time :  
New Glasgow streets. A bill to amend chapter 63 of the Revised Statutes, "of commissioners of streets," so far as relates to the town of New Glasgow ;  
Arichat streets. A bill to appoint commissioners of streets for the town of Arichat ;  
Consumer's gas co. A bill to incorporate the Consumer's gas company ;  
Brookfield school house. A bill to authorize the sale of a school house at Brookfield ;  
Roman Catholic Bishop in Arichat. A bill further to amend the act to incorporate the Roman Catholic Bishop in Arichat ;  
Victoria polling district. A bill to divide a polling district in the county of Victoria ;  
*Ordered*, That the bills be referred to the committee on private and local bills.

- The following bills were read a second time :
- A bill to legalize assessment rolls for the present year ;
- A bill to amend chapter 63 of the Revised Statutes, " of commissioners of streets ; "
- A bill for the appropriation of fines for violation of the license laws ;
- A bill for the more effectual prevention of cruelty to animals.
- Ordered*, That the bills be referred to the committee on amendments of the laws.
- Mr. Blanchard, pursuant to leave given, presented a bill to incorporate the Pictou mining company ; and the same was read a first time, and ordered to be read a second time.
- The hon. the Attorney General, pursuant to leave given, presented a bill further to amend chapter 70 of the Revised Statutes, " of provincial government railroads " ; and the same was read a first time, and ordered to be read a second time.
- An engrossed bill to incorporate Welsford lodge of Freemasons, Windsor, was read a third time.
- Resolved*, That the bill do pass, and that the title be, an act to incorporate Welsford lodge of Freemasons, Windsor.
- An engrossed bill to authorize a loan for the erection of a court house and jail at Sydney, was read a third time.
- Resolved*, That the bill do pass, and that the title be, an act to authorize a loan for the erection of a court house and jail at Sydney.
- An engrossed bill to incorporate Grand Pre lodge of British Templars, Wolfville, was read a third time.
- Resolved*, That the bill do pass, and that the title be, an act to incorporate Grand Pre lodge of British Templars, Wolfville.
- An engrossed bill relating to Ragged Reef school section, Cumberland, was read a third time.
- Resolved*, That the bill do pass, and that the title be, an act relating to Ragged Reef school section, Cumberland.
- An engrossed bill to increase the capital stock of the People's Bank of Halifax, was read a third time.
- Resolved*, That the bill do pass, and that the title be, an act to increase the capital stock of the People's Bank, Halifax.
- An engrossed bill to incorporate the St. Lawrence and Bay of Fundy canal company, was read a third time.
- Resolved*, That the bill do pass, and that the title be, an act to incorporate the St. Lawrence and Bay of Fundy canal company.
- An engrossed bill to amend the act to regulate the terms of the supreme court in the Island of Cape Breton, was read a third time.
- Resolved*, That the bill do pass, and that the title be, an act to amend the act to regulate the terms of the supreme court in the Island of Cape Breton.
- Ordered*, That the clerk do carry the bills to the Council and desire their concurrence.
- A petition of inhabitants of the town of Windsor, was presented by Mr. Hill, and read, praying that Cunnabell's Creek may be transferred from the jurisdiction of commissioners of sewers to that of commissioners of streets for that town.
- Ordered*, That the petition do lie on the table, and that Mr. Hill have leave to introduce a bill in accordance with the prayer thereof.
- And thereupon,
- Mr. Hill, pursuant to such leave, presented a bill relative to the town creek in Windsor ; and the same was read a first time, and ordered to be read a second time.
- Bills read 2nd time.  
Assessment rolls.  
Commissioners of streets.  
License law fines.  
Cruelty to animals.  
Ref. to law amendment com.  
Pictou mining co. bill.  
Provincial government railways bill.  
Bills read 3rd time.  
Welsford lodge.  
Sydney court house loan.  
Gran Pre lodge, Wolfville.  
Ragged Reef school section.  
People's bank, Halifax.  
St. Lawrence canal co.  
Cape Breton Supreme court.  
Bills sent to Council.  
Pet. relative to Cunnabell's Creek, Windsor.  
Leave for bill.  
Windsor town creek bill.

- Message from Council. A message from the Council by Mr. Halliburton :  
 Mr. Speaker,—
- Agree to bills. The Council have agreed to the bills severally entitled as follows :
- Lunenburg town lands. An act to vest in the Crown certain public lands in the town of Lunenburg ;
- International coal and railway co. An act to amend the act to incorporate the International coal and railway company, and the acts in amendment thereof ;
- Representation. An act to amend chapter 3 of the Revised Statutes, " of the duration of and representation in the general assembly ; "
- Grand Rousseau. An act to change the name of Grand Rousseau, in the county of Richmond ;
- Intercolonial coal co. An act to amend the act to incorporate the Intercolonial coal mining company ; Without any amendment.
- Officers and salaries bill. They have agreed to the bill entitled an act relative to certain public officers and their salaries, with an amendment, to which amendment they desire the concurrence of this honorable House.
- Cumberland coal co. They have passed a bill entitled, an act to incorporate the Cumberland coal mining company, to which bill they desire the concurrence of this honorable house.  
 And then the messenger withdrew.
- Cumberland coal co. bill. The Council's engrossed bill, entitled an act to incorporate the Cumberland coal mining company, was read a first time, and ordered to be read a second time.
- Amendment to public officers and salaries bill agreed to. The amendment proposed by the Council to the bill entitled, an act relative to certain public officers and their salaries, was read a first, and *nem. con.* a second time, and considered by the House.  
 And thereupon, on motion,  
*Resolved*, That such amendment be agreed to.
- Bill and amendment sent back to Council. *Ordered*, That the clerk do carry the bill and amendment back to the Council, and acquaint them that this House have agreed to such amendment.
- Amherst boot and shoe co. bill read 2nd time. The Council's engrossed bill entitled, an act to incorporate the Amherst boot and shoe manufacturing company, was read a second time, and considered by the House.  
 And thereupon, on motion,  
*Resolved*, That the third clause of such bill be amended by increasing the capital from sixteen thousand to twenty thousand dollars.
- Amended. *Resolved*, That the bill as amended be agreed to. .
- Agreed to as amended. *Ordered*, That the clerk do carry the bill and amendment to the Council, and acquaint them that this House have agreed to such bill, with an amendment.
- Sent to Council.
- Pet. rel. to fish inspection and licensing system. Four petitions of fishermen on the western shore of the county of Halifax, were presented by Mr. Tobin ; and  
 A petition of residents at Mill Cove, county of Lunenburg, was presented by Mr. Hebb.  
 And such petitions were read, severally praying for the appointment of a chief inspector of pickled fish for the province, or for each county ; and also praying that the system of licensing American fishermen adopted last year may not be repeated.
- Ref. to com. on fisheries. *Ordered*, That the petitions be referred to the committee on the fisheries.
- Petitions of McCurdy and Brookfield for compensation for loss arising from S. S. " England. " The hon. the Financial Secretary, by command of his Excellency the Governor, presented to the House,  
 Petition of John K. McCurdy, of McNab's Island, farmer, praying compensation for loss sustained by him in consequence of the landing of passengers from the steamship *England*. Also, petition of John Brookfield, contractor with the war department, for compensation for losses sustained by him from the same cause.
- Ref. to railway com. *Ordered*, That the petitions be referred to the committee on railways as a select committee to examine and report upon.



The following bills were severally read a second time :	Bills read 2nd time.
A bill to amend the act to provide for the construction of two other sections of the provincial railway ;	Provincial railway.
A bill to incorporate the Windsor and Annapolis railway company.	Windsor and Annapolis railway co. Committed.
<i>Ordered,</i> That the bills be committed to a committee of the whole House.	
Mr. McKay, pursuant to leave given, presented a bill to change the name of Rogers' Hill, in the county of Pictou ; and the same was read a first time, and ordered to be read a second time.	Roger's Hill, Pictou.
A petition of Edmund Wilson, agent of the St. George and Chignecto coal mining companies, was presented by the hon. Mr. MacFarlane and read, praying for the consolidation of such companies.	Pet. of Edmund Wilson for consolidation of coal cos.
<i>Ordered,</i> That the petition do lie on the table.	
The hon. the Provincial Secretary, by command of his Excellency the Governor, presented to the House,	Mem. from Halifax city railroad co.
Memorial of the Halifax city railroad company against the passage of the bill sent up from the City Council, relating to that company ; and the same was read by the clerk.	
<i>Ordered,</i> That the document be referred to the committee on city of Halifax bills.	Ref. to com. on city bills.

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

FRIDAY, 5th APRIL, 1867.

PRAYERS.

Mr. Colin Campbell, pursuant to leave given, presented a bill to add a polling district in the county of Digby ; and the same was read a first time, and ordered to be read a second time.	Digby polling district bill.
A message from the Council by Mr. Halliburton :	Message from Council.
Mr. Speaker,—	
The Council have agreed to the bills entitled as follows :	Agree to bills.
An act to incorporate Welsford lodge of Freemasons, Halifax ;	Welsford lodge.
An act to authorise a loan for the erection of a court house and jail at Sydney ;	Sydney court house.
An act to amend the act to regulate the terms of the Supreme Court in the island of Cape Breton ;	Cape Breton Supreme Court.
An act to increase the capital stock of the People's bank of Halifax ;	People's bank.
Severally without amendment.	
And then the messenger withdrew.	
The hon. Mr. Shannon, from the committee on city of Halifax bills, reported specially upon two petitions from officers and employees of the Imperial Government, asking for exemption from taxation ; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.	Special report from com. on city bills.
<i>Ordered,</i> That the report be received, and do lie on the table.	
A petition of the Custos and overseers of the poor for the district of Shelburne, was presented by Mr. Locke and read, praying the House not to pass the bill confirming the sale of certain lands made by school trustees in 1866.	Pet. from Shelburne against confirming sale of school lands.
<i>Ordered,</i> That the petition be referred to the committee on education.	Ref. to com. on education.
The hon. the Financial Secretary, by command of his Excellency the Governor, presented to the House,	Fyles of petitions presented on education.
Fyles of petitions presented to the Government on the subject of education.	
<i>Ordered,</i> That the petitions be referred to the committee on education.	Ref. to com. on education.
Also fyles of petitions on subject of road compensation.	Pet. for land damages.
<i>Ordered,</i> That same be referred to the committee on land damages.	Ref. to land damage committee.
Also fyle of petitions on the subject of the fisheries.	Petitions relative to fisheries.
<i>Ordered,</i> That the same be referred to the committee on the fisheries.	Ref. to com. on fisheries.

- Pet. of Messrs. Conlon. Also petition of Messrs. Conlon, complaining of loss sustained in consequence of the Halifax city railroad, and asking relief.
- Ref. to com. on railways. *Ordered*, That the petition be referred to the committee on railways.
- Pet. of J. Murphy for free grant of land. Also petition of John Murphy, deputy surveyor of county of Inverness, for a free grant of lands.
- Ref. to crown lands com. *Ordered*, That the petition be referred to the committee on crown lands.
- Pet. rel. to searching for mines. Also petition of inhabitants of county of Cape Breton, complaining of the action of persons prospecting for mines in that county.
- Ref. to com. on mines. *Ordered*, That the petition be referred to the committee on mines and minerals.
- Pet. from Shubenacadie to unite school sections. Leave for bill. A petition of rate-payers of two school sections in Shubenacadie, was presented by Mr. Parker, and read, praying for the passage of an act uniting such sections. *Ordered*, That the petition do lie on the table, and that Mr. Parker have leave to introduce a bill in accordance with the prayer thereof.
- Shubenacadie school sections bill. And thereupon, Mr. Parker, pursuant to such leave, presented a bill to alter the bounds of two school sections at Shubenacadie; and the same was read a first time, and ordered to be read a second time.
- Registration amendment bill. The hon. the Financial Secretary, pursuant to leave given, presented a bill further to amend chapter 120 of the Revised Statutes, "of the solemnization of marriage, and the registration of marriages, births and deaths"; and the same was read a first time, and ordered to be read a second time.
- Report of board of agriculture. The hon. Mr. MacFarlane, by command of his Excellency the Governor, presented to the House, Report of the Board of Agriculture of the proceedings for the year 1866, with tabular synopsis of reports on state of the crops, and vouchers and accounts connected therewith; and the report was read by the clerk.
- (See Appendix--Agriculture.)
- Ref. to com. on agriculture. *Ordered*, That the report and accompanying papers be referred to the committee on agriculture.
- City bills reported. The hon. Mr. Shannon, from the committee on Halifax city bills, reported that they had considered,
- Sale of grain and coal. A bill relative to the sale of grain and coal in the city of Halifax; And had made amendments thereto, which they had directed him to report to the House, with the bill.
- City market house. Also, that they had considered, A bill relative to the market house in the city of Halifax; and
- Halifax markets. A bill to authorize bye-laws to regulate markets in the city of Halifax; And had directed him to recommend to the House that the further consideration of such bills be deferred for three months; And he delivered the bills, together with the amendments to the first mentioned bill, in at the clerk's table, where the amendments were read.
- Grain and coal bill committed. *Ordered*, That the bill reported with amendments be committed to a committee of the whole House.
- Market house and market bye laws deferred. *Ordered*, That the further consideration of the bills entitled, An act relative to the market house in the city of Halifax; An act to authorize bye-laws to regulate markets in the city of Halifax, Be deferred for three months.
- Albion Mines church bill. Mr. James Fraser, pursuant to leave given, presented a bill to incorporate the trustees of St. John's church, Albion Mines; and the same was read a first time, and ordered to be read a second time.

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

MONDAY, 8th APRIL, 1867.

PRAYERS.

The hon. the Financial Secretary, pursuant to leave given, presented a bill relating to the refining of sugar and the manufacture of tobacco; and the same was read a first time, and ordered to be read a second time.

Sugar and tobacco bill.

A message from the Council by Mr. Halliburton:

Message from Council.

Mr. Speaker,—

The Council have agreed to the bill entitled, an act relative to certain public officers and their salaries, as now amended.

Agree to officers and salaries bill as amended.

They have agreed to the amendment proposed by this honorable House to a bill entitled, an act to incorporate the Amherst boot and shoe manufacturing company.

Agree to amendment to Amherst shoe co. bill.

And then the messenger withdrew.

*Ordered*, That the clerk do carry the bill, entitled, an act to incorporate the Amherst boot and shoe manufacturing company, back to the Council, and acquaint them that this House have agreed to such bill as amended.

Amherst boot and shoe bill sent back to Council.

Mr. Brown, pursuant to leave given, presented a bill to incorporate the St. George's lodge of Freemasons, Wolfville; and the same was read a first time, and ordered to be read a second time.

Wolfville lodge of Freemason's bill.

A petition of electors of polling district No. 18, in the county of Halifax, was presented by Mr. Annand, and read, praying for a change in the polling place in that district.

Pet. for change in polling place, Halifax co.

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

Leave for bill.

Mr. Hatfield, pursuant to leave given, presented a bill to enable the sessions of the district of Argyle to sell a fire engine; and the same was read a first time, and ordered to be read a second time.

Argyle fire engine bill.

Two petitions of rate-payers and others at Tusket, were presented by Mr. Killam, and read, praying the House not to pass the bill authorizing the sale of the fire engine at that place.

Pet. against sale of Tusket fire engine.

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

Ref. to com. on private bills.

Mr. Hamilton, pursuant to leave given, presented a bill to provide for the purchase of land, and erection of a poor house in the township of Cornwallis; and the same was read a first time, and ordered to be read a second time.

Cornwallis poor house bill.

Mr. Pryor, from the committee on private and local bills, reported that they had considered,

Private bills reported.

A bill to amend the act to incorporate New Caledonia lodge, Pictou;

New Caledonia lodge.

A bill to incorporate the Grand lodge of the Order of British Templars;

British Templars lodge

A bill to amend the act to incorporate the Truro boot and shoe manufacturing company;

Truro boot and shoe co bill.

A bill to incorporate the Loyal Prince of Wales lodge of Odd Fellows;

Odd Fellows lodge.

A bill to authorize the sale of a school house at Brookfield;

Brookfield school house.

A bill further to amend the act to incorporate the Roman Catholic Bishop in Arichat;

Arichat B. Catholic Bishop bill.

And had directed him to report such bills to the House, severally without amendment; and he delivered the bills in at the clerk's table.

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

Bills committed.

The hon. the Financial Secretary, by command of his Excellency the Governor, presented to the House,

Petitions on railway subjects presented.

Fyle of petitions presented to the Government for compensation for damage sustained in connection with the provincial railway.

Ref. to com on railways.

*Ordered*, That the petitions be referred to the committee on railways.

- Pet. of F. W. McKenzie. Also, by the like command, petition of Francis W. McKenzie, of the county of Inverness, road engineer, praying to be reimbursed for money lost in course of transmission through the post office.
- Ref. to com. on post office. *Ordered*, That the petition be referred to the committee on the post office.
- Pet. of Mary McDonald. Also, by the like command, petition of Mary McDonald and others, representatives of the late Ronald McDonald, for a grant of one hundred acres of land in the county of Inverness.
- Ref. to crown lands committee. *Ordered*, That the petition be referred to the committee on crown lands.
- Papers connected Tweedell's case. The hon. the Provincial Secretary, by command of his Excellency the Governor, presented to the House,  
Further papers connected with the case of James Tweedell's admission to, and discharge from, the hospital for the insane.
- Ref. to com. on humane institutions. *Ordered*, That the papers be referred to the committee on humane institutions.
- Petitions against bill to amend city railroad co. The following petitions were presented by the undermentioned members and read, severally praying the House not to pass the bill now before it, amending the act to incorporate the Halifax city railroad company :
- Of residents of the city of Halifax and its vicinity (twenty), by Mr. Tobin ;  
Of residents of the county of Hants (five), by Mr. Hill ;  
Of residents of county of Halifax (four), by Mr. Annand ;  
Of residents of county of Pictou (four), by Mr. McKay ;  
Of residents of county of Colchester (thirteen), by Mr. Parker ;
- Ref. to com. on city bills. *Ordered*, That the petitions be referred to the committee on city of Halifax bills.
- Pet. for amendment in horse railway incorporation act. Six petitions of citizens of Halifax and its vicinity, were presented by Mr. Pryor, and read, severally praying the House to pass the bill now before it, for amending the city railroad company incorporation act.
- Ref. to com. on city bills. *Ordered*, That the petitions be referred to the committee on city of Halifax bills.
- Pet. from junk dealers for reduction of license. A petition of junk dealers in the city of Halifax, was presented by Mr. Pryor, and read, praying for a reduction in the amount paid by them for license for conducting that business.
- Ref. to com. on city bills. *Ordered*, That the petition be referred to the committee on city of Halifax bills.
- Pet. from Halifax against amendment in license law. Fifteen petitions of merchants, liquor dealers, grocers, and other citizens of Halifax, were presented by Mr. Tobin and read, severally complaining of the the recent action of the City Council with respect to the license law, and praying that the bill now before the House to carry the same into effect may not pass.
- Ref. to com. on city bills. *Ordered*, That the petitions be referred to the committee on Halifax city bills.
- Petitions against alteration in polling district bill. Two petitions of inhabitants of polling district No. 11 in western Halifax, were presented Mr. Pryor and read, praying that no alteration may be made in the bounds of such district.
- Ordered*, That the petitions do lie on the table.
- Home for aged incorporation bill. The hon. the Provincial Secretary, pursuant to leave given, presented a bill to incorporate the home for the aged ; and the same was read a first time, and ordered to be read a second time.
- Message from Council. A message from the Council by Mr. Halliburton :  
Mr. Speaker,—
- Agree to disabilities bill and to Halifax steamboat co. bill, with amendments. The Council have agreed to the bill entitled, an act to amend chapter 2 of the Revised Statutes, "of executive and legislative disabilities"; and to the bill entitled, an act relating to the Halifax steamboat company, with amendments to those bills respectively, to which amendments they desire the concurrence of this honorable House.
- Amendment to disabilities bill agreed to. And then the messenger withdrew.  
The amendment proposed by the Council to the bill entitled, an act to amend chapter 2 of the Revised Statutes, "of executive and legislative disabilities," was read a first, and *nem. con.* a second time, and considered by the House.  
And thereupon, on motion,  
*Resolved*, That such amendment be agreed to.

The amendments proposed by the Council to the bill entitled, an act relating to the Halifax steamboat company, were read a first, and *nem. con.* a second time, and considered by the House.

Amendment to steam-boat co. bill agreed to.

And thereupon, on motion,

*Resolved*, That such amendments be agreed to.

*Ordered*, That the clerk do carry the bills and amendments back to the Council, and acquaint them that this House have agreed to the amendments to such bills respectively.

Bill and amendments sent back to Council.

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

Committee on bills.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered,

Bills reported.

A bill to amend the act to provide for the construction of two other sections of the provincial railway; and

Provincial railway.

A bill to incorporate the Windsor and Annapolis railway company;

Windsor and Annapolis railway.

And had directed him to report such bills to the House, severally without amendment;

And he delivered the bills in at the clerk's table.

*Ordered*, That the bills be engrossed.

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

TUESDAY, 9th APRIL, 1867.

PRAYERS.

A petition of inhabitants of Barrington and vicinity, was presented by Mr. Coffin, and read, praying for legislation with reference to the protection of the fisheries.

Pet. for protection of the fisheries.

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

Ref. to fishery protection com.

The following bills were severally read a second time :

Bills read 2nd time.

A bill relating to the new bridge at Liverpool;

Liverpool bridge.

A bill to revest in the Crown certain public grounds in the townplot of Chester;

Chester public grounds.

A bill to incorporate the Pictou mining company;

Pictou mining co.

A bill relative to the town creek in Windsor;

Windsor town creek.

A bill to change the name of Roger's Hill, in the county of Pictou;

Rogers' Hill, Pictou.

A bill to incorporate the trustees of St. John's church, Albion Mines;

St. John Church, Albion Mines.

A bill to incorporate the home for the aged.

Home for the aged.

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

Ref. to committee on private bills.

Mr. Pryor, from the committee on private and local bills, reported that they had considered,

Private bills reported.

A bill to amend chapter 63 of the Revised Statutes, "of commissioners of streets," so far as relates to the town of New Glasgow;

Private bills reported.

New Glasgow streets.

A bill to appoint commissioners of streets for the town of Arichat;

New Glasgow streets.

Arichat streets.

A bill to incorporate the Pictou mechanics' institute savings bank;

Pictou savings bank.

A bill to divide a polling district in the county of Victoria;

Pictou savings bank.

Victoria polling district.

And had directed him to report such bills to the House severally without amendment.

And he delivered the bills in at the clerk's table.

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

Victoria polling district.

Bills committed.

Mr. Bourinot, pursuant to leave given, presented a bill for the better protection of shareholders in joint stock companies; and the same was read a first time.

Bills committed.

Joint stock companies bill.

*Ordered*, That the bill be referred to a select committee to examine and report upon.

Joint stock companies bill.

Ref. to select committee.

*Resolved*, That the hon. the Attorney General, Mr. S. Campbell, the hon. the Financial Secretary, Mr. Blanchard, and Mr. Miller, be a committee for that purpose.

Dartmouth cemetery bill.

The hon. Mr. MacFarlane, pursuant to leave given, presented a bill to amend the act relating to the Roman Catholic cemetery, Dartmouth; and the same was read a first time, and ordered to be read a second time.

Bills read 3rd time. Provincial railway construction.

An engrossed bill to amend the act to provide for the construction of two other sections of the provincial railway, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to provide for the construction of two other sections of the provincial railway.

Windsor and Annapolis railway incorporation.

An engrossed bill to incorporate the Windsor and Annapolis railway company, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to incorporate the Windsor and Annapolis railway company.

Bills sent to Council.

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

Rep. on ferry across Lennox Passage, C. B.

The hon. the Financial Secretary, by command of his Excellency the Governor, presented to the House,

Report of Alexander MacNab, chief engineer of public works, upon the best means of improving the ferry across Lennox passage, in the county of Richmond; and the same was read by the clerk.

*Ordered*, That the report do lie on the table.

Message from Council.

A message from the Council by Mr. Halliburton:

Mr. Speaker,—

Conference asked.

The Council desire a conference with this honorable House by committee on the general state of the province.

And then the messenger withdrew.

Conference agreed to.

On motion of the hon. the Provincial Secretary,

*Resolved*, That this House do agree to the conference requested by the Council, and the clerk do acquaint the Council therewith.

*Ordered*, That the hon. the Attorney General, Mr. Archibald, and the hon. the Provincial Secretary, be a committee to manage such conference.

Conference held.

So the managers went to the conference.

And being returned,

Resolutions reported.

The hon. the Atty. General reported that the managers had held the said conference, and that the committee of the Council had communicated to them copies of two resolutions, which he read in his place, and then delivered them in at the clerk's table, where they were again read, and are as follows:—

*Legislative Council Chamber,  
8th April, 1867.*

*Resolved*, That a humble address be presented to her Majesty the Queen, requesting that whenever hereafter the number of the Legislative Council shall be reduced to eighteen members, the number shall not be further increased; and that her Majesty will be graciously pleased to establish the number of the Legislative Council of this Province at eighteen members, and to provide that absence for two sessions consecutively shall vacate the seat of a Councillor.

*Resolved*, That a conference be requested with the House of Assembly by committee on the general state of the province; and that the committee of this House do communicate to the committee of the House of Assembly a copy of the foregoing resolution.

Committee on bills.

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

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered,  
 A bill to amend the act to incorporate New Caledonia lodge, Pictou ;  
 A bill to incorporate the Grand lodge of the order of British Templars ;  
 A bill to amend the act to incorporate the Truro boot and shoe manufacturing  
 company ;  
 A bill to incorporate the Loyal Prince of Wales' lodge of Odd Fellows ;  
 A bill to authorise the sale of a school house at Brookfield ;  
 A bill further to amend the act to incorporate the Roman Catholic Bishop in  
 Arichat ;  
 And had directed him to report such bills to the House, severally without  
 amendment ;  
 And he delivered the bills in at the clerk's table.  
*Ordered*, That the bills be engrossed.

Bills reported.  
 New Caledonia lodge.  
 British Templar's  
 lodge.  
 Truro boot and shoe  
 co.  
 Oddfellow's lodge.  
 Brookfield school.  
 Bishop of Arichat.

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

WEDNESDAY, 10th APRIL, 1867.

PRAYERS.

The following petitions were presented by the undermentioned members, and  
 read, severally praying for the appointment of an inspector of pickled fish, and  
 also that the system of licensing American fishermen may not be continued, viz. :

Petitions relative to  
 fisheries.

Of residents of county of Lunenburg, by Mr. Hebb ;

Of residents of East Halifax (two), by Mr. Balcom ;

Of residents of East Halifax (two), by Mr. Annand.

*Ordered*, That the petitions be referred to the committee on the fisheries.

Ref. to com. on fish-  
 eries.

A message from the Council by Mr. Halliburton :

Mr. Speaker,—

The Council have agreed to the bills entitled as follows :

Message from Coun-  
 cil

An act to amend chapter 2 of the Revised Statutes, "of executive and legis-  
 lative disabilities ;"

Agree to bills.

An act relating to the Halifax steamboat company,

As amended.

Disabilities bill.

Halifax steamboat co.

They have agreed to the bill entitled, an act to incorporate Grand Pre lodge of  
 British Templars, Wolfville, without any amendment ;

British Templars.

They have agreed to the bill entitled, an act to incorporate the Exchange bank  
 at Yarmouth ; and to the bill entitled, an act to incorporate the St. Lawrence and  
 Bay of Fundy canal company ; with an amendment to each of such bills, to which  
 amendments they desire the concurrence of this honorable House.

Yarmouth exchange  
 bank.

St. Lawrence canal  
 co.

And then the messenger withdrew.

The amendments proposed by the Council to the bills entitled, an act to incor-  
 porate the Exchange bank of Yarmouth, and an act to incorporate the Saint Law-  
 rence and Bay of Fundy canal company, were severally read a first, and *nem. con.*  
 a second time, and considered by the House.

Amendment to Yar-  
 mouth bank bill  
 and St. Lawrence  
 canal bill agreed to.

And thereupon, on motion,

*Resolved*, That the amendment to each of such bills be agreed to.

*Ordered*, That the clerk do carry the bills and amendments back to the Coun-  
 cil, and acquaint them that this House have agreed to the amendment to each of  
 such bills.

Bills and amendments  
 sent back to Coun-  
 cil.

Mr. Donkin, pursuant to leave given, presented a bill to amend chapter 45 of  
 the Revised Statutes "of county assessments ;" and the same was read a first  
 time, and ordered to be read a second time.

County assessments  
 bill.

Mr. Locke, pursuant to leave given, presented a bill relating to the fall term of  
 the supreme court in the counties of Shelburne, Queens, and Lunenburg ; and the  
 same was read a first time ; and ordered to be read a second time.

Supreme Court bill.

- Private bills reported. Mr. Pryor, from the committee on private and local bills, reported that they had considered,
- Annapolis sessions. A bill to legalize the proceedings of the sessions of the county of Annapolis;
- Liverpool bridge. A bill relating to the new bridge at Liverpool ;
- Chester public grounds. A bill to re-vest in the Crown certain public grounds in the townplot of Chester;
- Windsor town creek. A bill relative to the town creek in Windsor ;
- Rogers' Hill, Pictou. A bill to change the name of Rogers' hill in the county of Pictou ;
- Home for aged. A bill to incorporate the home for the aged ;
- And had directed him to report such bills to the House, severally without amendment.
- And he delivered the bills in at the clerk's table.
- Bills committed. *Ordered*, That the bills be committed to a committee of the whole House.
- Pet. of Kings county league for incorporation act. A petition of the officers of the Kings county Temperance League, was presented by Mr. Hamilton and read, praying for an act of incorporation.
- Leave for bill. *Ordered*, That the petition do lie on the table, and that Mr. Hamilton have leave to introduce a bill in accordance with the prayer thereof.
- And thereupon,
- Kings county temperance league incorporation bill. Mr. Hamilton, pursuant to such leave, presented a bill to incorporate the King's county Temperance League ; and the same was read a first time, and ordered to be read a second time.
- Alien's naturalization bill. Mr. Archibald, pursuant to leave given, presented a bill for the naturalization of certain aliens ; and the same was read a first time, and ordered to be read a second time.
- Sale of school houses bill. The hon. the Financial Secretary, pursuant to leave given, presented a bill to amend the act to provide for the sale of school houses in certain cases ; and the same was read a first time, and ordered to be read a second time.
- Halifax market house bill. The hon. Mr. Shannon, pursuant to leave given, presented a bill relating to the city market house in Halifax ; and the same was read a first time, and *nem. con.* a second time.
- Ref. to com. on city bills. *Ordered*, That the bill be referred to the committee on Halifax city bills.
- Bills read 2nd time. The following bills were read a second time :
- Digby polling district. A bill to add a polling district in the county of Digby ;
- Argyle fire engine. A bill to enable the sessions of the district of Argyle to sell a fire engine.
- Ref. to com. on private and local bills. *Ordered*, That the bills be referred to the committee on private and local bills.
- Cumberland coal mining co. The Council's engrossed bill entitled, an act to incorporate the Cumberland coal mining company, was read a second time.
- Committed. *Ordered*, That the bill be committed to a committee of the whole House.
- Pet. of Cornelius White. The hon. the Provincial Secretary, by command of his Excellency the Governor, presented to the House,
- Petition of Cornelius White, of Shelburne, against confirmation of sale of certain school lands in Shelburne by trustees of schools.
- Ref. to com. on education. *Ordered*, That the petition be referred to the committee on education.
- Memo. of Jas. Phelan rel. to rates of pilotage. Also, by the like command, memorial of James Phelan, agent for the Boston and colonial steam packet company, praying for an amendment in the rates of pilotage.
- Ref. to sel. committee. *Ordered*, That the memorial be referred to Mr. Killam, Mr. Coffin, and Mr. Donald Fraser, to examine and report upon.
- Pet. of A. C. Thomas for drawback. The hon. the Financial Secretary, by the like command, presented petition of Alfred C. Thomas, of Windsor, for a drawback on drain tiles, imported by him from New Brunswick.
- Ref. to com. on trade. *Ordered*, That the petition be referred to the committee on trade and manufactures.
- Pet. of J. E. Rand. The hon. the Attorney General, by the like command, presented petition of James E. Rand, of Cornwallis, with reference to the grant of a water lot.
- Ref. to crown land com. *Ordered*, That the petition be referred to the committee on crown lands.



- An engrossed bill to amend the act to incorporate New Caledonia lodge, Pictou, was read a third time. Bills read 3rd time.  
New Caledonia lodge,  
Pictou.
- Resolved*, That the bill do pass, and that the title be, an act to amend the act to incorporate New Caledonia lodge, Pictou.
- An engrossed bill to incorporate the Grand lodge of the order of British Templars, was read a third time. Grand lodge of British  
Templars.
- Resolved*, That the bill do pass, and that the title be, an act to incorporate the Grand lodge of the order of British Templars.
- An engrossed bill to amend the act to incorporate the Truro boot and shoe manufacturing company, was read a third time. Truro boot and shoe  
company.
- Resolved*, That the bill do pass, and that the title be, an act to amend the act to incorporate the Truro boot and shoe manufacturing company.
- An engrossed bill to incorporate the Loyal Prince of Wales' lodge of Odd Fellows, was read a third time. Odd Fellow's lodge.
- Resolved*, That the bill do pass, and that the title be, an act to incorporate the Loyal Prince of Wales' lodge of Odd Fellows.
- An engrossed bill to authorize the sale of a school house at Brookfield, was read a third time. Brookfield school  
house.
- Resolved*, That the bill do pass, and that the title be, an act to authorize the sale of a school house at Brookfield.
- An engrossed bill further to amend the act to incorporate the Roman Catholic Bishop in Arichat, was read a third time. Roman Catholic  
Bishop, Arichat.
- Resolved*, That the bill do pass, and that the title be, an act further to amend the act to incorporate the Roman Catholic Bishop in Arichat.
- Ordered*, That the clerk do carry the bills to the Council and desire their concurrence. Sent to Council.
- Mr. Donald Fraser, pursuant to leave given, presented a bill to amend chapter 79 of the Revised Statutes, "of pilotage, harbors and harbor masters"; and the same was read a first time, and ordered to be read a second time. Pilotage amendment  
bill.
- On motion, the House resolved itself into a committee on bills: Committee on bills.
- Mr. Speaker left the chair,  
Mr. Robertson took the chair of the committee,  
Mr. Speaker resumed the chair.
- The chairman reported from the committee that they had considered the following bills, viz.: Bills reported.
- A bill to amend chapter 63 of the Revised Statutes, "of commissioners of street," so far as relates to the town of New Glasgow; New Glasgow streets.
- A bill to appoint commissioners of streets for the town of Arichat; Arichat street com-  
missioners.
- A bill to legalize the proceedings of the sessions of the county of Annapolis; Annapolis sessions.
- A bill relative to the sale of grain and coal in the city of Halifax; Halifax grain and  
coal sale.
- A bill relating to the new bridge at Liverpool; Liverpool bridge.
- A bill to revest in the Crown certain public grounds in the town plot of Chester; Chester public  
grounds.
- A bill to divide a polling district in the county of Victoria; Victoria polling dis-  
trict.
- A bill relative to the town creek in Windsor; Windsor town creek.
- A bill to change the name of Roger's Hill, in the county of Pictou; Rogers' Hill, Pictou.
- A bill to incorporate the home for the aged. Home for the aged.
- And had directed him to report such bills to the House, severally without amendment.
- And he delivered the bills in at the clerk's table.
- Ordered*, That the bills be engrossed.

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

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 THURSDAY, 11th APRIL, 1867.
 

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## PRAYERS.

Bills read 3rd time.  
New Glasgow streets.

An engrossed bill to amend chapter 63 of the Revised Statutes, "of commissioners of streets," so far as relates to the town of New Glasgow, was read a third time

*Resolved*, That the bill do pass, and that the title be, an act to amend chapter 63 of the Revised Statutes, "of commissioners of streets," so far as relates to the town of New Glasgow.

Arichat street commissioners.

An engrossed bill to appoint commissioners of streets for the town of Arichat, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to appoint commissioners of streets for the town of Arichat.

Annapolis sessions.

An engrossed bill to legalize the proceedings of the sessions of the county of Annapolis, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to legalize the proceedings of the sessions of the county of Annapolis.

Halifax grain and coal bill.

An engrossed bill relative to the sale of grain and coal in the city of Halifax, was read a third time.

Title altered.

*Resolved*, That the bill do pass, and that the title be, an act relative to the sale of coal in the city of Halifax.

Liverpool bridge.

An engrossed bill relating to the new bridge at Liverpool, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act relating to the bridge at Liverpool.

Chester public grounds.

An engrossed bill to revest in the Crown certain public grounds in the townplot of Chester, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to revest in the Crown certain public grounds in the townplot of Chester.

Victoria polling district.

An engrossed bill to divide a polling district in the county of Victoria, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to divide a polling district in the county of Victoria.

Windsor town creek.

An engrossed bill relative to the town creek in Windsor, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act relative to the town creek in Windsor.

Rogers' Hill, Pictou.

An engrossed bill to change the name of Roger's Hill, in the county of Pictou, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to change the name Roger's Hill, in the county of Pictou.

Home for the aged.

An engrossed bill to incorporate the home for the aged, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to incorporate the home for the aged.

Sent to Council.

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

Petitions relative to inspection of fish, and against fishing licenses.

Four petitions of residents of the county of Halifax, were presented by Mr. Annand; and

A petition of merchants and other citizens of Halifax, was presented by Mr. Tobin.

And such petitions were read, severally asking for the appointment of a chief inspector of pickled fish, and also praying that the system of licensing American fishermen may not be continued.

Ref. to com. on fisheries.

*Ordered*, That the petitions be referred to the committee on the fisheries.

The hon. the Financial Secretary, by command of his Excellency the Governor, presented to the House,

An estimate of the expenditure and probable revenue of the province for 1867 ; and the same was read by the clerk. Estimate presented.

(See Appendix—Estimate.)

Ordered, That the estimate do lie on the table.

On motion of the hon. the Financial Secretary,  
Resolved, That a supply be granted to her Majesty.

Supply granted.  
Estimate referred.

Ordered, That the estimate just presented be referred to the committee of supply.

Ordered, That this House do on to-morrow, the 12th inst., resolve itself into a committee to consider of the supply granted to her Majesty. Order of day for supply.

The hon. Mr. Shannon, from the committee on Halifax city bills, reported that they had considered the bill to appoint a stipendiary magistrate for the city of Halifax, and had made amendments to such bill, which they had directed him to report to the House with the bill; and he delivered the bill, with the amendments, in at the clerk's table, where the amendments were read. Stipendiary magistrate's bill reported with amendments.

Ordered, That the bill and amendments be committed to a committee of the whole House. Bill committed.

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

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered a bill to appoint a stipendiary magistrate for the city of Halifax, and had made amendments thereto, which they had directed him to report to the House, with the bill; and he delivered the bill, with the amendments, in at the clerk's table, where the amendments were read. Report stipendiary magistrate's bill with amendments.

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

The hon. the Financial Secretary, by command of his Excellency the Governor, presented to the House, Pet. of Acadia blacking co.

Petition of the Acadia Eclipse blacking company, praying for a return of duties.

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

A petition of merchants of Halifax was presented by the hon. Mr. Shannon, and read, praying for the establishment of a shipping office at that port. Pet. relative to shipping officer.

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

And thereupon,

The hon. Mr. Shannon, pursuant to such leave, presented a bill to establish a shipping office in the port of Halifax; and the same was read a first time, and ordered to be read a second time. Halifax shipping office bill.

Mr. Blanchard, from the committee on humane institutions, reported in part from that committee by bill, and thereupon presented a bill to amend the act to regulate the poors' asylum and hospital in the city of Halifax; and the same was read a first time, and ordered to be read a second time. Poors' asylum and hospital bills.

The hon. the Provincial Secretary, by command of his Excellency the Governor, presented to the House, Papers presented.

Copies of correspondence between the colonial office and the treasury respecting the proposed guarantee of the Intercolonial railway loan; and the same was read by the clerk. Relating to guarantee of loan for Intercolonial railway.

## Loan Bill.

Also, copy of a bill authorizing a guarantee of interest on a loan to be raised by Canada towards the construction of a railway connecting Quebec and Halifax ; and the same was read by the clerk.

(See Appendix—*Intercolonial Railway.*)

*Ordered*, That the papers do lie on the table.

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

FRIDAY, 12th APRIL, 1867.

## PRAYERS.

Bills read 2nd time.  
License law amend-  
ment.

The following bills were read a second time :

A bill to amend chapter 19 of the Revised Statutes, "of licenses for the sale of intoxicating liquors ;"

License law further  
amendment.

A bill further to amend chapter 19 of the Revised Statutes, "of licenses for the sale of intoxicating liquors ;"

County assessments  
amendments.  
Sale of school houses.  
Ref. to law amend-  
ment com.

A bill to amend chapter 45 of the Revised Statutes, "of county assessments ;"

A bill to amend the act to authorize the sale of school houses in certain cases.

*Ordered*, That the bills be referred to the committee on amendments to the laws.

Bills read 2nd time.  
Government railroads

The following bills were read a second time :

A bill further to amend chapter 70 of the Revised Statutes, "of provincial government railroads ;"

Registration.

A bill further to amend chapter 120 of the Revised Statutes, "of the solemnization of marriage, and the registration of marriages, births and deaths ;"

Sugar and tobacco.  
Supreme Court.

A bill relating to the refining of sugar, and the manufacture of tobacco ;

A bill relating to the fall terms of the supreme court in the counties of Shelburne, Queens and Lunenburg.

Committed.

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

Bills read 2nd time.  
Shubenacadie school  
section.  
Cornwallis poor  
house.

The following bills were read a second time :

A bill to alter the bounds of two school sections at Shubenacadie ;

A bill to provide for the purchase of land and erection of a poor house in the township of Cornwallis ;

Dartmouth cemetery.  
Kings county tem-  
perance league.  
Ref. to committee on  
private bills.

A bill to amend the act relating to the Roman Catholic cemetery, Dartmouth ;

A bill to incorporate the Temperance League of King's county.

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

Poors' asylum and  
hospital bill read  
2nd time.  
Ref. to com. on city  
bills.

A bill to amend the act to regulate the poor's asylum and hospital in the city of Halifax, was read a second time.

*Ordered*, That the bill be referred to the committee on city of Halifax bills.

Pet. for change in  
school expenditure.

A petition of trustees of school section No. 21, in the township of Clements, was presented by Mr. Whitman, and read, praying that the sums assessed on such section be expended in the section at Clementsport.

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

Ref. to com. on educa-  
tion.

Pictou polling place  
bill.

Mr. McKay, pursuant to leave given, presented a bill to alter a polling place in the county of Pictou ; and the same was read a first time, and ordered to be read a second time.

Sewer's amendment  
bill.

The hon. Mr. MacFarlane, pursuant to leave given, presented a bill to amend chapter 72 of the Revised Statutes, "of commissioners of sewers, and the regulating of dyked and marsh lands ;" and the same was read a first time, and ordered to be read a second time.

A message from the Council by Mr. Halliburton :

Mr. Speaker,—

The Council have agreed to the bills entitled, an act to incorporate the Exchange bank of Yarmouth; and

An act to incorporate the Saint Lawrence and Bay of Fundy canal company, as now amended.

And then the messenger withdrew.

On motion, the House resolved itself into the committee of supply :

Mr. Speaker left the chair,

Mr. Caldwell took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had made progress in the consideration of the supply, and had come to twenty-two resolutions, which they had directed him to report to the House; and he delivered the resolutions in at the clerk's table.

The chairman also acquainted the House that he had been directed by the committee to move for leave to sit again on the consideration of the supply, to which the House agreed.

*Ordered*, That the resolutions reported from the committee of supply be read to-morrow.

The hon. the Provincial Secretary, by command of his Excellency the Governor, presented to the House,

Report of the Adjutant General of militia for the year ended 30th September, 1866; and the same was read by the clerk.

(See Appendix—Militia.)

*Ordered*, That the report be referred to the committee on militia.

Also, by the like command, communication from superintendent of education, recommending purchase of meteorological instruments for use in academies.

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

The hon. the Financial Secretary, by the like command, presented to the House,

Petition of Messrs. Rand and Tupper, of Canning, praying for a return of duties on goods destroyed by fire.

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

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

SATURDAY, 13th APRIL, 1867.

PRAYERS.

The hon. the Attorney General, pursuant to leave given, presented a bill to incorporate the British and American telegraph company; and the same was read a first, and *nem. con.* a second time.

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

Mr. Heffernan, pursuant to leave given, presented a bill to provide for improving the road between Guysborough and Canso; and the same was read a first time, and ordered to be read a second time.

The hon. Mr. MacFarlane, pursuant to leave given, presented a bill relating to River Philip harbor, in the county of Cumberland; and the same was read a first time, and ordered to be read a second time.

Message from Council.

Agree to Yarmouth bank bill and St. Lawrence canal co bill as amended

Committee of supply.

Progress reported.

Order to read resolution.

Rep. of Adj. General of militia.

Ref. to com. on militia.

Letter relative to meteorological instruments.

Ref. to com. on education.

Pet. of Rand and Tupper.

Ref. to com. on trade.

British and American telegraph co. bill, read 1st and 2nd time, and ref. to com. on private bills.

Guysborough road loan.

River Philip harbor bill.

- Good Templars, Wallace bill. The hon. Mr. MacFarlane, pursuant to leave given, presented a bill to incorporate the West End lodge of Good Templars, Wallace; and the same was read a first time, and ordered to be read a second time.
- Bills read 2nd time. The following bills were read a second time :
- St. George's lodge. A bill to incorporate the St. George's lodge of Freemasons, Wolfville;
- Victoria polling place. A bill to alter a polling place in the county of Victoria.
- Ref. to com. on private bills. *Ordered*, That the bills be referred to the committee on private and local bills.
- Halifax shipping office bill read 2nd time and ref. to com. on trade. A bill to establish a shipping office in the port of Halifax, was read a second time.
- Ordered*, That the bill be referred to the committee on trade and manufactures.
- Pilotage amendment bill read 2nd time. A bill to amend chapter 79 of the Revised Statutes, "of pilotage, harbors and harbor masters," was read a second time.
- Ref. to select committee. *Ordered*, That the bill be referred to the select committee on that subject.
- Law amendment bill read 2nd time. A bill to amend chapter 72 of the Revised Statutes, "of commissioners of sewers, and the regulating of dyked and marsh lands," was read a second time.
- Ref. to law amendment com. *Ordered*, That the bill be referred to the committee on amendments to the laws.
- Stipendiary magistrate's bill read 3rd time. An engrossed bill to appoint a stipendiary magistrate for the city of Halifax, was read a third time;
- And the usual question having been propounded from the chair, that such bill do pass,
- Motion to recommit agreed to. Mr. Tobin moved by way of amendment thereto, that such bill be recommitted for the purpose of adding thereto that the duties in the city court heretofore exercised by the Recorder should devolve upon the stipendiary magistrate to be appointed under such bill;
- Which being seconded and put, was agreed to by the House.
- And thereupon,
- Bill recommitted. *Ordered*, That the bill be recommitted to a committee of the whole House.
- Committee on bills. On motion, the House resolved itself into a committee on bills.
- Mr. Speaker left the chair,
- Mr. Robertson took the chair of the committee,
- Mr. Speaker resumed the chair.
- Bills reported. The chairman reported from the committee that they had considered,
- Provincial railway. A bill further to amend chapter 70 of the Revised Statutes, "of provincial government railroads";
- Registration amendment. A bill further to amend chapter 83 of the Revised Statutes, "of the solemnization of marriage, and the registration of marriages, births, and deaths";
- Sugar and tobacco. A bill relating to the refining of sugar and the manufacture of tobacco;
- Supreme Court terms. A bill relating to the fall term of the supreme court in the counties of Shelburne, Queens, and Lunenburg.
- And had directed him to report such bills to the House, severally without amendment.
- Stipendiary magistrate. Also, that they had reconsidered the bill to appoint a stipendiary magistrate for the city of Halifax, and had made amendments thereto, which they had directed him to report to the House with the bill.
- And he delivered the bills, together with the amendments to the last mentioned bill, in at the clerk's table, where the amendments were read.
- Ordered*, That the bills reported without amendment be engrossed.
- Ordered*, That the bill reported with amendments be re-engrossed with the amendments.
- Pet. against trawl fishing by Americans. A petition of inhabitants of Granville was presented by Mr. Whitman, and read, complaining of the encroachments by American trawl fishermen on the coast fisheries, and praying redress.
- Ordered*, That the petition be referred to the committee on the fisheries.

Mr. Tobin reported from the select committee appointed to consider certain petitions in connection with the steamship *England*, and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.

Report from select committee on petition relative to steamship "England."

(See Appendix—Steamship *England*.)

Ordered, That the report be received and adopted.

Adopted.

The order of the day being read,

The resolutions reported yesterday from the committee of supply were read, and are as follow :

Resolutions from supply read.

1°. *Resolved*, That a sum not exceeding nine thousand and twenty-five dollars be granted to his Excellency the Governor, to defray certain charges on the civil list, not authorized by permanent laws, pursuant to the estimate.

\$3025 civil list.

2°. *Resolved*, That a sum not exceeding two thousand dollars be granted to his Excellency the Governor, towards defraying the expenses of the board of statistics, pursuant to the estimate.

\$2000 Board of statistics.

3°. *Resolved*, That a sum not exceeding twelve thousand two hundred dollars be granted to his Excellency the Governor, to provide for the expenses of the crown land department, pursuant to the estimate.

\$12,200 crown land department.

4°. *Resolved*, That a sum not exceeding four thousand three hundred and fifty dollars be granted to his Excellency the Governor, towards defraying the expenses of the department of mines, pursuant to the estimate.

\$4355 mines department.

5°. *Resolved*, That a sum not exceeding four hundred dollars be granted to his Excellency the Governor, towards defraying expenses of distressed seamen, pursuant to the estimate.

\$400 distressed seamen.

6°. *Resolved*, That a sum not exceeding ten thousand eight hundred and five dollars be granted to his Excellency the Governor, for certain educational purposes, pursuant to the estimate.

\$10,805 education.

7°. *Resolved*, That a sum not exceeding one thousand three hundred and sixteen dollars be granted to his Excellency the Governor, to provide for the relief of Indians, pursuant to the estimate.

\$1316 Indians.

8°. *Resolved*, That a sum not exceeding four thousand dollars be granted to his Excellency the Governor, towards the encouragement of immigration, pursuant to the estimate.

\$4000 immigration.

9°. *Resolved*, That a sum not exceeding thirty-eight thousand two hundred dollars be granted to his Excellency the Governor, to provide for the pay of the members and officers and contingent expenses of the legislature, pursuant to the estimate.

\$38,200 legislative expenses.

10°. *Resolved*, That a sum not exceeding fifty-four thousand dollars be granted to his Excellency the Governor, towards defraying the expense of the military defence of the province, pursuant to the estimate.

\$54,000 militia.

11°. *Resolved*, That a sum not exceeding sixteen thousand seven hundred dollars be granted to his Excellency the Governor, to defray certain miscellaneous expenses, pursuant to the estimate.

\$16,700 miscellaneous.

12°. *Resolved*, That a sum not exceeding twenty-four thousand three hundred and forty dollars be granted to his Excellency the Governor, to provide for certain navigation securities, pursuant to the estimate.

\$24,340 navigation securities.

13°. *Resolved*, That a sum not exceeding one hundred and ninety-five thousand dollars be granted to his Excellency the Governor, to provide for certain public works, pursuant to the estimate.

\$195,000 public works.

14°. *Resolved*, That a sum not exceeding forty thousand dollars be granted to his Excellency the Governor, to defray the expense of postal communication, pursuant to the estimate.

\$40,000 post communication.

- \$8000 public printing. 15°. *Resolved*, That a sum not exceeding eight thousand dollars be granted to his Excellency the Governor, towards defraying the expense of public printing, pursuant to the estimate.
- \$13,000 poors' asylum. 16°. *Resolved*, That a sum not exceeding thirteen thousand dollars be granted to his Excellency the Governor, towards defraying the expense of the poors' asylum at Halifax, pursuant to the estimate.
- \$51,515 revenue expenses. 17°. *Resolved*, That a sum not exceeding fifty-one thousand five hundred and fifteen dollars be granted to his Excellency the Governor, to defray certain charges for the collection and protection of the revenue, pursuant to the estimate.
- \$12,333 paupers. 18°. *Resolved*, That a sum not exceeding twelve thousand three hundred and ninety-three dollars be granted to his Excellency the Governor, for the relief of transient and lunatic paupers, pursuant to the estimate.
- \$210,000 roads and bridges. 19°. *Resolved*, That a sum not exceeding one hundred and sixty thousand dollars be granted to his Excellency the Governor, to provide for the great and bye road and bridge service; and a further sum of fifty thousand dollars for a special grant for roads and bridges, pursuant to the estimate.
- \$200 land damages. 20°. *Resolved*, That a sum not exceeding two hundred dollars be granted to his Excellency the Governor, to provide for certain land damages, pursuant to the estimate.
- \$150,000 railways. 21°. *Resolved*, That a sum not exceeding one hundred and fifty thousand dollars be granted to his Excellency the Governor to provide for the expense of the Provincial railway, pursuant to the estimate.
- \$12,340 packets, ferries, &c. 22°. *Resolved*, That a sum not exceeding twelve thousand three hundred and forty dollars be granted to his Excellency the Governor to provide for certain steamboats, packets and ferries, pursuant to the estimate.
- Resolutions agreed to. The resolutions being read a second time, were upon the question put thereon severally agreed to by the House.

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

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MONDAY, 15th APRIL, 1867.

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PRAYERS.

- Pet. of trustees of preston school section. A petition of trustees of Preston school section, in the county of Halifax, was presented by the hon. the Attorney General and read, praying for authority to select a site for a school house in that section, and to purchase the same.
- Ref to com. on education. *Ordered*, That the petition be referred to the committee on education.
- Bills read 2nd time. The following bills were read a second time:
- Supreme court, Pictou. A bill to provide for the settlement of certain causes pending in the supreme court at Pictou;
- River Philip, Cumberland. A bill relating to River Philip harbor, in the county of Cumberland;
- Wallace lodge of Good Templars. A bill to incorporate the West End lodge of Good Templars, Wallace.
- Ordered*, That the bills be referred to the committee on private and local bills.
- Guysboro' road loan read 2nd time and committed. A bill to provide for improving the road between Guysborough and Canso, was read a second time.
- Ordered*, That the bill be committed to a committee of the whole House.
- Petroleum and coal oils inspection bill. Mr. Archibald, pursuant to leave given, presented a bill to provide for the inspection of petroleum, coal oils and burning fluids, and to regulate the manufacture and sale thereof; and the same was read a first time, and ordered to be read a second time.



Mr. Pryor, from the committee on private and local bills, reported that they had considered,

Report from private bills committee.

A bill to alter the bounds of two school sections at Shubenacadie ;

Shubenacadie school section.

A bill to incorporate the trustees of St. John's church, Albion Mines ;

St. John Church, Albion Mines.

A bill to incorporate the St. George's lodge of Freemasons, Wolfville ;

St. George's lodge, Wolfville.

A bill to enable the sessions of the district of Argyle to sell a fire engine ;

Fire engine, Argyle.

A bill to provide for the purchase of land and the erection of a poor house in the township of Cornwallis ;

Cornwallis poor house.

A bill to amend the act relating to the Roman Catholic cemetery, Dartmouth ;

Dartmouth cemetery.

A bill to incorporate the Temperance League of King's county ;

Temperance league, Kings co.

A bill to alter a polling place in the county of Pictou.

Pictou polling place.

And had directed him to report such bills to the House, severally without amendment.

And he delivered the bills in at the clerk's table.

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

Bill committed.

An engrossed bill to appoint a stipendiary magistrate for the city of Halifax, was read a third time.

Bills read 3rd time. Stipendiary magistrate.

*Resolved*, That the bill do pass, and that the title be, an act to appoint a stipendiary magistrate for the city of Halifax.

An engrossed bill further to amend chapter 70 of the Revised Statutes, "of provincial government railroads," was read a third time.

Provincial railways.

*Resolved*, That the bill do pass, and that the title be, an act further to amend chapter 70 of the Revised Statutes, "of provincial government railroads."

An engrossed bill further to amend chapter 120 of the Revised Statutes, "of the solemnization of marriage, and the registration of marriages, births and deaths," was read a third time.

Registration amendment.

*Resolved*, That the bill do pass, and that the title be, an act further to amend chapter 120 of the Revised Statutes, "of the solemnization of marriage, and the registration of marriages, births and deaths."

An engrossed bill relating to the refining of sugar and the manufacture of tobacco, was read a third time.

Sugar and tobacco.

*Resolved*, That the bill do pass, and that the title be, an act relating to the refining of sugar, and the manufacture of tobacco.

An engrossed bill relating to the fall term of the supreme court in the counties of Shelburne, Queens and Lunenburg, was read a third time.

Fall term of Supreme Court in Shelburne, Queens and Lunenburg.

*Resolved*, That the bill do pass, and that the title be, an act relating to the fall term of the supreme court in the counties of Shelburne, Queens and Lunenburg.

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

Sent to Council.

A petition of the custos, magistrates and grand jurors of the county of Guysborough ; and

Petitions from Guysborough and St. Mary's relative to sitting of Supreme Court.

A petition of magistrates, grand jurors and other residents of the district of St. Mary's,

Were presented by Mr. Heffernan ; and such petitions were read, severally praying that the supreme court may sit at Sherbrooke once in each year.

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

Leave for bill

And thereupon,

Mr. Heffernan, pursuant to such leave, presented a bill relating to the sittings of the supreme court in the county of Guysborough ; and the same was read a first time, and ordered to be read a second time.

Supreme Court Guysborough co.

Division of road  
monies.

On motion of the hon. the Financial Secretary,  
*Resolved*, That the sum of one hundred and sixty thousand dollars, granted for the road and bridge service, be applied as follows, viz. :

County of Annapolis, . . . . .	\$8,320 00
“ Antigonish, . . . . .	7,807 00
“ Cape Breton, . . . . .	9,095 00
“ Colchester, . . . . .	9,344 00
“ Cumberland, . . . . .	9,344 00
“ Digby, . . . . .	7,808 00
“ Guysborough, . . . . .	7,808 00
“ Halifax, . . . . .	11,770 00
“ Hants, . . . . .	9,587 00
“ Inverness, . . . . .	10,560 00
“ Kings, . . . . .	8,640 00
“ Lunenburg, . . . . .	9,600 00
“ Pictou, . . . . .	11,520 00
“ Queens, . . . . .	7,565 00
“ Richmond, . . . . .	7,808 00
“ Shelburne, . . . . .	7,808 00
“ Victoria, . . . . .	7,808 00
“ Yarmouth, . . . . .	7,808 00

\$160,000 00

## Committee on bills.

On motion, the House resolved itself into a committee on bills :

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

## Bills reported.

The chairman reported from the committee that they had considered the following bills, viz. :

Glasgow railway co.  
Shubenacadie school  
section.  
Albion mines church.  
St. George's lodge,  
Wolfville.  
Argyle fire engine.  
Cornwallis poor  
house.

A bill to incorporate the Glasgow and Cape Breton railway company ;

A bill to alter the bounds of two school sections at Shubenacadie ;

A bill to incorporate the trustees of St. John's church, Albion Mines ;

A bill to incorporate the St. George's lodge of Freemasons, Wolfville ;

A bill to enable the sessions of the district of Argyle to sell a fire engine ;

A bill to provide for the purchase of land and the erection of a poor house in the township of Cornwallis ;

Dartmouth cemetery.

A bill to amend the act relating to the Roman Catholic cemetery, Dartmouth ;

Kings co. Temperance  
league.

A bill to incorporate the Temperance League of King's county ;

Pictou polling place.

A bill to alter a polling place in the county of Pictou ;

And had directed him to report the same to the House, severally without amendment.

Cumberland coal co.

Also, that they had considered the Council's engrossed bill, entitled an act to incorporate the Cumberland coal mining company, and had directed him to report such bill to the House without amendment.

And he delivered the bills in at the clerk's table.

*Ordered*, That the nine bills first reported be engrossed.

Bill read 2nd time  
and passed.

The Council's engrossed bill entitled, an act to incorporate the Cumberland coal mining company, was read a third time.

And thereupon, on motion,

*Resolved*, That such bill be agreed to.

Sent back to Council.

*Ordered*, That the clerk do carry the bill back to the Council, and acquaint them that this House have agreed to such bill.

Pet. from Louisburg.

A petition of residents at Louisburg and Big Loren in the county of Cape Breton, was presented by Mr. Bourinot ; and

Petitions from Guys-  
boro' relative to  
fisheries.

Two petitions of residents at Cole Harbor and Marie Joseph, in the county of Guysborough,

Were presented by Mr. S. Campbell; and such petitions were read, severally praying for the appointment of a chief inspector of pickled fish, and also that the system of licensing American fishermen may not be continued.

*Ordered*, That the petitions be referred to the committee on the fisheries.

Ref. to com. on fisheries.

A petition of residents at east branch of River Philip, was presented by Mr. Donkin and read, praying for a change in the name of that locality.

Pet. from River Philip for change of name.

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

Leave for bill.

And thereupon,

Mr. Donkin, pursuant to such leave, presented a bill to change the name of the East Branch of River Philip, in the county of Cumberland; and the same was read a first time, and ordered to be read a second time.

East Branch River Philip bill.

Mr. Miller, pursuant to leave previously given, presented a bill to divide the county of Richmond into districts for municipal purposes; and the same was read a first time, and ordered to be read a second time.

Arichat districts bill.

A message from the Council by Mr. Halliburton:

Message from Council.

Mr. Speaker,—

Agree to bills.

The Council have agreed to the bills entitled as follows:

New Glasgow streets.

An act to amend chapter 63 of the Revised Statutes, "of commissioners of streets," so far as relates to the town of New Glasgow;

An act to legalize the proceedings of the sessions of the county of Annapolis;

Annapolis sessions.

An act to amend the act to incorporate New Caledonia lodge, Pictou;

New Caledonia lodge.

An act to amend the act to incorporate the Truro boot and shoe manufacturing company;

Truro boot and shoe company.

An act to incorporate the Loyal Prince of Wales lodge of Odd Fellows;

Prince of Wales lodge.

An act to revest in the Crown certain public grounds in the townplot of Chester;

Chester public grounds.

An act to authorize the sale of a school house at Brookfield;

Brookfield school house.

An act further to amend the act to incorporate the Roman Catholic Bishop in Arichat;

Roman Catholic Bishop.

An act to divide a polling district in the county of Victoria;

Victoria polling district.

An act to change the name of Roger's Hill, in the county of Pictou;

Rogers' Hill, Pictou.

Severally without amendment.

They have agreed to a bill entitled an act to incorporate the home for the aged, with an amendment, to which they desire the concurrence of this honorable House.

Home for the aged.

And then the messenger withdrew.

The amendment proposed by the Council to the bill entitled an act to incorporate the home for the aged, was read a first time, and *nem. con.* a second time, and considered by the House.

Amendment to Home for the Aged agreed to.

And thereupon, on motion,

*Resolved*, That such amendment be agreed to.

*Ordered*, That the clerk do carry the bill and amendment back to the Council, and acquaint them that this House have agreed to the amendment to such bill.

Bill sent to Council.

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

TUESDAY, 16th APRIL, 1867.

PRAYERS.

An engrossed bill to incorporate the Glasgow and Cape Breton railway company, was read a third time.

Bills read 3rd time. Glasgow and Cape Breton railway co.

*Resolved*, That the bill do pass, and that the title be, an act to incorporate the Glasgow and Cape Breton railway company.

Shubenacadie school sections.

An engrossed bill to alter the bounds of two school sections at Shubenacadie, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to alter the bounds of two school sections at Shubenacadie.

Albion Mines church.

An engrossed bill to incorporate the trustees of St. John's church, Albion Mines, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to incorporate the trustees of St. John's church, Albion Mines.

St. George's lodge.

An engrossed bill to incorporate the St. George's lodge of Freemasons, Wolfville, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to incorporate St. George's lodge of Freemasons, Wolfville.

Argyle fire engine.

An engrossed bill to enable the sessions of the district of Argyle to sell a fire engine, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to enable the sessions of the district of Argyle to sell a fire engine.

Cornwallis poor house.

An engrossed bill to provide for the purchase of land and the erection of a poor house in the township of Cornwallis, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to provide for the purchase of land and the erection of a poor house in the township of Cornwallis.

Dartmouth Catholic cemetery.

An engrossed bill relating to the Roman Catholic cemetery, Dartmouth, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act relating to the Roman Catholic cemetery, Dartmouth.

Kings co. temperance league.

An engrossed bill to incorporate the Temperance League of Kings county, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to incorporate the Temperance League of Kings county.

Pictou polling place.

An engrossed bill to alter a polling place in the county of Pictou, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to alter a polling place in the county of Pictou.

Bills sent to Council.

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

Report on St Peter's canal.

The hon. the Provincial Secretary, by command of his Excellency the Governor, presented to the House,

Report of the chief engineer of public works on the progress and expenditure on St. Peter's canal for 1866; and the same was read by the clerk.

(See Appendix—St. Peter's Canal.)

*Ordered*, That the report do lie on the table.

The hon. the Financial Secretary, by the like command, presented to the House,

Petition of H. A. N. Kaulback.

Petition of H. A. N. Kaulback and others of Lunenburg, praying for the cancelling of certain bonds; also,

Pet. of Messrs. Rand and Tupper.

Petition of Messrs. Rand and Tupper, of Canning, for remission of fine imposed by the Board of Revenue.

Ref. to com. on trade.

*Ordered*, That such petitions be referred to the committee on trade and manufactures.

Mr. Annand, from the committee on trade and manufactures, reported in part from that committee by bill; and thereupon presented a bill further to amend chapter 15 of the Revised Statutes, "of the exportation of goods and of drawbacks"; and the same was read a first time, and ordered to be read a second time.

Exportation of goods amendment bill.

A bill respecting the village dyke at Falmouth, was read a second time.

Falmouth dyke bill.

*Ordered*, That the bill be referred to the committee on amendments to the laws.

Ref. to law amendment com.

A message from the Council by Mr. Halliburton:

Message from Council.

Mr. Speaker,—

The Council have agreed to the bill entitled, an act to incorporate the home for the aged, as amended.

Agree to home for aged bill.

And then the messenger withdrew.

Mr. Archibald, from the select committee on amendments of the laws, reported that they had considered,

Bills reported from law amendment com.

A bill to amend certain chapters of the Revised Statutes;

Revised Statutes amendment.

A bill to extend the operation of chapter 62 of the Revised Statutes, "of highway labor";

Highway labor amendment.

A bill further to amend chapter 19 of the Revised Statutes, "of licenses for the sale of intoxicating liquors";

License law amendment.

A bill to amend the act relating to the division and partition of lands;

Division of lands.

A bill to amend the act to authorize the sale of school houses in certain cases;

Sale of school houses.

A bill to amend chapter 72 of the Revised Statutes, "of commissioners of sewers, and the regulating of dyked and marsh lands";

Commissioners of sewers amendment.

And had made amendments thereto, which they had directed him to report to the House, with the bills.

Also, that they had considered a bill to amend chapter 63 of the Revised Statutes, "of commissioners of streets," and a bill for the appropriation of fines for violation of the license laws.

Commissioners of streets amendment and license law amendment to be deferred.

And had directed him to recommend that the further consideration of such bills be deferred for three months; and he delivered the bills, together with the amendments to the six first mentioned bills, in at the clerk's table, where the amendments were read.

*Ordered*, That the bills reported with amendments be committed to a committee of the whole House.

Bills committed.

*Ordered*, That the further consideration of the bill to amend chapter 63 of the Revised Statutes, "of commissioners of streets," and of the bill for the appropriation of fines for violation of the license law, be deferred for three months.

Bills deferred.

The hon the Provincial Secretary, by command of his Excellency the Governor, presented to the House,

Report on Legislative library.

Report of the joint committee of the Legislative Council on the Legislative Library for 1866; and the same was read by the clerk.

(See Appendix—Legislative Library.)

*Ordered*, That the report do lie on the table.

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

Committee on bills.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered,

Bills reported.

A bill to amend the act relating to the division and partition of lands;

Division of lands.

A bill to amend the act to authorize the sale of school houses in certain cases;

Sale of school houses.

A bill to incorporate the Pictou Mechanics' Institute savings bank;

Pictou Savings bank.

Commissioners of  
sewers.

A bill to amend chapter 72 of the Revised Statutes, "of commissioners of sewers, and the regulating of dyked and marsh lands."

And had directed him to report such bills to the House, severally without amendment.

And he delivered the bills in at the clerk's table.

*Ordered*, That the bills be engrossed.

Agricultural exhibi-  
tion bill.

The hon. the Attorney General, pursuant to leave given, presented a bill to provide for the holding of a provincial agricultural exhibition in the year 1868; and the same was read a first time, and ordered to be read a second time.

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

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WEDNESDAY, 17th APRIL, 1867.

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PRAYERS.

Message from Coun-  
cil.

A message from the Council by Mr. Halliburton :

Mr. Speaker,—

Liverpool bridge bill  
agreed to.

The Council have agreed to a bill entitled, an act relating to the bridge at Liverpool, without amendment.

Have passed bills.

They have passed the bills entitled as follows :

Offences against army  
and navy.

An act to amend chapter 157 of the Revised Statutes of Nova Scotia (third series), "of offences relating to the army and navy";

Practice of Supreme  
Court.

An act to amend the practice of the supreme court;

Divorce and matrimo-  
nial causes.

An act further to amend the law relating to divorce and matrimonial causes ;

To which bills they desire the concurrence of this honorable House.

And then the messenger withdrew.

Councils bills read  
1st time.

The Council's engrossed bills entitled as follows :

Offences against army  
and navy.

An act to amend chapter 157 of the Revised Statutes of Nova Scotia (third series), "of offences relating to the army and navy";

Practice of Supreme  
Court.

An act to amend the practice of the supreme court ;

Divorce and matri-  
monial causes.

An act further to amend the law relating to divorce and matrimonial causes ;

Were read a first time, and ordered to be read a second time.

Bills read 3rd time.  
Division of lands.

An engrossed bill to amend the act relating to the division and partition of lands, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to amend the act relating to the division and partition of lands.

Pictou Mechanics'  
institute savings  
bank.

An engrossed bill to incorporate the Pictou Mechanics' Institute savings bank, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to incorporate the Pictou Mechanics' Institute savings bank.

Sale of school houses.

An engrossed bill to amend the act to authorize the sale of school houses in certain cases, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to amend the act to authorize the sale of school houses in certain cases.

Bills sent to Council.

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

Resolution for division  
of special road  
grant.

The hon. the Financial Secretary moved that the House do come to the following resolution :

*Resolved*, That the sum of fifty thousand dollars, extra grant for roads and bridges, be applied as follows :

New roads to railway, county Colchester,.....	\$3,500	00
River Philip bridge, county Cumberland,.....	5,000	00
Liverpool bridge, county Queens,.....	8,000	00
Public pier at Digby, county Digby.....	1,000	00
Roads at Liscomb's, county Guysborough,.....	200	00
Annapolis county, at disposal of Government,.....	2,009	00
Antigonish, ditto,.....	1,885	00
Cape Breton, ditto,.....	2,196	00
Digby, ditto,.....	1,885	00
Guysborough, ditto,.....	1,885	00
Halifax, ditto,.....	2,848	00
Inants, ditto,.....	2,315	00
Inverness, ditto,.....	2,550	00
Kings, ditto,.....	2,087	00
Lunenburg, ditto,.....	2,318	00
Pictou, ditto,.....	2,782	00
Richmond, ditto,.....	1,885	00
Shelburne, ditto,.....	1,885	00
Victoria, ditto,.....	1,885	00
Yarmouth, ditto,.....	1,885	00
	<b>\$50,000</b>	<b>00</b>

Which, being seconded and put, was agreed to by the House.

Agreed to.

*Ordered*, That the members for the several counties do prepare and present to the House on or before Wednesday, the twenty-fourth day of April, instant, scales of subdivision of the road monies appropriated to the several counties under the above resolution, and that of the 15th instant.

Order for road scales.

The hon. Mr. Shannon, pursuant to leave given, presented a bill to incorporate the Halifax asylum for the blind; and the same was read a first time, and ordered to be read a second time.

Asylum for blind bill.

Mr. Pryor, from the committee on private and local bills, reported that they had considered,

Private bills reported.

A bill to provide for the settlement of certain causes, pending in the supreme court at Pictou;

Pictou Supreme court causes.

A bill to incorporate the Pictou mining company;

Pictou mining co.

A bill to add a polling place in the county of Digby;

Digby polling place.

A bill relating to River Philip harbor, in the county of Cumberland;

River Philip harbor.

A bill to incorporate the West End lodge of Good Templars, Wallace.

West end lodge, Wolfville.

And had directed him to report the same to the House without any amendment.

And he delivered the bills in at the clerk's table.

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

Bills committed.

Mr. McDonnell, pursuant to leave given, presented a bill to establish a new polling district in the county of Inverness; and the same was read a first time, and ordered to be read a second time.

Inverness polling district.

A message from the Council by Mr. Halliburton:

Message from Council.

Mr. Speaker,—

The Council have agreed to the bills entitled as follows:

Agree to bills.

An act further to amend chapter 120 of the Revised Statutes, "of the solemnization of marriage, and the registration of marriages, births and deaths;"

Registration amendment.

An act to incorporate the trustees of St. John's church, Albion Mines;

Albion Mines Church.

An act relating to the refining of sugar and manufacture of tobacco;

Sugar and tobacco.

An act to incorporate St. George's lodge of Freemasons, Wolfville;

St. George's lodge, Wolfville.

An act to enable the sessions of the district of Argyle to sell a fire engine;

Argyle fire engine.

An act to provide for the purchase of land, and the erection of a poor house in the township of Cornwallis;

Cornwallis poor house.

Dartmouth cemetery.  
Kings co. temperance  
league.  
Pictou polling place.

An act to amend the act relating to the Roman Catholic cemetery, Dartmouth ;  
An act to incorporate the Temperance League of Kings county ;  
An act to alter a polling place in the county of Pictou ;  
Severally without amendment.  
And then the messenger withdrew.

Rep. from committee  
on humane institu-  
tions.

Mr. Blanchard, from the committee on humane institutions, reported from that committee ; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.

(See *Appendix—Humane Institutions.*)

*Ordered*, That the report be received, and do lie on the table.

Lunatic asylum bill  
reported from com-  
mittee.

Mr. Blanchard, also, from the same committee, reported by bill ; and thereupon presented a bill to alter and amend chapter 152 of the Revised Statutes, " of the lunatic asylum " ; and the same was read a first time, and ordered to be read a second time.

Pet. of N. S. Electric  
Tel. company.

A petition of the Nova Scotia electric telegraph company, was presented by Mr. Blanchard and read, praying the House not to pass the bill to incorporate the British and American telegraph company, now before the House.

Ref to com. on pri-  
vate bills.

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

Then the House, on motion of the hon. the Provincial Secretary, adjourned until Saturday next, at three of the clock.

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SATURDAY, 20th APRIL, 1867.

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PRAYERS.

Pet. from River Philip  
settlement for act to  
change name.

A petition of residents at the mouth of River Philip, in the county of Cumberland, was presented by Mr. Donkin and read, praying for an act to change the name of that locality.

Leave for bill.

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

And thereupon,

River Philip settle-  
ment bill.

Mr. Donkin, pursuant to such leave, presented a bill to change the name of the mouth of River Philip-settlement, in the county of Cumberland ; and the same was read a first time, and ordered to be read a second time.

Guysboro' polling dis-  
trict bill.

Mr. Stewart Campbell, pursuant to leave given, presented a bill to divide a polling district in the county of Guysborough ; and the same was read a first time, and ordered to be read a second time.

Bills reported from  
law amendment  
committee.  
River obstructions.

Mr. Archibald, from the committee on amendments to the laws, reported that they had considered,

A bill to amend chapter 103 of the Revised Statutes, " of the conveying of timber and lumber on rivers, and the removal of obstructions therefrom " ;

Cruelty to animals.

A bill for the more effectual prevention of cruelty to animals ;

County assessments.

A bill to amend chapter 45 of the Revised Statutes, " of county assessments " ;  
And had directed him to recommend to the House that the further consideration of such bills be deferred for three months.

And he delivered the bills in at the clerk's table.

And thereupon, on motion,

Bills deferred for 3  
months on recom.  
of committee.

*Ordered*, That the further consideration of the above three bills be deferred for three months.

Gaspereaux school  
county bill.

Mr. Brown, pursuant to leave given, presented a bill to incorporate the Gaspereaux school house and public hall company ; and the same was read a first time, and ordered to be read a second time.



The hon. the Attorney General, pursuant to leave given, presented a bill to repeal chapter 19 of the acts of 1859, and to substitute other provisions in lieu thereof; and the same was read a first time, and ordered to be read a second time.

Conducting elections bill.

Mr. Pryor, from the committee on private and local bills, reported that they had considered the bill to incorporate the Consumers' gas company, and had made amendments thereto, which they had directed him to report to the House, with the bill; and he delivered the bill and amendments in at the clerk's table, where the amendments were read.

Private bills reported. Consumers' gas company.

*Ordered*, That the bill and amendments be committed to a committee of the whole House.

Bills committed.

The hon. the Provincial Secretary, from the committee on education, reported in part from that committee by bill; and thereupon presented a bill further to amend the act for the better encouragement of education; and the same was read a first time, and ordered to be read a second time.

Education amendment bill reported from committee.

Mr. Blanchard moved that the report of the committee on humane institutions, presented on Wednesday last, be adopted, which being seconded and put, was agreed to by the House.

Report of committee on humane institutions adopted.

*Ordered*, Accordingly that the report be adopted.

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

Committee on bills.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered,

Bills reported.

A bill to add a polling district in the county of Digby;

Digby polling district.

A bill relating to River Philip harbor, in the county of Cumberland;

River Philip harbor.

A bill to incorporate the West End lodge of Good Templars, Wallace.

Wallace Good Templars.

And had directed him to report the same to the House without amendment.

Also, that they had considered the bill to amend chapter 152 of the Revised Statutes, "of the lunatic asylum;"

Lunatic asylum amendment.

A bill to incorporate the consumers' gas company.

Consumers gas co.

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

*Ordered*, That the bills reported without amendment be engrossed.

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

Mr. Blanchard, pursuant to leave given, presented a bill relating to the manufacture of vinegar; and the same was read a first time, and *nem. con.* a second time.

Vinegar manufacture bill read 1st and 2nd time.

*Ordered*, That the bill be referred to the committee on trade.

Ref. to com. on trade.

Mr. Miller, pursuant to leave given, presented a bill further to amend chapter 19 of the Revised Statutes, "of licenses for the sale of intoxicating liquors;" and the same was read a first time, and ordered to be read a second time.

License law amendment bill.

A petition of Inverness division of Sons of Temperance, was presented by Mr. Longley, and read, praying for the enactment of a more stringent license law.

Pet. for amendment in license law.

*Ordered*, That the petition do lie on the table

A petition of inhabitants of Annapolis and its vicinity, was presented by Mr. Whitman, and read, praying for the establishment at that place of a branch of the Provincial savings bank.

Pet. for branch of savings bank at Annapolis.

*Ordered*, That the petition do lie on the table.

Pet. from Prospect  
rel to the fisheries.

A petition of residents at Upper Prospect, in the county of Halifax, was presented by Mr. Tobin and read, praying for the appointment of a chief inspector of pickled fish, and also that the system of licensing American fishermen, adopted last year, may not be continued.

Ref. to com. on fisheries.

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

Coroners amendment  
bill.

The hon. the Attorney General, pursuant to leave given, presented, A bill to amend chapter 41 of the Revised Statutes, "of coroners";

Medical profession  
bill.

A bill respecting the medical profession;

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

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

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MONDAY, 22nd APRIL, 1867.

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PRAYERS.

Mem. of P. Walker,  
for remission of  
railway tax.

The hon. the Provincial Secretary, by command of his Excellency the Governor, presented to the House,

Memorial of Patrick Walker, of Falmouth, farmer, praying to be relieved from the payment of a railway tax, under the circumstances detailed in his petition.

Ref. to com. on railway.

*Ordered*, That the petition be referred to the committee on railways.

Bills read 3rd time.  
Lunatic asylum  
amendment.

An engrossed bill to amend chapter 152 of the Revised Statutes, "of the lunatic asylum," was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to amend chapter 152 of the Revised Statutes, "of the lunatic asylum."

Consumers' gas co.

An engrossed bill to incorporate the Consumers' gas company, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to incorporate the Consumers' gas company.

Digby polling district.

An engrossed bill to add a polling district in the county of Digby, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to add a polling district in the county of Digby.

River Philip harbor.

An engrossed bill relating to River Philip harbor, in the county of Cumberland, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act relating to River Philip harbor, in the county of Cumberland.

Wallace Good Templars.

An engrossed bill to incorporate the West End lodge of Good Templars, Wallace, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to incorporate the West End lodge of Good Templars, Wallace.

Bills sent to Council.

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

Bills read 2nd time.

The following bills were severally read a second time :

East Branch River  
Philip.

A bill to change the name of the East branch of River Philip, in the county of Cumberland;

Inverness polling district.

A bill to establish a new polling district in the county of Inverness;

River Philip settlement.

A bill to change the name of the mouth of River Philip settlement, in the county of Cumberland;

Gaspereau hall co.

A bill to incorporate the Gaspereaux school house and public hail company.

Ref. to com. on private bills.

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

<p>A bill further to amend chapter 19 of the Revised Statutes, "of licenses for the sale of intoxicating liquors," was read a second time.</p>	<p>License law amendment bill read 2nd time.</p>
<p><i>Ordered</i>, That the bill be referred to the committee on law amendments.</p>	<p>Ref. to law amendment com.</p>
<p>A bill to incorporate the Halifax asylum for the blind, was read a second time.</p>	<p>Asylum for blind bill read 2nd time.</p>
<p><i>Ordered</i>, That the bill be referred to the committee on Halifax city bills.</p>	<p>Ref. to com. on city bills.</p>
<p>A bill further to amend chapter 15 of the Revised Statutes, "of the exportation of goods and of drawbacks;" and</p>	<p>Exportation of goods bill.</p>
<p>A bill further to amend the act for the better encouragement of education. Were severally read a second time.</p>	<p>Education amendment bill.</p>
<p><i>Ordered</i>, That the bills be committed to a committee of the whole House.</p>	<p>Read 2nd time and committed.</p>
<p>Mr. Pryor, pursuant to leave given, presented,</p>	<p>Merchants marine insurance co. bill.</p>
<p>A bill to incorporate the merchant's marine insurance company ;</p>	
<p>A bill relating to rag and junk shops in the city of Halifax ; and the same were read a first time, and ordered to be read a second time.</p>	<p>Rag and junk shops bill.</p>
<p>A message from the Council by Mr. Halliburton :</p>	<p>Message from Council.</p>
<p>Mr. Speaker,—</p>	
<p>The Council have agreed to the bills entitled as follows :</p>	<p>Agree to bills.</p>
<p>An act to alter the bounds of two school sections at Shubenacadie ;</p>	<p>Shubenacadie school sections.</p>
<p>An act amend the act to authorize the sale of school houses in certain cases ;</p>	<p>Sale of school houses.</p>
<p>Without any amendment.</p>	
<p>They have agreed to the bills entitled as follows :</p>	
<p>An act to appoint a stipendiary magistrate for the city of Halifax ;</p>	<p>Halifax stipendiary magistrate.</p>
<p>An act to amend the act relating to the division and partition of lands.</p>	<p>Partition of lands.</p>
<p>With amendments to those bills, to which they desire the concurrence of this honorable House.</p>	
<p>And then the messenger withdrew.</p>	
<p>The amendment proposed by the Council to the bill entitled, an act to appoint a stipendiary magistrate for the city of Halifax, was read a first time, and <i>nem. con.</i> a second time, and considered by the House.</p>	<p>Council's amendment to stipendiary magistrate's bill.</p>
<p>And thereupon, on motion,</p>	
<p><i>Resolved</i>, That such amendment be agreed to.</p>	<p>Agreed to.</p>
<p>The amendments proposed by the Council to the bill entitled, an act to amend the act relating to the division and partition of lands, were read a first time, and <i>nem. con.</i> a second time, and considered by the House.</p>	<p>Council's amendment to partition of lands bill.</p>
<p>And thereupon, on motion,</p>	
<p><i>Resolved</i>, That such amendments be agreed to.</p>	<p>Agreed to.</p>
<p><i>Ordered</i>, That the clerk do carry the bills and amendments back to the Council, and acquaint them that this House have agreed to the amendments to such bills.</p>	<p>Bills, &amp;c., returned to Council.</p>
<p>The hon. Mr. Shannon, from the committee on private and local bills, reported that they had considered,</p>	
<p>A bill relating to the city market house in Halifax ; and had made amendments thereto, which they had directed him to report to the House, with the bill.</p>	<p>City market house bill reported with amendments.</p>
<p>And he delivered the bill and amendments in at the clerk's table, where the amendments were read.</p>	
<p><i>Ordered</i>, That the bill and amendments be committed to a committee of the whole House.</p>	<p>Bill committed.</p>
<p>The hon. Mr. Shannon, from the same committee, reported specially upon the bill to amend the act concerning the city of Halifax, in relation to licenses for the</p>	<p>City license law amendment bill reported specially upon.</p>

sale of intoxicating liquors; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.

(See Appendix—City License Law.)

- Report adopted. *Ordered*, That the report be received and adopted.
- And thereupon,
- Bill deferred. *Ordered*, That the bill to amend the act concerning the city of Halifax, in relation to licenses for the sale of intoxicating liquors, be deferred for three months.
- Dartmouth water and gas co. bill read 1st and time. The hon. the Financial Secretary, pursuant to leave given, presented a bill to incorporate the Dartmouth water and gas company; and the same was read a first time, and *nem. con.* a second time.
- Ref. to com. on private bills. *Ordered*, That the bill be referred to the committee on private and local bills.
- Preston school-house bill. The hon. the Provincial Secretary, pursuant to leave given, presented a bill to provide a site for a school house in Preston school district, in the county of Halifax. Also,
- St. Lawrence and Bay of Fundy canal co. amendment bill. A bill to amend the act passed during the present session to incorporate the St. Lawrence and Bay of Fundy canal company; and such bills were read a first time, and ordered to be read a second time.
- Pet. for amendment of act relating to the Presbyterian church of the lower provinces. A petition of inhabitants of River Dennis and vicinity, in the county of Inverness, was presented by Mr. McDonnell; and
- Two petitions of inhabitants of Whycocomah, Boularderie, and Lake Ainslie, in the county of Victoria, were presented by Mr. C. J. Campbell; and such petitions were read, severally praying the House to modify and amend the act passed in 1862, in relation to the Presbyterian Church of the Lower Provinces.
- Leave for bill. *Ordered*, That the petitions do lie on the table, and that leave be given to introduce a bill in accordance with the prayer thereof.

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

TUESDAY, 23rd APRIL, 1867.

PRAYERS.

- Liverpool bridge bill read 1st and 2nd time. Mr. Cowie, pursuant to leave given, presented a bill to provide for the construction of a new bridge at Liverpool; and the same was read a first time, and *nem. con.* a second time.
- Ref. to com. on private bills. *Ordered*, That the bill be referred to the committee on private and local bills.
- Boston and Bridgeport coal co. amendment bill read 1st and 2nd time. Mr. Bourinot, pursuant to leave given, presented a bill to amend the act to incorporate the Boston and Bridgeport coal mining company, and the act in amendment thereof; and the same was read a first time, and *nem. con.* a second time.
- Ref. to com. on private bills. *Ordered*, That the bill be referred to the committee on private and local bills.
- Rep. from committee on agriculture. The hon. Mr. MacFarlane reported from the committee on agriculture; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.

(See Appendix—Agriculture.)

- Report adopted. *Ordered*, That the report be received and adopted.
- The hon. Mr. MacFarlane also reported from the same committee by bill, and thereupon presented a bill further to amend chapter 96 of the Revised Statutes, "of the encouragement of agriculture," and the act in amendment thereof; and such bill was read a first time, and ordered to be read a second time.

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

(See Appendix—Land Damages.)

Ordered, That the report be received and adopted.

Mr. Charles J. Campbell, pursuant to leave given, presented a bill to repeal chapter 68 of the acts of 1862, entitled, an act concerning the congregation of the Presbyterian church of the lower provinces of British North America; and the same was read a first time, and ordered to be read a second time.

Presbyterian church repeal bill.

Mr. Hebb, pursuant to leave given, presented a bill to amend chapter 64 of the Revised Statutes, "of the expenditure of monies on the roads"; and the same was read a first time, and ordered to be read a second time.

Road expenditure amendment bill.

The hon. the Provincial Secretary reported from the committee on education; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.

Report from com. on education.

(See Appendix—Education.)

Ordered, That the report be received and adopted.

Report adopted.

Mr. Pryor, from the committee on private and local bills, reported that they had considered the following bills:

Private bills reported.

A bill to change the name of the East Branch of River Philip, in the county of Cumberland;

East Branch River Philip.

A bill to establish a new polling district in the county of Inverness;

Inverness polling district.

A bill to incorporate the Gaspereaux school house and public hall company;

Gaspereaux school house.

A bill to incorporate the Dartmouth water and gas company;

Dartmouth water and gas co.

A bill to provide for the construction of the new bridge at Liverpool; -

Liverpool new bridge.

A bill to amend the act to incorporate the Boston and Bridgeport coal mining company, and the acts in amendment thereof.

Boston and Bridgeport coal co.

And had directed him to report such bills to the House, severally without amendment.

And he delivered the bills in at the clerk's table.

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

Bills committed.

A bill to divide a polling district in the county of Guysborough, was read a second time.

Guysboro polling district bill read 2nd time.

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

Ref. to private bills com.

A message from the Council by Mr. Halliburton:

Message from Council.

Mr. Speaker,—

The Council have agreed to the bills entitled as follows:

Agree to bills.

An act to amend chapter 152 of the Revised Statutes, "of the lunatic asylum;"

Lunatic asylum amendment.

An act further to amend chapter 70 of the Revised Statutes, "of provincial government railroads;"

Provincial government railroad amendment.

An act to add a polling district in the county of Digby;

Digby polling district.

An act relating to River Philip harbor, in the county of Cumberland;

River Philip harbor.

An act to incorporate the West End lodge of Good Templars, Wallace.

Wallace Good Templars.

Severally without amendment.

Agree to bills as amended.

They have agreed to the bills respectively entitled,

An act to appoint a stipendiary magistrate for the city of Halifax;

Stipendiary magistrate.

An act to amend the act relating to the division and partition of lands, as amended.

Division of lands.

Then the messenger withdrew.

The hon. the Provincial Secretary, by command of his Excellency the Governor, presented to the House,

Report on Pictou railroad extension presented.

Report of Alexander McNab, chief railway engineer, on the progress of the railway extension to Pictou; and the same was read by the clerk.

(See Appendix—Pictou Railway.)

Ordered, That the report do lie on the table.

Crown land amendment bill.

Mr. Hill, pursuant to leave given, presented a bill to amend chapter 38 of the Revised Statutes, "of crown lands"; and the same was read a first time, and ordered to be read a second time.

Coroner's bill.

A bill to amend chapter 41 of the Revised Statutes, "of coroners";

Medical bill read 2nd time and referred to law amendment committee.

A bill respecting the medical profession, Were severally read a second time.

Ordered, That the bills be referred to the law amendment committee.

Rep. from railway com.

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

(See Appendix—Railways.)

Adopted.

Ordered, That the report be received and adopted.

Committee on bills.

On motion, the House resolved itself into a committee on bills:

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

Bills reported.

The chairman reported from the committee that they had considered,

Pictou Supreme Court causes.

A bill to provide for the settlement of certain causes pending in the supreme court, Pictou;

Pictou mining co.

A bill to incorporate the Pictou mining company;

City market house.

A bill relating to the city market house in Halifax;

Guy'sboro' road loan.

A bill to provide for improving the road between Guysborough and Canso;

River Philip name.

A bill to change the name of the East Branch of River Philip, in the county of Cumberland;

Exportation of goods amendment.

A bill further to amend chapter 15 of the Revised Statutes, "of the exportation of goods and of drawbacks;"

Inverness polling district.

A bill to establish a new polling district in the county of Inverness;

Gaspereau school co.

A bill to incorporate the Gaspereaux school house and public hall company;

Education amendment.

A bill further to amend the act for the better encouragement of education;

Dartmouth water co.

A bill to incorporate the Dartmouth water and gas company.

And had directed him to report such bills to the House, severally without amendment.

And he delivered the bills in at the clerk's table.

Ordered, That the bills be engrossed.

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

WEDNESDAY, 24th APRIL, 1867.

PRAYERS.

Leave of absence.

Ordered, That Mr. Hebb have leave of absence on urgent private business after Monday next.

Colchester road loan bill read 1st and 2nd time and committed.

Mr. Archibald, pursuant to leave given, presented a bill to provide for improving certain roads and bridges in the county of Colchester; and the same was read a first time, and *nem. con.* a second time.

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

Merchant's marine insurance co. bill read 2nd time and ref. to com. on private bills.

A bill to incorporate the merchant's marine insurance company, was read a second time.

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

<p>A bill relating to rag and junk shops in the city of Halifax, was read a second time.</p>	<p>Rag and junk shops.</p>
<p><i>Ordered</i>, That the bill be referred to the committee on Halifax city bills.</p>	<p>Ref. to city bills com.</p>
<p>A bill to amend the act passed during the present session to incorporate the St. Lawrence and Bay of Fundy canal company ;</p>	<p>Bills read 2nd time. St. Lawrence canal co. amendment</p>
<p>A bill further to amend chapter 96 of the Revised Statutes, " of the encouragement of agriculture," and the act in amendment thereof.</p>	<p>Agriculture amendment.</p>
<p>Were severally read a second time.</p>	
<p><i>Ordered</i>, That the bills be committed to a committee of the whole House.</p>	<p>Committed.</p>
<p>The Council's engrossed bills entitled,</p>	<p>Council's bills read 2nd time.</p>
<p>An act to amend chapter 157 of the Revised Statutes (third series), " of offences against the army and navy ;"</p>	<p>Army and navy offences.</p>
<p>An act to amend the practice of the supreme court ;</p>	<p>Supreme Court practice.</p>
<p>An act further to amend the law relating to divorce and matrimonial causes.</p>	<p>Divorce and matrimonial causes.</p>
<p>Were severally read a second time.</p>	
<p><i>Ordered</i>, That the bills be referred to the law amendment committee.</p>	<p>Ref. to law amendment com.</p>
<p>Mr. Allison, pursuant to leave given, presented a bill to provide for improving the great road between Liverpool and Annapolis ; and the same was read a first time, and <i>nem. con.</i> a second time.</p>	<p>Liverpool road loan read 1st and 2nd time and com.</p>
<p><i>Ordered</i>, That the bill be committed to a committee of the whole House.</p>	
<p>The hon. Mr. MacFarlane, pursuant to leave given, presented a bill to provide for building a bridge across Wallace River, in the county of Cumberland ; and the same was read a first time, and <i>nem. con.</i> a second time.</p>	<p>Wallace river bridge loan bill read 1st and 2nd time and committed.</p>
<p><i>Ordered</i>, That the bill be committed to a committee of the whole House.</p>	
<p>Mr. Hamilton, pursuant to leave given, presented a bill to incorporate the Victoria pier company at Brown Brook, Kings county ; and the same was read a first time, and ordered to be read a second time.</p>	<p>Victoria harbor pier co. bill.</p>
<p>The hon. Mr. MacFarlane reported from the committee on mines and minerals by bill ; and thereupon, presented a bill to amend chapter 25 of the Revised Statutes, " of mines and minerals " ; and the same was read a first time, and ordered to be read a second time.</p>	<p>Mines and minerals amendment bill.</p>
<p>An engrossed bill relating to the city market house in Halifax, was read a third time.</p>	<p>Bills read 3rd time. Halifax market house.</p>
<p><i>Resolved</i>, That the bill do pass, and that the title be, an act relating to the city market house in Halifax.</p>	
<p>An engrossed bill to provide for improving the road between Guysborough and Canso, was read a third time.</p>	<p>Guysboro' road loan.</p>
<p><i>Resolved</i>, That the bill do pass, and that the title be, an act to provide for improving the road between Guysborough and Canso.</p>	
<p>An engrossed bill to change the name of the East Branch of River Philip in the county of Cumberland, was read a third time.</p>	<p>East Branch River Philip.</p>
<p><i>Resolved</i>, That the bill do pass, and that the title be, an act to change the name of the East Branch of River Philip, in the county of Cumberland.</p>	
<p>An engrossed bill further to amend chapter 15 of the Revised Statutes, " of the exportation of goods and of drawbacks," was read a third time.</p>	<p>Exportation of goods.</p>
<p><i>Resolved</i>, That the bill do pass, and that the title be, an act further to amend chapter 15 of the Revised Statutes, " of the exportation of goods and of drawbacks."</p>	
<p>An engrossed bill further to amend the act for the better encouragement of education, was read a third time.</p>	<p>Education amendment.</p>
<p><i>Resolved</i>, That the bill do pass, and that the title be, an act further to amend the act for the better encouragement of education.</p>	
<p>An engrossed bill to incorporate the Dartmouth water and gas company, was read a third time.</p>	<p>Dartmouth water and gas.</p>

*Resolved*, That the bill do pass, and that the title be, an act to incorporate the Dartmouth water and gas company.

Bills sent to Council.

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

Act of Union of Provinces presented.

The hon. the Provincial Secretary, by command of his Excellency the Governor, presented to the House,

Copy of an act passed by the Imperial Parliament for the Union of Canada, Nova Scotia, and New Brunswick, and the Government thereof, and for purposes connected therewith.

(*See Appendix—Delegation to England.*)

*Ordered*, That the act do lie on the table.

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

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THURSDAY, 25th APRIL, 1867.

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PRAYERS.

House counted out.

At the suggestion of Mr. Hatfield, that twenty-four members besides Mr. Speaker were not present,

The House being counted by Mr. Speaker, it appeared that twenty-four members besides Mr. Speaker were not present ;

And accordingly,

The House was adjourned by Mr. Speaker, without a question first put, until to-morrow, at ten of the clock.

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FRIDAY, 26th APRIL, 1867.

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PRAYERS.

Leave of absence.

*Ordered*, That Mr. Locke have leave of absence after to-day on urgent private business.

Pet. of H. McLeod.

The hon. the Provincial Secretary, by command of his Excellency the Governor, presented to the House,

Petition of Hector McLeod, of Bridgeport, in the county of Cape Breton, complaining of the undue issue of a grant of land, under the circumstances detailed in his petition, and asking redress.

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

Ref. to crown land com.

Sisters of Charity bill read 1st and 2nd time and referred to private bills com.

Mr. Miller, pursuant to leave given, presented a bill to authorize the Sisters of Charity to sell certain lands ; and the same was read a first time, and *nem. con.* a second time.

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

Petite Passage bill read 1st and 2nd time and referred to private bills com.

Mr. Colin Campbell, pursuant to leave given, presented a bill to change the name of Petite Passage, in the county of Digby ; and the same was read a first time, and *nem. con.* a second time.

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

Petroleum and coal oil bill read 2nd time. Committed.

A bill to provide for the inspection of petroleum, coal oil, and burning fluids, and to regulate the manufacture thereof, was read a second time.

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

Bills read 2nd time, Preston school section.

The following bills were severally read a second time :

A bill to provide a site for a school house in Preston school section, in the county of Halifax ;



<p>A bill to incorporate the Victoria harbor pier company at Brown Brook, Kings county ;</p>	<p>Victoria pier co.</p>
<p>A bill to amend chapter 25 of the Revised Statutes, " of mines and minerals." <i>Ordered</i>, That the bills be committed to a committee of the whole House.</p>	<p>Mines and minerals amendment. Bills committed.</p>
<p>A petition of John Collins and others, residents in the town of Liverpool, was presented by Mr. Allison, and read, praying for an amendment in the river fisheries act so far as relates to the Liverpool River.</p>	<p>Pet. of J. Collins and others.</p>
<p><i>Ordered</i>, That the petition be referred to the committee on fisheries.</p>	<p>Ref. to com. on fisheries.</p>
<p>A petition of residents of Baddeck, and vicinity, was presented by Mr. Charles J. Campbell, and read, praying for amendments in chapter 68 of the acts of 1862, respecting the Presbyterian church of the lower provinces.</p>	<p>Pet. relative to Presbyterian church of lower P.vinces.</p>
<p><i>Ordered</i>, That the petition do lie on the table.</p>	
<p>The hon. the Attorney General, pursuant to leave given, presented a bill to amend chapter 123 of the Revised Statutes, " of the supreme court and its officers ;" and the same was read a first time, and ordered to be read a second time.</p>	<p>Supreme court amendment bill.</p>
<p>Mr. McDonnell reported from the committee on the fisheries ; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.</p>	<p>Report from com. on fisheries.</p>
<p>(See Appendix—Fisheries.)</p>	
<p><i>Ordered</i>, That the report be received and adopted.</p>	<p>Report adopted.</p>
<p>Mr. McDonnell also reported from the same committee by bill ; and thereupon, presented a bill for the better protection of the inland fisheries of Nova Scotia ; and the same was read a first time, and ordered to be read a second time.</p>	<p>Inland fisheries amendment bill.</p>
<p>Mr. Killam reported from the select committee on the petition of James F. Phelan, by bill ; and thereupon, presented a bill to amend chapter 79 of the Revised Statutes, " of pilotage, harbors, and harbor masters," so far as relates to the port of Halifax ; and the same was read a first time, and ordered to be read a second time.</p>	<p>Pilotage amendment bill reported from select com.</p>
<p>Mr. Killam, from the same committee, recommended that the bill to amend chapter 79 of the Revised Statutes, " of pilotage, harbors, and harbor masters," be deferred for three months.</p>	<p>Pictou pilotage bill deferred for three months.</p>
<p><i>Ordered</i> accordingly, that the consideration of such bill be deferred for three months.</p>	
<p>Mr. Archibald, from the law amendment committee, reported that they had considered the bill respecting the village dyke at Falmouth, and had made amendments thereto, which they had directed him to report to the House, with the bill ;</p>	<p>Bills reported. Falmouth village dyke.</p>
<p>Also, that they had considered the Council's engrossed bill entitled, an act to amend the practice of the supreme court, and had directed him to report the same to the House, without amendment ;</p>	<p>Supreme court practice.</p>
<p>Also, that they had considered the Council's engrossed bill entitled, an act further to amend the law relating to divorce and matrimonial causes, and had directed him to recommend that the further consideration of such last bill be deferred for three months.</p>	<p>Divorce and matrimonial causes amendment.</p>
<p>And he delivered the bills, together with the amendments to the first mentioned bill, in at the clerk's table, where the amendments were read.</p>	
<p><i>Ordered</i>, That the bills reported, with amendments and without amendments, be committed to a committee of the whole House.</p>	<p>Bills committed.</p>
<p><i>Ordered</i>, That the Council's engrossed bill entitled, an act further to amend the law relating to divorce and matrimonial causes, be deferred for three months</p>	<p>Divorce amendment bill deferred.</p>
<p>The hon. the Financial Secretary, by command of his Excellency the Governor, presented to the House,</p>	<p>Pet. of Wellington Eagles.</p>
<p>Petition of Wellington Eagles, of Wolfville, praying compensation for injuries received while employed as buttman, during rifle practice at Wolfville.</p>	
<p><i>Ordered</i>, That the petition be referred to the committee on the militia.</p>	<p>Ref. to com. on militia.</p>

- Alien naturalization bill read 2nd time, and committed. A bill for the naturalization of certain aliens, was read a second time.  
*Ordered*, That the bill be committed to a committee of the whole House.
- City bills reported. Mr. Shannon, from the committee on Halifax city bills, reported that they had considered,
- Hospital and poors' asylum. A bill to amend the act to regulate the poors' asylum and hospital in the city of Halifax ;  
And had directed him to report the same to the House without amendment.  
Also, that they had considered,
- City assessments. A bill to amend the act relative to assessments in the city of Halifax ; and  
Asylum for blind. A bill to incorporate the Halifax asylum for the blind ;  
And had made amendments thereto, which they had directed him to report to the House, with the bills.  
And he delivered the bills, together with the amendments to the last mentioned two bills, in at the clerk's table, where the amendments were read.
- Bills committed. *Ordered*, That the bills be committed to a committee of the whole House.
- Kings county school trustees bill. Mr. Bill, pursuant to leave given, presented a bill to legalize the appointment of certain trustees of schools for Kings county ; and the same was read a first time, and ordered to be read a second time.
- Pet. of John Campbell. The hon. the Provincial Secretary, by command of his Excellency the Governor, presented to the House,  
Petition of John Campbell of Halifax, claiming to have been the first discoverer of gold in Nova Scotia, and asking for compensation.
- Ref to com. on mines. *Ordered*, That the petition be referred to the committee on mines and minerals.
- Pet. of C. W. Fairbanks. The hon. the Financial Secretary, by the like command, presented petition of Charles W. Fairbanks, civil engineer, praying to be remunerated for certain services performed by him for the provincial government.
- Ref. to com. on mines. *Ordered*, That the petition be referred to the committee on mines and minerals.
- Pet. of Benjamin D. Fraser and others. A petition of Benjamin D. Fraser, and others, of Windsor, was presented by Mr. Churchill, and read, praying for an alteration in the assessment law for railway damages so far as relates to the county of Hants.
- Leave for bill debated. And the usual question being propounded from the chair that such petition do lie on the table, and Mr. Churchill have leave to introduce a bill in accordance with the prayer thereof ; and a debate arising thereon,  
After some time spent in such debate,
- Debate adjourned. *Ordered*, That the debate be adjourned until to-morrow.

Then the House adjourned until to-morrow, at half-past ten of the clock.

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SATURDAY, 27th APRIL, 1867.

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PRAYERS.

- Report on fog trumpet at Sambro. The hon. the Provincial Secretary, by command of his Excellency the Governor, presented to the House,  
Report of Commander Heneage, of H. M. S. *Lily*, to Vice Admiral Sir James Hope, as to the efficiency of the fog trumpet at Sambro ; and the same was read by the clerk.  
*(See Appendix—Navigation Securities.)*  
*Ordered*, That the report do lie on the table.
- Report from com. on penitentiary. Mr. Hill reported from the committee on the penitentiary ; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.  
*(See Appendix—Penitentiary.)*
- Report adopted. *Ordered*, That the report be received and adopted.

Mr. Pryor, from the committee on private and local bills, reported that they had considered,	Private bills reported.
A bill to change the name of the mouth of River Philip settlement, in the county of Cumberland ;	River Philip settlement.
A bill to incorporate the merchant's marine insurance company ;	Merchant's marine insurance company.
A bill to divide a polling district in the county of Guysborough ;	Guysboro' polling district.
A bill to authorize the Sisters of Charity to sell certain lands ;	Sisters of charity.
A bill to change the name of Petite Passage in the county of Digby.	Petite Passage, Digby.
And had directed him to report such bills to the House, severally without amendment.	
And he delivered the bills in at the clerk's table.	
<i>Ordered</i> , That the bills be committed to a committee of the whole House.	Bills committed.
The following bills were read a second time :	Bills read 2nd time.
A bill to provide for the better protection of the inland fisheries of Nova Scotia ;	Inland fisheries protection.
A bill to legalize the appointment of certain trustees of schools for Kings county.	Kings county school trustees.
<i>Ordered</i> , That the bills be committed to a committee of the whole House.	Bills committed.
On motion, the House resolved itself into a committee on bills :	Com. on bills.
Mr. Speaker left the chair,	
Mr. Robertson took the chair of the committee,	
Mr. Speaker resumed the chair.	
The chairman reported from the committee that they had considered the following bills, viz. :	Bills reported.
A bill to amend the act relative to assessment in the city of Halifax ;	Halifax assessment.
A bill for the naturalization of certain aliens ;	Aliens naturalization.
A bill to amend the act to regulate the poor's asylum and hospital in the city of Halifax ;	Poors' asylum and hospital.
A bill to incorporate the Halifax asylum for the blind ;	Asylum for the blind.
A bill to change the name of the mouth of River Philip settlement, in the county of Cumberland ;	River Philip settlement.
A bill to incorporate the Merchants' marine insurance company ;	Merchant's marine insurance company.
A bill to amend the act passed during the present session to incorporate the St. Lawrence and Bay of Fundy canal company ;	St. Lawrence and Bay of Fundy canal co.
A bill to provide for the construction of the new bridge at Liverpool ;	Liverpool new bridge.
A bill to amend the act to incorporate the Boston and Bridgeport coal mining company, and the acts in amendment thereof ;	Boston and Bridgeport coal co.
A bill further to amend chapter 96 of the Revised Statutes, "of the encouragement of agriculture," and the act in amendment thereof ;	Agricultural amendment.
A bill to provide for improving certain roads and bridges in the county of Colchester ;	Colchester road loan.
A bill to provide for improving the great road between Liverpool and Annapolis ;	
A bill to provide for building a bridge across Wallace River, in the county of Cumberland ;	Wallace River bridge.
A bill to incorporate the Victoria harbor pier company at Brown Brook, Kings county ;	Victoria pier co.
A bill to authorize the Sisters of Charity to sell certain lands ;	Sisters of charity.
A bill to change the name of Petite Passage, in the county of Digby ;	Petite Passage.
A bill to legalize the appointment of certain trustees of schools for Kings county ; also,	School trustees Kings county.
The Council's engrossed bill entitled, an act to amend the practice of the supreme court.	Council's supreme court bill.
And had directed him to report such bills to the House, severally without amendment.	
And he delivered the bills in at the clerk's table.	
<i>Ordered</i> , That the above bills, with the exception of the last mentioned bill, be engrossed.	
The Council's engrossed bill entitled, an act to amend the practice of the supreme court, was read a third time.	Supreme court bill read 3rd time and agreed to.
<i>Resolved</i> , That the bill be agreed to.	

- Sent to Council. *Ordered*, That the clerk do carry the bill to the Council and acquaint them that this House have agreed to such bill.
- Archbishop of Halifax bill read 1st and 2nd time. Mr. Miller, pursuant to leave given, presented a bill further to amend the act to incorporate the Roman Catholic Episcopal Corporation of Halifax; and the same was read a first time, and *nem. con.* a second time.
- Committed. *Ordered*, That the bill be committed to a committee of the whole House.
- Halifax polling district bill read 1st and 2nd time. Mr. Annand, pursuant to leave given, presented a bill to alter the polling places in two electoral districts in the county of Halifax; and the same was read a first time, and *nem. con.* a second time.
- Committed. *Ordered*, That the bill be committed to a committee of the whole House.
- Pictou road loan bill. The hon. the Financial Secretary, pursuant to leave given, presented a bill to provide for certain roads in the county of Pictou; and
- Appropriation bill. A bill to provide for defraying certain expenses of the civil government of this province.
- Read 1st and 2nd time and committed. And such bills were read a first time, and *nem. con.* a second time.
- City charter amendment bill reported and committed. *Ordered*, That the bills be committed to a committee of the whole House.
- The hon. Mr. Shannon, from the committee on Halifax city bills, reported that they had considered a bill to amend the act concerning the city of Halifax; and had made amendments thereto, which they had directed him to report to the House, with the bill.
- And he delivered the bill and amendments in at the clerk's table, where the amendments were read.
- Ordered*, That the bill and amendments be committed to a committee of the whole House.
- Acadia coal company amendment. The hon. the Attorney General, pursuant to leave given, presented a bill to amend the act to incorporate the Acadia coal company; and the same was read a first time, and *nem. con.* a second time.
- Bills committed. *Ordered*, That the bill be committed to a committee of the whole House.
- Agricultural exhibition bill read 2nd time and committed. A bill to provide for the holding of a provincial agricultural exhibition, in the year 1868, was read a second time.
- Ordered*, That the bill be committed to a committee of the whole House.
- Crown lands amendment bill read 2nd time. A bill to amend chapter 26 of the Revised Statutes, "of crown lands," was read a second time.
- And the usual question being propounded from the chair, that such bill be committed to a committee of the whole House,
- Amendment to motion to commit carried on division. Mr. Miller moved by way of amendment thereto, that the further consideration of such bill be deferred for three months,
- Which being seconded and put, and the House dividing thereon, there appeared for the amendment twenty-seven, against it nine.
- So it passed in the affirmative.
- And thereupon,
- Bill deferred. *Ordered*, That the further consideration of such bill be deferred for three months.
- Report from com. on public accounts. Mr. Jost reported from the committee on public accounts; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.

(See Appendix—Public Accounts.)

*Ordered*, That the report be received and do lie on the table.

- Halifax omnibus express co. bill read 1st and 2nd time. Mr. Tobin, pursuant to leave given, presented a bill to incorporate the Halifax omnibus, express and conveyance company; and the same was read a first time, and *nem. con.* a second time.

Bill committed. *Ordered*, That the bill be committed to a committee of the whole House.

Then the House adjourned until Monday next, at eleven of the clock.

MONDAY, 29th APRIL, 1867.

PRAYERS.

On motion of Mr. S. Campbell,

*Resolved*, That a select committee be appointed to prepare and submit to the House a scale of subdivision of road monies for the county of Guysborough.

Select com: to prepare  
Guysboro' road  
scale.

*Ordered*, That Mr. Allison, Mr. Donkin, and Mr. Whitman be a committee for that purpose.

Mr. Whitman reported from the committee on crown lands by bill; and thereupon, presented a bill to make void a certain grant of land issued to Mary McDonald and others; and the same was read a first time, and ordered to be read a second time.

Bill to annual grant of  
land rep. from com.

An engrossed bill to amend the act to regulate the poors' asylum and hospital in the city of Halifax, was read a third time.

Bills read 3rd time.  
Halifax poors' asylum  
and hospital.

*Resolved*, That the bill do pass, and that the title be, an act to amend the act to regulate the poors' asylum and hospital in the city of Halifax.

An engrossed bill to provide for the settlement of certain causes pending in the supreme court at Pictou, was read a third time.

Pictou supreme court  
causes.

*Resolved*, That the bill do pass, and that the title be, an act to provide for the settlement of certain causes pending in the supreme court at Pictou.

An engrossed bill to amend the act relative to assessments in the city of Halifax, was read a third time.

Halifax city assess-  
ments.

*Resolved*, That the bill do pass, and that the title be, an act to amend the act relative to assessments in the city of Halifax.

An engrossed bill to incorporate the Pictou mining company, was read a third time.

Pictou mining co.

*Resolved*, That the bill do pass, and that the title be, an act to incorporate the Pictou mining company.

An engrossed bill for the naturalization of certain aliens, was read a third time.

Alien naturalization.

*Resolved*, That the bill do pass, and that the title be, an act for the naturalization of certain aliens.

An engrossed bill to incorporate the Halifax asylum for the blind, was read a third time.

Halifax asylum for  
blind.

*Resolved*, That the bill do pass, and that the title be, an act to incorporate the Halifax asylum for the blind.

An engrossed bill to establish a new polling district in the county of Inverness, was read a third time.

Inverness polling dis-  
trict

*Resolved*, That the bill do pass, and that the title be, an act to establish a new polling district in the county of Inverness.

An engrossed bill to change the name of the mouth of River Philip settlement, in the county of Cumberland, was read a third time.

River Philip settle-  
ment.

*Resolved*, That the bill do pass, and that the title be, an act to change the name of the mouth of River Philip settlement, in the county of Cumberland.

An engrossed bill to incorporate the Gaspereaux school house and public hall company, was read a third time.

Gaspereaux school  
house co.

*Resolved*, That the bill do pass, and that the title be, an act to incorporate the Gaspereaux school house and public hall company.

An engrossed bill to incorporate the Merchants' marine insurance company, was read a third time.

Merchant's marine  
insurance co.

*Resolved*, That the bill do pass, and that the title be, an act to incorporate the Merchants' marine insurance company.

- St. Lawrence and Bay of Fundy canal co. An engrossed bill to amend the act passed during the present session, to incorporate the St. Lawrence and Bay of Fundy canal company, was read a third time.  
*Resolved*, That the bill do pass, and that the title be, an act to amend the act passed during the present session, to incorporate the St. Lawrence and Bay of Fundy canal company.
- Liverpool new bridge. An engrossed bill to provide for the construction of the new bridge at Liverpool, was read a third time.  
*Resolved*, That the bill do pass, and that the title be, an act to provide for the construction of the new bridge at Liverpool.
- Boston and Bridgeport coal mining co. An engrossed bill to amend the act to incorporate the Boston and Bridgeport coal mining company, and the acts in amendment thereof, was read a third time.  
*Resolved*, That the bill do pass, and that the title be, an act to amend the act to incorporate the Boston and Bridgeport coal mining company, and the acts in amendment thereof.
- Agriculture amend-ment. An engrossed bill further to amend chapter 96 of the Revised Statutes, "of the encouragement of agriculture," and the act in amendment thereof, was read a third time.  
*Resolved*, That the bill do pass, and that the title be, an act further to amend chapter 96 of the Revised Statutes, "of the encouragement of agriculture," and the act in amendment thereof.
- Colchester road loan. An engrossed bill to provide for improving certain roads and bridges in the county of Colchester, was read a third time.  
*Resolved*, That the bill do pass, and that the title be, an act to provide for improving certain roads and bridges in the county of Colchester.
- Liverpool road loan. An engrossed bill to provide for improving the great road between Liverpool and Annapolis, was read a third time.  
*Resolved*, That the bill do pass, and that the title be, an act to provide for improving the great road between Liverpool and Annapolis.
- Wallace bridge loan. An engrossed bill to provide for building a bridge across Wallace River, in the county of Cumberland, was read a third time.  
*Resolved*, That the bill do pass, and that the title be, an act to provide for building a bridge across Wallace River, in the county of Cumberland.
- Victoria harbor pier company. An engrossed bill to incorporate the Victoria harbor pier company at Brown Brook, Kings county, was read a third time.  
*Resolved*, That the bill do pass, and that the title be, an act to incorporate the Victoria Harbor pier company at Brown Brook, Kings county.
- Sisters of charity. An engrossed bill to authorise the Sisters of Charity to sell certain lands, was read a third time.  
*Resolved*, That the bill do pass, and that the title be, an act to authorize the Sisters of Charity to sell certain lands.
- Petite Passage, Digby. An engrossed bill to change the name of Petite Passage, in the county of Digby, was read a third time.  
*Resolved*, That the bill do pass, and that the title be, an act to change the name of Petite Passage, in the county of Digby.
- Kings county school trustees. An engrossed bill to legalize the appointment of certain trustees of schools for Kings county, was read a third time.  
*Resolved*, That the bill do pass, and that the title be, an act to legalize the appointment of certain trustees of schools for Kings county.
- Bills sent to Council. *Ordered*, That the clerk do carry the bills to the Council, and desire their concurrence.
- City rag and junk shops bill reported and committed. The hon. Mr. Shannon, from the committee on Halifax city bills, reported that they had considered, a bill relating to rag and junk shops in the city of Halifax; and had directed him to report the same to the House, without amendment; and he delivered the bill in at the clerk's table.  
*Ordered*, That the bill be committed to a committee of the whole House.

Mr. Heffernan, pursuant to leave given, presented a bill to divide a polling district in the county of Guysborough; and the same was read a first time, and ordered to be read a second time.

*Ordered*, That Mr. Hatfield have leave of absence, after Wednesday next, on urgent private business.

A message from the Council by Mr. Halliburton :

Mr. Speaker,—

The Council have agreed to the bills entitled,

An act to provide for improving the road between Guysborough and Canso ;

An act to change the name of the East Branch of River Philip, in the county of Cumberland,

Without any amendment.

They have agreed to the bills entitled :

An act to incorporate the Pictou mechanics' institute savings bank ;

An act to incorporate the Dartmouth water and gas company,

With amendments to those bills, to which they desire the concurrence of this honorable House.

And then the messenger withdrew.

The amendments proposed by the Council to the bills entitled,

An act to incorporate the Pictou mechanics' institute savings bank ;

An act to incorporate the Dartmouth water and gas company,

Were read a first, and *nem. con.* a second time, and considered by the House.

And thereupon,

*Resolved*, That the amendments to such bills be agreed to.

*Ordered*, That the clerk do carry the bills and amendments back to the Council, and acquaint them that this House have agreed to the amendments to such bills.

Mr. C. J. Campbell moved that the bill to repeal chapter 68 of the acts of 1862, entitled, "an act concerning the congregation of the Presbyterian church of the lower provinces of the British North America," be read a second time.

Which, being seconded,

Mr. S. Campbell moved by way of amendment thereto, that the further consideration of such bill be deferred for three months ;

Which being seconded and put, and the House dividing thereon, there appeared for the amendment twenty-two, against it seven :

*For the amendment,—*

*Against the amendment,—*

Mr. Allison,  
" Parker,  
" Tobin,  
" Blackwood,  
" Robertson,  
" S. Campbell,  
" Ray,  
Hon. Prov. Secretary,

Mr. Heffernan,  
" Balcom,  
" Jost,  
" Longley,  
" Ross,  
" Killam,  
" Coffin,

Mr. Pryor,  
" Lawrence,  
" Bill,  
" Bourinot,  
" Blanchard,  
" Archibald,  
Hon. Mr. Shannon.

Hon. Mr. MacFarlane,  
" Atty. General,  
Mr. C. J. Campbell,  
" Colin Campbell,  
" John Campbell,  
" Brown,  
" Moore.

So it passed in the affirmative.

And thereupon,

*Ordered*, That the further consideration of such bill be deferred for three months.

The hon. Mr. Shannon, from the committee on Halifax City bills, reported that they had considered the bill to amend the act to incorporate the Halifax city railroad company, and had made amendments thereto, which they had directed him to report to the House, with the bill.

And he delivered the bill and amendments in at the clerk's table, where such amendments were read.

*Ordered*, That the bill and amendments be committed to the committee of the whole House.

G.

Leave of absence.

Message from Council.

Have agreed to bills.

Guysboro' and Canso loan.  
East Branch, River Philip.

Pictou mechanics institute savings bank.

Dartmouth water and gas company.

Council's amendments to bills read 1st and 2nd time.

Amendments to 1st bill agreed to.

Bills and amendments sent back to Council.

Motion to read Presbyterian church bill a second time.

Amendment to defer moved.

Carried on division.

Bill deferred for three months.

City railroad co. bill reported with amendments.

Bill committed.

Game preservation amendment bill read 1st and 2nd time and committed.

The hon. the Attorney General, pursuant to leave given, presented a bill to amend chapter 92 of the Revised Statutes, "of the preservation of useful birds and animals"; and the same was read a first time, and *nem. con.* a second time.  
*Ordered,* That the bill be committed to a committee of the whole House.

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

TUESDAY, 30th APRIL, 1867.

PRAYERS.

Pet. relative to draining marsh lands on Missiquash River.

A petition of Martin Chapman, and other proprietors of marsh lands on the Missiquash River, was presented by the hon. Mr. MacFarlane, and read, praying the House not to pass the bill now before it affecting such marsh lands.

*Ordered,* That the petition do lie on the table

Law amendment com. report bills.  
Offences against army and navy.

Mr. Archibald, from the committee on amendments to the laws, reported that they had considered the Council's engrossed bill entitled an act to amend chapter 157 of the Revised Statutes of Nova Scotia (third series), "of offences relating to the army and navy," and had directed him to report such bill to the House without amendment.

Coroners amendment.

Also, that they had considered a bill to amend chapter 41 of the Revised Statutes, "of coroners," and had made amendments thereto, which they had directed him to report to the House with the bill.

Medical profession amendment.

Also, that they had considered a bill respecting the medical profession, and had directed him to recommend that the further consideration of such bill be deferred for three months; and he delivered the bills, together with the amendments to the second bill, in at the clerk's table, where the amendments were read.

Bills committed.

*Ordered,* That the two first bills be committed to a committee of the whole House.

Bill deferred.

*Ordered,* That the further consideration of the bill respecting the medical profession be deferred for three months.

British and American telegraph co. bill reported and com.

Mr. Pryor, from the committee on private and local bills, reported that they had considered a bill to incorporate the British and American telegraph company, and had made an amendment thereto, which they had directed him to report to the House with the bill; and he delivered the bill and amendment in at the clerk's table, where the amendment was read.

*Ordered,* That the bill and amendment be committed to a committee of the whole House.

Militia amendment bill reported and committed.

Mr. Pryor reported from the committee on militia by bill, and thereupon presented a bill to amend the act in reference to the militia, and the act in amendment thereof; and the same was read a first time, and *nem. con.* a second time.

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

Union copper mining co. read 1st and 2nd time and com.

The hon. the Attorney General, pursuant to leave given, presented a bill to incorporate the Union Copper mining company; and the same was read a first time, and *nem. con.* a second time.

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

Poor amendment bill.

The hon. the Attorney General, pursuant to leave given, presented a bill to amend chapter 89 of the Revised Statutes, "of the settlement and support of the poor;" and

Election of members bill.

A bill to amend the act to regulate the election of members to serve in the general assembly.

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

Bills committed.

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



A message from the Council by Mr. Halliburton :	Message from Council.
Mr. Speaker,—	
The Council have agreed to the bills entitled as follows :	Agreed to bills.
An act further to amend the act for the better encouragement of education ;	Education amendment.
An act relating to the city market house in Halifax ;	Halifax city market house.
An act for the naturalization of certain aliens ;	Aliens naturalization.
An act further to amend chapter 15 of the Revised Statutes, " of the exportation of goods and of drawbacks ;"	Exportation of goods.
An act to incorporate the Halifax asylum for the blind ;	Asylum for blind.
An act to incorporate the Gasperaux school house and public hall company ;	Gasperaux public hall company.
An act to incorporate the Merchant's marine insurance company ;	Merchant's marine insurance co.
An act to provide for the construction of the new bridge at Liverpool ;	New Liverpool bridge.
An act to provide for improving certain roads and bridges in the county of Colchester ;	Colchester road loan.
An act to provide for improving the great road between Liverpool and Annapolis ;	Liverpool road loan.
An act to provide for building a bridge across Wallace River, in the county of Cumberland ;	Wallace bridge loan.
An act to incorporate the Victoria harbor pier company at Brown Brook, Kings county ;	Victoria harbor pier co.
An act to authorize the Sisters of Charity to sell certain lands ;	Sisters of Charity.
An act to change the name of Petite Passage, in the county of Digby ;	Petite Passage.
An act to legalize the appointment of certain trustees of schools for Kings county ;	Kings co. school trustees.
Severally without amendment.	
They have agreed to a bill entitled, an act to incorporate the Dartmouth water and gas company, as amended.	Dartmouth water and gas co.
And then the messenger withdrew.	
On motion, the House resolved itself into a committee on bills.	Committee on bills.
Mr. Speaker left the chair,	
Mr. Robertson took the chair of the committee,	
Mr. Speaker resumed the chair.	
The chairman reported from the committee that they had considered,	Bills reported.
A bill to provide for the holding of a provincial agricultural exhibition in the year 1868 ;	Provincial exhibition.
A bill to provide for the inspection of petroleum, coal oils, and burning fluids, and to regulate the manufacture and sale thereof ;	Inspection of oil.
A bill to divide a polling district in the county of Guysborough ;	Guysboro' polling district.
A bill relating to rag and junk shops in the city of Halifax ;	Halifax rag and junk shops.
A bill further to amend the act to incorporate the Roman Catholic Episcopal Corporation of Halifax ;	Archbishop of Halifax.
A bill to alter the polling places in two electoral districts in the county of Halifax ;	Halifax polling places.
A bill to provide for certain roads in the county of Pictou ;	Pictou road loan.
A bill to provide for defraying certain expenses of the civil government of this province ;	Appropriation of supply.
A bill to amend the act to incorporate the Acadia coal company ;	Acadia coal co.
A bill to incorporate the Halifax omnibus, express and conveyance company ;	Halifax omnibus co.
A bill to provide for the better protection of the inland fisheries of Nova Scotia ;	River fisheries protection.
A bill to amend the act in reference to the militia, and the act in amendment thereof ;	Militia amendment.
A bill to incorporate the Union copper mining company ;	Union copper mining co.
A bill to amend chapter 89 of the Revised Statutes, " of the settlement and support of the poor " ;	Poor law amendment.
And the Council's engrossed bill entitled, an act to amend chapter 157 of the Revised Statutes of Nova Scotia (third series), " of offences relating to the army and navy."	Offences relating to army and navy.
And had directed him to report such bills to the House, severally without amendment.	
And he delivered the bills in at the clerk's table.	

*Ordered*, That all the above bills, with the exception of the Council's bill, be engrossed.

Council's army and navy offences bill read 3rd time and agreed to.

The Council's engrossed bill entitled, an act to amend chapter 157 of the Revised Statutes of Nova Scotia (third series), "of offences relating to the army and navy," was read a third time.

And thereupon,

*Resolved*, That such bill be agreed to.

Sent back to Council.

*Ordered*, That the clerk do carry the bill back to the Council, and acquaint them that this House have agreed to such bill.

Leave of absence.

*Ordered*, That Mr. Killam have leave to return home after to-morrow, on urgent private business.

Windsor railway station bill read 1st and 2nd time and committed.

The hon. the Attorney General, pursuant to leave given, presented a bill to provide a station at Windsor for the Windsor and Annapolis railway company; and the same was read a first time, and *nem. con.* a second time.

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

Railroad amendment bill

Also, a bill to amend chapter 70 of the Revised Statutes, "of railroads"; and the same was read a first time, and ordered to be read a second time.

Appropriation bill read 3rd time.

An engrossed bill to provide for defraying certain expenses of the civil government of this province, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to provide for defraying certain expenses of the civil government of this Province.

Sent to Council.

*Ordered*, That the clerk do carry the bill to the Council and desire their concurrence.

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

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WEDNESDAY, 1st MAY, 1867.

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PRAYERS.

Bills read 3rd time. Petroleum inspection bill

An engrossed bill to provide for the inspection of petroleum, coal oils, and burning fluids, and to regulate the manufacture and sale thereof, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to provide for the inspection of petroleum, coal oils, and burning fluids, and to regulate the manufacture and sale thereof.

Provincial agricultural exhibition.

An engrossed bill to provide for the holding of a provincial agricultural exhibition in the year 1868, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to provide for the holding of a provincial agricultural exhibition in the year 1868.

Guysboro' polling district.

An engrossed bill to divide a polling district in the county of Guysborough, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to divide a polling district in the county of Guysborough.

Halifax rag and junk shops.

An engrossed bill relating to rag and junk shops in the city of Halifax, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act relating to rag and junk shops in the city of Halifax.

River fisheries protection.

An engrossed bill to provide for the better protection of the inland fisheries of Nova Scotia, was read a third time.

*Resolved*, That the bill do pass, and that the title be, an act to provide for the better protection of the inland fisheries of Nova Scotia.

An engrossed bill further to amend the act to incorporate the Roman Catholic Episcopal Corporation of Halifax, was read a third time. Archbishop of Halifax.

*Resolved*, That the bill do pass, and that the title be, an act further to amend the act to incorporate the Roman Catholic Episcopal Corporation of Halifax.

An engrossed bill to alter the polling places in two electoral districts in the county of Halifax, was read a third time. Halifax polling places.

*Resolved*, That the bill do pass, and that the title be, an act to alter the polling places in two electoral districts in the county of Halifax.

An engrossed bill to provide for certain roads in the county of Pictou, was read a third time. Pictou road loan.

*Resolved*, That the bill do pass, and that the title be, an act to provide for certain roads in the county of Pictou.

An engrossed bill to amend the act to incorporate the Acadia coal company, was read a third time. Acadia coal co.

*Resolved*, That the bill do pass, and that the title be, an act to incorporate the Acadia coal company.

An engrossed bill to incorporate the Halifax omnibus, express and conveyance company, was read a third time. Halifax omnibus co.

*Resolved*, That the bill do pass, and that the title be, an act to incorporate the Halifax omnibus, express and conveyance company.

An engrossed bill to amend the act in reference to the militia, and the act in amendment thereof, was read a third time. Militia law amendment.

*Resolved*, That the bill do pass, and that the title be, an act to amend the act in reference to the militia, and the act in amendment thereof.

An engrossed bill to incorporate the Union copper mining company, was read a third time. Union copper mining co.

*Resolved*, That the bill do pass, and that the title be, an act to incorporate the Union Copper mining company.

An engrossed bill to amend chapter 89 of the Revised Statutes, "of the settlement and support of the poor," was read a third time. Poor law amendment.

*Resolved*, That the bill do pass, and that the title be, an act to amend chapter 89 of the Revised Statutes, "of the settlement and support of the poor."

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

Mr. Bourinot reported from the committee on the post office; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read. Report from post office com.

(See Appendix—Post Office.)

*Ordered*, That the report be received, and do lie on the table.

A message from the Council by Mr. Halliburton:

Mr. Speaker,—

The Council have agreed to the bill entitled,

An act to incorporate the Pictou Mechanics' Institute savings bank, as amended. Agree to Pictou mechanic's institute savings bank.

Then the messenger withdrew.

Mr. Jost moved that the report of the committee on public accounts, presented on the 27th of April, be adopted by the House; which, being seconded and put, was agreed to by the House. Report of committee on public accounts adopted.

*Ordered* accordingly, that the report be adopted.

Mr. Hill, pursuant to leave given, presented a bill further to alter and amend the act concerning the city of Halifax; and the same was read a first time, and ordered to be read a second time. Halifax charter amendment.

Copy of loan guarantee bill presented.

The hon. the Provincial Secretary, by command of his Excellency the Governor, presented to the House,

Copy of bill passed by the Imperial Parliament entitled, an act for authorizing a guarantee of interest on a loan to be raised by Canada towards the construction of a railway connecting Quebec and Halifax; and the same was read by the clerk.

*Ordered*, That the bill do lie on the table.

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

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THURSDAY, 2nd MAY, 1867.

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PRAYERS.

Digby road loan bill read 1st and 2nd time and com.

Mr. Robichau, pursuant to leave given, presented a bill to provide for the road service of the county of Digby; and the same was read a first time, and *nem. con.* a second time.

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

Guyaboro' bridge loan bill read 1st and 2nd time and com.

Mr. Heffernan, pursuant to leave given, presented a bill to provide for building a bridge in the county of Guysborough; and the same was read a first time, and *nem. con.* a second time.

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

Message from Council.

A message from the Council by Mr. Halliburton:

Mr. Speaker,—

The Council have agreed to the bill entitled,

Agree to consumers gas co. bill with amendments.

An act to incorporate the Consumers' gas company, with amendments, to which they desire concurrence of this honorable House.

And then the messenger withdrew.

Amendments read 1st time.

The amendments proposed by the Council to the bill entitled, an act to incorporate the Consumers' gas company, were read a first time, and ordered to be read a second time.

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

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FRIDAY, 3rd MAY, 1867.

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PRAYERS.

Bills read 2nd time.

The following bills were read a second time:

Election law amendment.

A bill to repeal chapter 19 of the Acts of 1859, and to substitute other provisions in lieu thereof;

Grant to Mary McDonald.

A bill to make void a certain grant of land issued to Mary McDonald and others;

Railroad amendment.

A bill to amend chapter 70 of the Revised Statutes, "of railroads;"

Bills committed.

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

Guyaboro road scale reported.

Mr. Allison, from the select committee on the road scale for the county of Guysborough, reported the road scale for that county.

Rep. from com. on crown lands.

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

(See Appendix—Crown Lands.)

*Ordered*, That the report be received and adopted.

On motion, the House resolved itself into a committee on bills.	Com. on bills.
Mr. Speaker left the chair,	
Mr. Robertson took the chair of the committee,	
Mr. Speaker resumed the chair.	
The chairman reported from the committee that they had considered,	Bills reported.
A bill to repeal chapter 19 of the Acts of 1859, and to substitute other provisions in lieu thereof;	Elections conduct amendment.
A bill to provide a site for a school house in Preston school section, in the county of Halifax;	Preston school section.
A bill to regulate the election of members to serve in the general assembly;	Election of members amendment.
A bill to provide a station at Windsor for the Windsor and Annapolis railway company;	Windsor railway station.
A bill to amend chapter 70 of the Revised Statutes, "of railroads;"	Railroads amendment.
A bill to provide for the road service of the county of Digby;	Digby road loan.
A bill to provide for building a bridge in the county of Guysboro'.	Guysboro' bridge loan.
And had directed him to report such bills to the House, severally without amendment.	
Also, that they had considered a bill to make void a certain grant of land issued to Mary McDonald and others, and had come to a resolution with respect thereto, which they had directed him to report to the House with the bill; and he delivered the bills, together with the resolution respecting the last mentioned bill, in at the clerk's table.	Mary McDonald's grant. Bill reported with resolution.
<i>Ordered</i> , That the bills reported without amendment be engrossed.	
The resolution reported respecting the last bill was then read, and is as follows:	Resolution rel. to Mary McDonald grant bill.
<i>Resolved</i> , That it be recommended to the House to defer the further consideration of such bill for three months, and that it be referred to a select committee of this House, to report the value of the lot of land referred to in such bill, and that the government be authorized thereupon to advance from the treasury such amount as may be necessary to make up any actual loss sustained by Mr. Smyth;	Resolution agreed to.
Which, being seconded and put, was agreed to by the House.	
And thereupon,	
<i>Ordered</i> , That the further consideration of such bill be deferred for three months.	Bill deferred.
<i>Ordered</i> , That the committee on crown lands be a committee to report on the foregoing resolution.	Select com. appointed.
An engrossed bill to repeal chapter 19 of the Acts of 1859, and to substitute other provisions in lieu thereof, was read a third time.	Bills read 3rd time. Elections conduct amendment.
<i>Resolved</i> , That the bill do pass, and that the title be, an act to repeal chapter 19 of the Acts of 1859, and to substitute other provisions in lieu thereof.	
An engrossed bill to provide a site for a school house in Preston school section, in the county of Halifax, was read a third time.	Preston school section.
<i>Resolved</i> , That the bill do pass, and that the title be, an act to provide a site for a school house in Preston road school section, in the county of Halifax.	
An engrossed bill to regulate the election of members to serve in the General Assembly, was read a third time.	Election amendment.
<i>Resolved</i> , That the bill do pass, and that the title be, an act to legalize the revisors' lists of electors of the province of Nova Scotia.	Title altered.
An engrossed bill to provide for a station at Windsor for the Windsor and Annapolis railway company, was read a third time.	Windsor railway station.
<i>Resolved</i> , That the bill do pass, and that the title be, an act to provide for a station at Windsor for the Windsor and Annapolis railway company.	
An engrossed bill to amend chapter 70 of the Revised Statutes, "of railroads," was read a third time.	Railroads amend ment.
<i>Resolved</i> , That the bill do pass, and that the title be, an act to amend chapter 70 of the Revised Statutes, "of provincial government railroads."	Title altered.

- Digby road loan.** An engrossed bill to provide for the road service of the county of Digby, was read a third time.  
*Resolved*, That the bill do pass, and that the title be, an act to provide for the road service in the county of Digby.
- Guysboro' bridge loan.** An engrossed bill to provide for building a bridge in the county of Guysborough, was read a third time.  
*Resolved*, That the bill do pass, and that the title be, an act to provide for building a bridge in the county of Guysborough.
- Bills sent to Council.** *Ordered*, That the clerk do carry the bills to the Council, and desire their concurrence.
- Amendments to consumers' gas co. bill read 2nd time.** The amendments proposed by the Council to the bill entitled, an act to incorporate the Consumers' gas company, was read a second time, and considered by the House.  
And thereupon, on motion of the hon. the Financial Secretary,  
*Resolved*, That the first amendment to such bill be amended by striking out the first part thereof to the word "angle," inclusive.  
*Resolved*, That the remaining amendments to such bill be agreed to.
- Agreed to in part.** *Ordered*, That the clerk do carry the bill and amendments back to the Council, and acquaint them with the foregoing resolutions.
- Bill sent back to Council.**
- Papers rel. to naval brigade.** The hon. the Provincial Secretary, by command of his Excellency the Governor, presented to the House,  
Copies of despatches and correspondence relating to the appointment of a staff of instructors for the naval brigade; and the same were read by the clerk.  
*(See Appendix—Naval Brigade.)*  
*Ordered*, That the papers do lie on the table.
- Message from Council.** A message from the Council by Mr. Halliburton :  
Mr. Speaker,—
- Agree to bills.** The Council have agreed to the bills entitled as follows :
- Halifax poors' asylum.** An act to amend the act to regulate the poors' asylum and hospital in the city of Halifax ;
- Agricultural exhibition.** An act to provide for the holding of an agricultural exhibition in the year 1868
- Guysboro' polling district.** An act to divide a polling district in the county of Guysborough ;
- Rag and junk shops. Bridgeport and Boston coal co.** An act relating to rag and junk shops in the city of Halifax ;
- Agriculture amendment.** An act to amend the act to incorporate the Boston and Bridgeport coal mining company, and the acts in amendment thereof ;
- Archbishop of Halifax.** An act further to amend chapter 96 of the Revised Statutes, "of the encouragement of agriculture," and the acts in amendment thereof ;
- Halifax polling districts.** An act further to amend the act to incorporate the Roman Catholic Episcopal Corporation of Halifax ;
- Pictou road loan.** An act to alter the polling places in two electoral districts in the county of Halifax ;
- Militia amendment.** An act to provide for certain roads in the county of Pictou ;
- Poor law amendment.** An act to amend the act in reference to the militia, and the act in amendment thereof ;
- River Philip settlement bill amended.** An act to amend chapter 89 of the Revised Statutes, "of the settlement and support of the poor."  
Soverally without any amendment.  
They have agreed to the bill entitled, an act to change the name of River Philip settlement, in the county of Cumberland, with an amendment, to which amendment they desire the concurrence of this honorable House.
- Do not agree to amendment to Council's amendment to gas consumers' bill.** They do not agree to the amendment proposed by this honorable House to the first amendment proposed by the Council to the bill entitled, an act to incorporate the Consumers' gas company.  
And then the messenger withdrew.

The amendment proposed by the Council to the bill entitled, an act to change the name of River Philip settlement, in the county of Cumberland, was read a first time, and *nem. con.* a second time, and considered by the House.

Amendment to River Philip bridge bill read 1st and 2nd time and agreed to.

And thereupon, on motion,

*Resolved*, That such amendment be agreed to.

*Ordered*, That the clerk do carry the bill and amendment back to the Council, and acquaint them that this House have agreed to the amendment to such bill.

Bill sent back to Council.

On motion, the House resolved itself into a committee on bills :

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

Com. on bills.

The chairman reported from the committee that they had considered,

A bill to extend the operation of chapter 62 of the Revised Statutes, "of highway labor";

Bills reported.  
Statute labor amendment.

A bill to amend certain chapters of the Revised Statutes;

A bill respecting the village dyke at Falmouth;

A bill to incorporate the British and American telegraph company;

A bill to amend chapter 41 of the Revised Statutes, "of coroners";

Revised Statutes amendment.  
Falmouth dyke.  
B. and A. telegraph company.  
Coroners amendment.  
Mines and minerals amendment.

A bill to amend chapter 25 of the Revised Statutes, "of mines and minerals."

And had made amendments thereto, which they had directed him to report to the House, with the bills.

And he delivered the bills and amendments in at the clerk's table, where the amendments were read.

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

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

PRAYERS.

The hon. Mr. McKinnon, pursuant to special leave given, presented a bill to provide for improving certain roads and bridges in the county of Antigonish; and the same was read a first time, and *nem. con.* a second time.

Antigonish road loan bill read 1st and 2nd time.

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

Committed.

*Ordered*, That Mr. Stewart Campbell have leave to return home after to-day on urgent private business.

Leave of absence.

An engrossed bill to amend certain chapters of the Revised Statutes, was read a third time.

Bills read 3rd time.  
Revised Statutes amendment.

*Resolved*, That the bill do pass, and that the title be, an act to amend certain chapters of the Revised Statutes.

An engrossed bill to extend the operation of chapter 62 of the Revised Statutes, "of highway labor," was read a third time.

Highway labor amendment title altered.

*Resolved*, That the bill do pass, and that the title be, an act relating to highway labor.

An engrossed bill respecting the village dyke at Falmouth, was read a third time.

Village dyke Falmouth.

*Resolved*, That the bill do pass, and that the title be, an act respecting the management of dyked and marsh lands.

An engrossed bill to incorporate the British and American telegraph company, was read a third time.

British and American Telegraph co. incorporation.

*Resolved*, That the bill do pass, and that the title be, an act to incorporate the British and American telegraph company.

- Coroners fees amend-  
ment. An engrossed bill to amend chapter 41 of the Revised Statutes, "of coroners," was read a third time.  
*Resolved*, That the bill do pass, and that the title be, an act to amend chapter 41 of the Revised Statutes, "of coroners."
- Mines and minerals. An engrossed bill to amend chapter 25 of the Revised Statutes, "of mines and minerals," was read a third time.  
*Resolved*, That the bill do pass, and that the title be, an act to amend chapter 25 of the Revised Statutes, "of mines and minerals."
- Bills sent to Council. *Ordered*, That the clerk do carry the bills to the Council, and desire their concurrence.
- Message from Council. A message from the Council by Mr. Halliburton :  
Mr. Speaker,—
- Appropriation of supplies. The Council have agreed to the bill entitled, an act to provide for defraying certain expenses of the civil government of this province, without amendment.
- River Philip settle-  
ment. They have agreed to the bill entitled, an act to change the name of River Philip settlement, in the county of Cumberland, as amended.  
They have agreed to the bills severally entitled,
- Pictou Supreme court  
causes. An act to provide for the settlement of certain causes pending in the supreme court at Pictou ;
- Pictou mining co. An act to incorporate the Pictou mining company ;
- Petroleum inspection. An act to provide for the inspection of petroleum, coal oils, and burning fluids, and to regulate the manufacture and sale thereof ;
- Acadia coal co. An act to amend the act to incorporate the Acadia coal company ;
- Omnibus express co. An act to incorporate the Halifax omnibus, express, and conveyance company ;
- Union copper mining  
company. An act to incorporate the Union copper mining company ;  
With amendments to those bills respectively, to which amendments they desire the concurrence of this honorable House.
- Have passed cruelty  
to animals bill. They have passed a bill entitled, an act for the prevention of cruelty to animals, to which they desire the concurrence of this honorable House.  
And then the messenger withdrew.
- Council's amend-  
ments to bills read  
1st time. The amendments proposed by the Council to the six bills above mentioned, were read a first time, and ordered to be read a second time.
- Cruelty to animals  
bill read 1st time. The Council's engrossed bill entitled, an act for the prevention of cruelty to animals, was read a first time, and ordered to be read a second time.
- Halifax supreme  
court bill read 1st  
and 2nd time. The hon. the Attorney General, pursuant to special leave given, presented a bill to abolish the next July term, and to extend the December term, of the supreme court at Halifax ; and the same was read a first time, and *nem. con.* a second time.
- Bill committed. *Ordered*, That the bill be committed to a committee of the whole House.
- Motion to adopt re-  
port of post office  
committee. Mr. Bourinot moved that the report of the post office committee presented on the first day of May instant, be adopted by the House ;  
Which being seconded,
- Amendment moved. Mr. Kaulback moved by way of amendment thereto, that the House do come to the following resolution :  
*Whereas*, The Messrs. King have offered to carry a daily mail between Halifax, Lunenburg, and Liverpool, and a tri-weekly mail between Liverpool and Shelburne, for the sum now paid for three mails only per week ;  
*Resolved*, That the post office committee amend their report by recommending a daily mail as far as Liverpool, upon the terms proposed ; the offer to be first made to the present contractor, and if declined then to be transferred to Messrs. King, or submitted to tender.
- Negatived on division. Which, being seconded and put, and the House dividing thereon, there appeared for the amendment twelve, against it eighteen.



*For the amendment,—*

Mr. Allison,  
 “ McKay,  
 “ Kaulback,  
 “ Longley,  
 “ Annand,  
 “ Balcom,  
 “ D. Fraser,  
 “ Bill,  
 “ C. J. Campbell.  
 “ King,  
 “ Ray,  
 “ Brown.

*Against the amendment,—*

Mr. Moore,	Mr. Ross,
“ Hamilton,	“ Caldwell,
“ Bourinot,	Hon. Fin. Secretary,
“ John Campbell,	Mr. Townsend,
“ Cowie,	“ Tobin,
Hon. Provincial Secretary,	“ Robertson,
Mr. Donkin,	“ Coffin,
“ Jost,	Hon. Mr. Shannon,
“ Miller,	“ “ MacFarlane.

So it passed in the negative.

Mr. Annand then moved by way of amendment, that the report be amended by directing the Postmaster General to advertise for and receive tenders for a tri-weekly mail from Halifax to Shelburne; which being seconded and put, and the House dividing thereon, there appeared for the amendment eight, against it twenty-four.

2nd amendment  
 negated on division.

*For the amendment,—*

Mr. Bill,  
 “ Allison,  
 “ C. J. Campbell,  
 “ Kaulback,  
 “ Annand,  
 “ Ray,  
 “ Brown,  
 “ Balcom.

*Against the amendment,—*

Hon. Mr. Shannon,	Mr. Tobin,
“ Financial Secretary,	“ Bourinot,
“ Prov. Secretary,	“ John Campbell,
“ Atty. General,	“ Cowie,
“ Mr. McKinnon,	“ McKay,
“ Mr. MacFarlane,	“ Townsend,
Mr. Robertson,	“ Donkin,
“ Coffin,	“ Hamilton,
“ Moore,	“ Jost,
“ D. Fraser,	“ Miller,
“ Whitman,	“ Ross,
“ Longley,	“ Caldwell.

So it passed in the negative.

Mr. Annand then moved, by way of amendment, that such report be amended by striking out therefrom the grant of four thousand dollars, recommended to be paid to Hiram Hyde.

3rd amendment  
 negated on division.

Which, being seconded and put, passed in the negative.

The original resolution was then upon the question put thereon, agreed to by the House.

Report of post office  
 com. adopted.

And thereupon,

*Ordered,* That the report of the committee on the post office be adopted.

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

Committee on bills.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered,

Bills reported.

A bill to amend chapter 92 of the Revised Statutes, “ of the preservation of useful birds and animals ”;

Game preservation.

A bill to provide for improving certain roads and bridges in the county of Antigonish;

Antigonish road loan.

A bill to abolish the next July term, and to extend the December term, of the supreme court at Halifax.

Supreme court, Halifax.

And had directed him to report such bills to the House, severally without amendment.

And he delivered the bills in at the clerk's table.

*Ordered,* That the bills be engrossed.

A message from the Council by Mr. Halliburton:

Message from Council.

Mr. Speaker,—

The Council have agreed to the bills entitled as follows:

Have agreed to bills:  
 Inverness polling district.

An act to establish a polling district in the county of Inverness;

**Electors amendment.** An act to repeal chapter 19 of the Acts of 1859, and to substitute other provisions in lieu thereof ;

**Revisors lists of electors.** An act to legalize the revisors lists of electors of the province of Nova Scotia ;

**Digby road loan.** An act to provide for the road service of the county of Digby ;

**Guysboro' bridge loan.** An act to provide for building a bridge in the county of Guysborough. Severally without amendment.

And then the messenger withdrew.

**Supplemental estimate.** On motion of the hon. the Financial Secretary,  
*Resolved,* That the Financial Secretary be authorized to draw warrants on the Receiver General for the following amounts, not provided for in the estimate for the present year, viz. :

*Relief.*

To overseers of poor at Sydney, C. B. ....	\$104	32	
Lower Londonderry .. .. .	97	06	
Clare. .... .	10	00	
Guysboro' district No. 1. .... .	22	02	
Cornwallis. .... .	44	25	
Horton .. .. .	120	06	
East River .. .. .	44	50	
Pictou, Section 12. .... .	46	27	
Dartmouth .. .. .	44	00	
River Philip. .... .	22	25	
Pictou, Section 6. .... .	48	70	
Port Mulgrave .. .. .	38	00	
			\$641 43

*Indians on usual conditions.*

Overseers of poor Antigonish .. .. .	\$35	40	\$17	70
Horton .. .. .	35	70	17	85
Do. .... .	4	00	2	00
Halifax. .... .	110	00	55	00
Shelburne. .... .	49	50	24	75
Digby .. .. .	12	50	6	25
Little Harbor, Pictou. .... .	17	00	8	50
			132	05

*Miscellaneous.*

Fuel, &c., Court of Equity. .... .	100	00
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*Navigation Securities.*

Repair wharf at Point Brule. .... .	100	00
Public Landing Victoria Beach .. .. .	400	00
Remove obstructions South Branch River Philip. .... .	100	00
Comeauville Breakwater, Digby. .... .	200	00
Remove obstructions St. Mary's River. .... .	100	00
Public Landing and Wharf, Merrigomish. .... .	500	00
Remove obstructions Salmon River. .... .	100	00
Public Pier at Digby. .... .	1200	00
Chipman Brook Pier .. .. .	300	00
Little Arichat Harbor. .... .	2000	00
Green Cove Breakwater, over expenditure. .... .	41	00
Henry Peitzch for buoys, Cape Canso. .... .	100	00
Broad Cove wharf .. .. .	400	00
Port Hood Beach. .... .	500	00
Taking up River Philip bridge for passage of vessels .. .. .	100	00
Improve harbor of Port Mouton .. .. .	50	00
Build wharf at Plaister Cove, on raising equal sum by subscription, and transfer of private rights .. .. .	1000	00
To finish Niel's harbor county of Victoria .. .. .	300	00
Cape Mabou Breakwater. .... .	150	00

*Steamboats, Packets and Ferries.*

Ferry at Grand Passage, county Digby, additional . . . . .	\$30 00
“ North West Arm, county Halifax, “ . . . . .	40 00
“ Little Narrows, county Inverness, “ . . . . .	20 00
Packet between Guysboro’ and Arichat, “ . . . . .	200 00
Ferryman, Gut Canso, “ . . . . .	100 00
Do. Do. “ . . . . .	100 00
In aid of Asylum for the Blind . . . . .	2000 00
To publish transactions of Nova Scotia Institute of Natural Science..	200 00

Then the House adjourned until Monday next, at eleven of the clock.

MONDAY, 6th MAY, 1867.

PRAYERS.

On motion, the House resolved itself into a committee on the general state of the Province, to consider the subject of the extension of the railway from Annapolis to Digby.

Com. on general state of the province.

Mr. Speaker left the chair.

Mr. Caldwell took the chair of the committee.

And the House being in such committee,

Mr. Speaker moved the following resolution :

*Whereas*, The extension of a railway from Annapolis to Digby is absolutely necessary for securing the benefit of a sure, safe and commodious harbor, available at all seasons of the year, which is of vital importance to the material prosperity and ultimate success of this great and desirable undertaking :

Resolution as to the extension of railway to Digby passed.

*And Whereas*, The shore counties, together with the enterprising and largely increasing county of Yarmouth, must at a very early day successfully urge the extension of the railway to Yarmouth, which makes it of the highest importance that the extension from Annapolis to the harbor of Digby should be proceeded with at the earliest possible day, consistent with the financial condition of the province :

*Therefore Resolved*, That the government be authorized to survey and locate a line of railway from the terminus at Annapolis to the harbor of Digby ;

Which being seconded and put, was agreed to.

The committee then adjourned, and Mr. Speaker having resumed the chair,

The resolution above mentioned was reported by the chairman, and agreed to by the House.

Resolution reported.

An engrossed bill to amend chapter 92 of the Revised Statutes, “ of the preservation of useful birds and animals,” was read a third time.

Bills read 3rd time. Game preservation amendment.

*Resolved*, That the bill do pass, and that the title be, an act to amend chapter 92 of the Revised Statutes, “ of the preservation of useful birds and animals.”

An engrossed bill to provide for improving certain roads and bridges in the county of Antigonish, was read a third time.

Antigonish road loan.

*Resolved*, That the bill do pass, and that the title be, an act to provide for improving certain roads and bridges in the county of Antigonish.

An engrossed bill to abolish the next July term, and to extend the December term of the supreme court at Halifax, was read a third time.

Halifax supreme court.

*Resolved*, That the bill do pass, and that the title be, an act to abolish the next July term, and to extend the December term of the supreme court at Halifax.

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

Bills sent to Council.

Council's amendments to Pictou pending causes. The amendments proposed by the Council to the bills entitled, an act to provide for the settlement of certain causes pending in the supreme court at Pictou ;

Pictou mining co. An act to incorporate the Pictou mining company ;

Petroleum inspection. An act to provide for the inspection of petroleum, coal oils, and burning fluids, and to regulate the manufacture and sale thereof ;

Acadia coal company. An act to amend the act to incorporate the Acadia coal company ;

Halifax express co. An act to incorporate the Halifax omnibus, express and conveyance company ;

Union copper mining co. read 2nd time, and agreed to. An act to incorporate the Union copper mining company ;

Were severally read a second time, and considered by the House.

And thereupon,

On motion, *Resolved*, That the amendments to such bills respectively be agreed to.

Bills returned to Council.

*Ordered*, That the clerk do carry the bills and amendments back to the Council and acquaint them that this House have agreed to the amendments to such several bills.

Rep. from com on militia.

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

(See Appendix—Militia.)

Report adopted.

*Ordered*, That the report be received and adopted.

Rep. from com. on Indian affairs.

The hon. Mr. McKinnon reported from the committee on Indian affairs ; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.

(See Appendix—Indian Affairs.)

Report adopted.

*Ordered*, That the report be received and adopted.

Rep. from com. on trade.

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

(See Appendix—Trade and Manufactures.)

Report adopted.

*Ordered*, That the report be received and adopted.

Resolution respecting undrawn road monies.

On motion of the hon. the Financial Secretary,

*Resolved*, That the following sums, granted in 1866 for the service of roads and bridges in the counties hereinafter mentioned, and remaining undrawn, be added to the sums granted in the present year, for the road and bridge service in those counties respectively, and be re-appropriated in the road scales, viz. :

County of Annapolis,.....	\$149 60
Antigonish, .....	37 02
Cape Breton, .....	284 62
Colchester, ... ..	754 80
Cumberland,.....	1392 84
Digby,.....	515 43
Guysborough, .....	28 57
Halifax,.....	225 08
Hants,.....	811 22
Inverness, .....	2225 21
Kings,.....	1340 67
Lunenburg,.....	215 58
Pictou, . . . . .	621 05
Queens, ... . . . .	19 78
Richmond,.....	5190 53
Shelburne,.....	71 61
Victoria, .....	99 49
Yarmouth,.....	345 89

\$14328 99

A message from the Council by Mr. Halliburton :	Message from Council.
Mr. Speaker,—	
The Council have agreed to the bills entitled as follows :	Agree to bills.
An act to provide for the settlement of certain causes pending in the supreme court at Pictou ;	Supreme court cases, Pictou.
An act to incorporate the Pictou mining company ;	Pictou mining co.
An act to provide for the inspection of petroleum, coal oils and burning fluids, and to regulate the manufacture and sale thereof ;	Inspection of petroleum.
An act to amend the act to incorporate the Acadia coal company ;	Acadia coal co.
An act to incorporate the Halifax omnibus, express and conveyance company ;	Halifax express co.
An act to incorporate the Union copper mining company as respectively amended.	Union copper mining company.
They have agreed to the bills entitled as follows :	
An act to provide a site for a school house in Preston school section, in the county of Halifax ;	Preston school section.
An act to provide for improving certain roads and bridges in the county of Antigonish ;	Antigonish road loan.
An act to amend chapter 25 of the Revised Statutes, "of mines and minerals ;"	Mines and minerals.
An act to abolish the next July term, and to extend the next December term of the supreme court at Halifax ;	July term, Halifax.
An act to amend chapter 92 of the Revised Statutes, "of the preservation of useful birds and animals ;"	Preservation of birds and animals.
Severally without amendment.	
And then the messenger withdrew.	
Mr. Whitman made a supplemental report from the crown land committee on the subject referred to them by resolution on Friday the 3rd instant ; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.	Supplemental report from crown lands committee.

(See Appendix—Crown Lands.)

Ordered, That the report be received and do lie on table.

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

TUESDAY, 7th MAY, 1867.

PRAYERS.

The Council's engrossed bill entitled, an act for the prevention of cruelty to animals, was read a second time, and considered by the House.	Cruelty to animals bill read 2d time.
And the usual question having been propounded from the chair, that such bill be agreed to,	
Mr. Robertson moved by way of amendment thereto, that the further consideration of such bill be deferred for three months ;	Motion to defer agreed to on division.
Which, being seconded and put, and the House dividing thereon, there appeared for the amendment twenty-five, against it seven.	
So it passed in the affirmative.	
And thereupon,	
Ordered, That the further consideration of such bill be deferred for three months.	Bill deferred.
On motion of Mr. Whitman,	
Ordered, That the supplemental report of the crown land committee, presented to the House yesterday, be adopted.	Supplemental report of com on crown lands adopted.
A message from the Council by Mr. Halliburton :	Message from Council.
Mr. Speaker,—	
The Council have agreed to the bills entitled,	Have agreed to bills.
An act to amend the act to provide for the construction of two other sections of the provincial railway ;	Railway construction.
An act to incorporate the Windsor and Annapolis railway company, Without any amendment.	Windsor and Annapolis railway co.

- They have agreed to the bills severally entitled as follows :
- Revised chapters amendment. Highway labor. Windsor railway station. Provincial Government railways. Councils amendments to Revised Statutes amendment. Railway Station. Provincial Government railroads. Read 1st and 2nd time and agreed to. Amendment to highway labor. Law amended. Bills sent back to Council. Report from com. on contingencies. Adopted. Road scales presented.
- An act to amend certain chapters of the Revised Statutes ;  
 An act relating to highway labor ;  
 An act to provide a station at Windsor for the Windsor and Annapolis railway company ;  
 An act to amend chapter 70 of the Revised Statutes, " of provincial government railroads " ;  
 With amendments to those bills respectively, to which amendments they desire the concurrence of this honorable House.  
 And then the messenger withdrew.
- The amendments proposed by the Council to the bills entitled, an act to amend certain chapters of the Revised Statutes ;  
 An act to provide a station at Windsor for the Windsor and Annapolis railway company ;  
 An act to amend chapter 70 of the Revised Statutes, " of provincial government railroads ; "
- Were read a first time, and *nem. con.* a second time, and considered by the House.  
 And thereupon,  
*Resolved*, That the amendments to such bills be agreed to.
- The amendments proposed by the Council to the bill entitled, an act relating to highway labor, was read a first time, and *nem. con.* a second time, and considered by the House.  
 And thereupon, on motion,  
*Resolved*, That the first and third of such amendments be agreed to.  
*Resolved*, That the second of such amendments be not agreed to.
- Ordered*, That the clerk do carry the bills and amendments back to the Council and acquaint them with the foregoing resolutions with respect to such bills.
- The hon. the Financial Secretary reported from the committee on contingencies ; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.  
*Ordered*, That the report be received and adopted.
- The undermentioned members for the several counties presented to the House scales of subdivision signed by the members for such counties, and certified by the Financial Secretary of the monies granted for the road and bridge service for the present year, viz. :
- For the county of Annapolis, ..... Mr. Longley,  
 Antigonish, ... .. Hon. Mr. McKinnon,  
 Cape Breton, ..... Mr. Caldwell,  
 Colchester, ..... " McLelan,  
 Cumberland, ..... Hon. Provincial Secretary,  
 Digby, ..... Mr. Colin Campbell,  
 Hants, ..... " Lawrence,  
 Inverness, ..... " MacDonnell,  
 Kings, ..... " Moore,  
 Lunenburg, ..... " Jost,  
 Pictou, ..... " McKay,  
 Queens, ..... " John Campbell,  
 Richmond, ..... " Miller,  
 Shelburne, ..... " Coffin,  
 Victoria, ..... " Ross,  
 Yarmouth, ..... " Townsend,
- (See Appendix—Road Scales.)
- And thereupon,  
 On motion of the hon. the Financial Secretary,  
*Ordered*, That the said scales of subdivision of road monies be agreed to, and do pass this House as separate resolutions for each of such counties respectively.
- Passed.

A message from the Council by Mr. Halliburton : Mr. Speaker,—	Message from Council.
The Council have agreed to the bills entitled, An act to amend certain chapters of the Revised Statutes ; An act to provide a station at Windsor for the Windsor and Annapolis railway company ;	Agree to bills. Revised Statutes amendment. Windsor railway station.
An act to amend chapter 70 of the Revised Statutes, " of provincial government railroads " ; As now severally amended.	Government railways amendment.
They do not adhere to the second amendment proposed by them to the bill relating to highway labor.	Do not adhere to 2nd amendment.
They have agreed to the bills entitled,	Have agreed to bills.
An act relating to dyked and marsh lands ;	Dyked and marsh lands.
An act to incorporate the British and American telegraph company ;	British and American telegraph co.
An act to amend the act passed during the present session to incorporate the St. Lawrence and Bay of Fundy canal company ;	St. Lawrence and Bay of Fundy canal co. amendment.
With amendments to those bills respectively, to which amendments they desire the concurrence of this honorable house.	
And then the messenger withdrew.	
The Councils amendments to the three last mentioned bills were read a first time, and <i>nem. con.</i> a second time, and considered by the House.	Amendments to bills read 1st and 2nd time.
And thereupon, on motion,	
<i>Resolved,</i> That the amendments to the two first of the said bills be agreed to.	Amendments to two first bills agreed to.
<i>Resolved,</i> That the amendment to the last of such bills be amended.	To third bill amended.
<i>Ordered,</i> That the clerk do carry the bills and amendments back to the Council and acquaint them with the foregoing resolutions with respect thereto.	Bills sent back to Council.
A message from the Council by Mr. Halliburton :	Message from Council.
Mr. Speaker,—	
The Council have agreed to the bills entitled,	Agree to bills amended.
An act relating to highway labor ;	Highway labor.
An act relating to dyked and marsh lands ;	Falmouth dyke.
An act to incorporate the British and American telegraph company as now amended.	British and American telegraph co.
They have agreed to the amendment proposed by this honorable House to the amendment proposed by the Legislative Council to the bill entitled, an act to amend the act passed during the present session to incorporate the St. Lawrence and Bay of Fundy canal company.	Agree to amendment to St. Lawrence and Bay of Fundy canal co.
And then the messenger withdrew.	
<i>Ordered,</i> That the clerk do carry the last mentioned bill back to the Council and acquaint them that the House agree to such bill as now amended.	St. Lawrence canal co. sent back to Council.
On motion of the hon. the Financial Secretary,	Resolution relative to allowance from private bill fund.
<i>Resolved,</i> That in consideration of the additional labor imposed upon the clerks of this House during the present session, in consequence of the large number of private bills introduced, the clerks be paid the sum of one hundred dollars each from the private bill fund.	
A message from the Council by Mr. Halliburton :	Message from Council.
Mr. Speaker,—	
The Council have agreed to the bill entitled,	
An act to amend the act passed during the present session to incorporate the St. Lawrence and Bay of Fundy canal company,	Agree to St. Lawrence canal bill.
As now amended.	
A message from his Excellency the Governor by the Gentleman Usher of the Black Rod :	Message from Governor.
Mr. Speaker,—	
His Excellency the Governor commands the immediate attendance of this honorable House in the Council Chamber.	Commands attendance of House.
Accordingly,	

House attend.

Bills assented to.

Mr. Speaker, with the House, attended his Excellency in the Council Chamber, when his Excellency was pleased to give his assent to one hundred and thirteen bills, passed during the present session, severally entitled as follows :

An act to vest in the crown certain public lands in the town of Lunenburg ;

An act to incorporate the Wellington mining company ;

An act to incorporate the Palmerston mining company ;

An act to legalize the proceedings of the sessions of the county of Cape Breton ;

An act to appoint a stipendiary magistrate for the city of Halifax ;

An act further to amend the act to incorporate the International coal and railway company, and the acts in amendment thereof ;

An act to incorporate the Exchange bank of Yarmouth ;

An act to amend chapter 3 of the Revised Statutes, " of the duration of and representation in the General Assembly " ;

An act relative to certain public officers and their salaries ;

An act to amend chapter 2 of the Revised Statutes, " of executive and legislative disabilities " ;

An act relating to the Halifax steamboat company ;

An act to provide for the settlement of certain causes pending in the supreme court at Pictou ;

An act to amend chapter 63 of the Revised Statutes, " of commissioners of streets," so far as relates to the town of New Glasgow ;

An act to legalize the proceedings of the sessions of the county of Annapolis ;

An act to amend chapter 152 of the Revised Statutes, " of the lunatic asylum " ;

An act to incorporate the Dominion gold mining company ;

An act to incorporate the Blue lead gold mining company ;

An act to incorporate the Union gold mining company ;

An act to incorporate the Provincial gold mining company ;

An act to incorporate the Eldorado gold mining company ;

An act to amend certain chapters of the Revised Statutes ;

An act to change the name of Grand Rousseau in the county of Richmond ;

An act to amend the act to incorporate the Intercolonial coal mining company ;

An act to amend the act to incorporate New Caledonia lodge, Pictou ;

An act relating to highway labor ;

An act to incorporate Welsford lodge of Freemasons, Windsor ;

An act respecting the management of the dyked marsh land in the township of Falmouth, known as the village dyke ;

An act to authorize a loan for the erection of a court house and jail at Sydney ;

An act to incorporate Grand Pre lodge of British Templars, Wolfville ;

An act to incorporate the Pictou mechanics' institute savings bank ;

An act to increase the capital stock of the People's bank, Halifax ;

An act to incorporate the St. Lawrence and Bay of Fundy canal company ;

An act to amend the act to incorporate the Truro boot and shoe manufacturing company ;



An act to amend the act to provide for the construction of two other sections of the provincial railway ;

An act to amend the act to regulate the terms of the supreme court in the island of Cape Breton ;

An act to incorporate the Loyal Prince of Wales lodge of Odd Fellows ;

An act to incorporate the Windsor and Annapolis railway company ;

An act to amend the act relating to the division and partition of lands ;

An act to incorporate the Amherst boot and shoe manufacturing company ;

An act relating to the bridge at Liverpool ;

An act to revest in the crown certain public grounds in the townplot of Chester ;

An act to authorize the sale of a school house at Brookfield ;

An act further to amend the act to incorporate the Roman Catholic Bishop in Arichat ;

An act to divide a polling district in the county of Victoria ;

An act to incorporate the Pictou mining company ;

An act further to amend chapter 70 of the Revised Statutes, "of provincial government railroads ;"

An act to incorporate the Cumberland coal mining company ;

An act to change the name of Rogers' Hill, in the county of Pictou ;

An act to add a polling district in the county of Digby ;

An act to alter the bounds of two school sections at Shubenacadie ;

An act further to amend chapter 120 of the Revised Statutes, "of the solemnization of marriage, and the registration of marriages, births, and deaths" ;

An act to incorporate the trustees of St. John's church, Albion Mines ;

An act relating to the refining of sugar and the manufacture of tobacco ;

An act to incorporate the St. George's lodge of Freemasons, Wolfville ;

An act to enable the sessions of the district of Argyle to sell a fire engine ;

An act to provide for the purchase of land and the erection of a poor house in the township of Cornwallis ;

An act to incorporate the home for the aged ;

An act to amend the act relating to the Roman Catholic cemetery, Dartmouth ;

An act to incorporate the Temperance League of Kings county ;

An act for the naturalization of certain aliens ;

An act to amend the act to authorize the sale of school houses in certain cases ;

An act relating to the city market house in Halifax ;

An act to amend the act to regulate the poors' asylum and hospital in the city of Halifax ;

An act to alter a polling district in the county of Pictou ;

An act to incorporate the British and American telegraph company ;

An act to provide for improving the road between Guysborough and Canso ;

An act relating to River Philip harbor, in the county of Cumberland ;

An act to incorporate the West End lodge of Good Templars, Wallace ;

An act to provide for the inspection of petroleum, coal oils, and burning fluids, and to regulate the manufacture and sale thereof;

An act to change the name of the East Branch of River Philip, in the county of Cumberland;

An act further to amend chapter 15 of the Revised Statutes, "of the exportation of goods and of drawbacks;"

An act to provide for the holding of a provincial agricultural exhibition in the year 1868;

An act to amend chapter 157 of the Revised Statutes of Nova Scotia (third series) "of offences against the army and navy;"

An act to amend the practice of the supreme court;

An act to incorporate the Halifax asylum for the blind;

An act to establish a new polling district in the county of Inverness;

An act to change the name of the mouth of River Philip settlement, in the county of Cumberland;

An act to divide a polling district in the county of Guysborough;

An act to incorporate the Gaspereaux school house and public hall company;

An act to repeal chapter 19 of the Acts of 1859, and to substitute other provisions in lieu thereof;

An act further to amend the act for the better encouragement of education;

An act to incorporate the Merchant's marine insurance company;

An act relating to rag and junk shops in the city of Halifax;

An act to incorporate the Dartmouth water and gas company;

An act to provide a site for a school house in Preston road school section, in the county of Halifax;

An act to amend the act passed during the present session to incorporate the St. Lawrence and Bay of Fundy canal company;

An act to provide for the construction of the new bridge at Liverpool;

An act to amend the act to incorporate the Boston and Bridgeport coal mining company, and the acts in amendment thereof;

An act further to amend chapter 96 of the Revised Statutes, "of the encouragement of agriculture," and the act in amendment thereof;

An act to provide for improving certain roads and bridges in the county of Colchester;

An act to provide for improving the great road between Liverpool and Annapolis;

An act to provide for building a bridge across Wallace River, in the county of Cumberland;

An act to incorporate the Victoria harbor pier company at Brown Brook, Kings county;

An act to amend chapter 25 of the Revised Statutes, "of mines and minerals;"

An act to authorize the Sisters of Charity to sell certain lands;

An act to change the name of Petite Passage, in the county of Digby;

An act to legalize the appointment of certain trustees of schools in Kings county;

An act further to amend the act to incorporate the Roman Catholic Episcopal Corporation of Halifax;

An act to alter the polling places in two electoral districts in the county of Halifax ;

An act to provide for certain roads in the county of Pictou ;

An act to amend the act to incorporate the Acadia coal company ;

An act to incorporate the Halifax omnibus, express and conveyance company ;

An act to amend the act in reference to the militia, and the act in amendment thereof ;

An act to amend chapter 92 of the Revised Statutes, "of the preservation of useful birds and animals ;"

An act to incorporate the Union copper mining company ;

An act to amend chapter 89 of the Revised Statutes, "of the settlement and support of the poor."

An act to legalize the revisors' lists of electors of the province of Nova Scotia ;

An act to provide a station at Windsor for the Windsor and Annapolis railway company ;

An act to amend chapter 70 of the Revised Statutes, "of provincial government railroads ;"

An act to provide for the road service of the county of Digby ;

An act to provide for building a bridge in the county of Guysboro'.

An act to provide for improving certain roads and bridges in the county of Antigonish ;

An act to abolish the next July term, and to extend the December term of the supreme court at Halifax.

After which Mr. Speaker spake as follows :

MAY IT PLEASE YOUR EXCELLENCY,—

Your Excellency having been graciously pleased to give your assent to all the bills passed during the present session, it becomes my agreeable duty on behalf of her Majesty's dutiful and loyal subjects, her faithful Commons of Nova Scotia, to present to your Excellency a bill for appropriating the supplies granted in the present session for the support of her Majesty's Government during the present year, and to request your Excellency's assent thereto. Appropriation act presented.

His Excellency was then pleased to give his assent to a bill entitled,

An act to provide for defraying certain expenses of the civil government of this province. Governor assents.

His Excellency was then pleased to make the following Governor's speech.

#### SPEECH :

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

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

1°. It affords me much pleasure to release you from further attendance during the present session, which will doubtless be the last of the existing Parliament.

2°. The numerous and valuable measures which you have passed will, I doubt not, largely contribute to the prosperity of the Province.

3°. Under the operation of the laws effecting constitutional changes in the Local Government and Parliament of Nova Scotia, the business of the country will, I believe, be efficiently conducted at a large saving of public expenditure.

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

4°. I thank you for the supplies voted for the public service.

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

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

5°. I cannot close this session without expressing the deep gratification with which I have witnessed the action of both branches of the Legislature on the question of Union of the two Canadas, Nova Scotia, and New Brunswick, under one Government and Parliament, as I firmly believe that your adoption of that measure will not only greatly increase the general prosperity of British America, and elevate all these Provinces in the scale of nations, but that the Union was imperatively demanded, in order to give stability to the institutions you enjoy, and permanent security to this portion of her Majesty's dominions as an integral portion of the Empire.

6°. In the sincere hope that Almighty God will bless and prosper you all, and that the loyal people of this my native Province may be happy and prosperous, I now close this session of the Legislature.

After which,

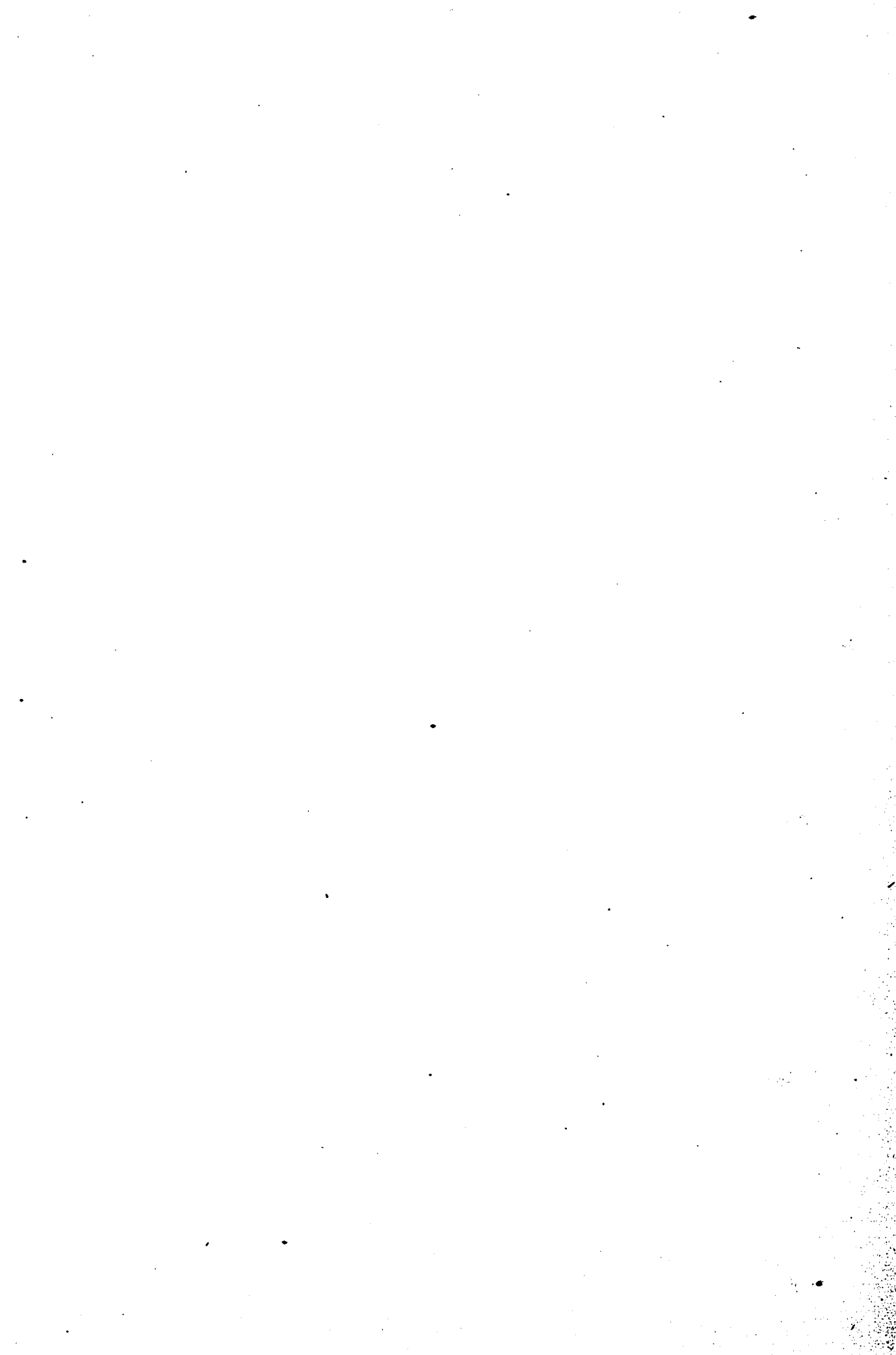
The President of the Legislative Council, by his Excellency's command, said :

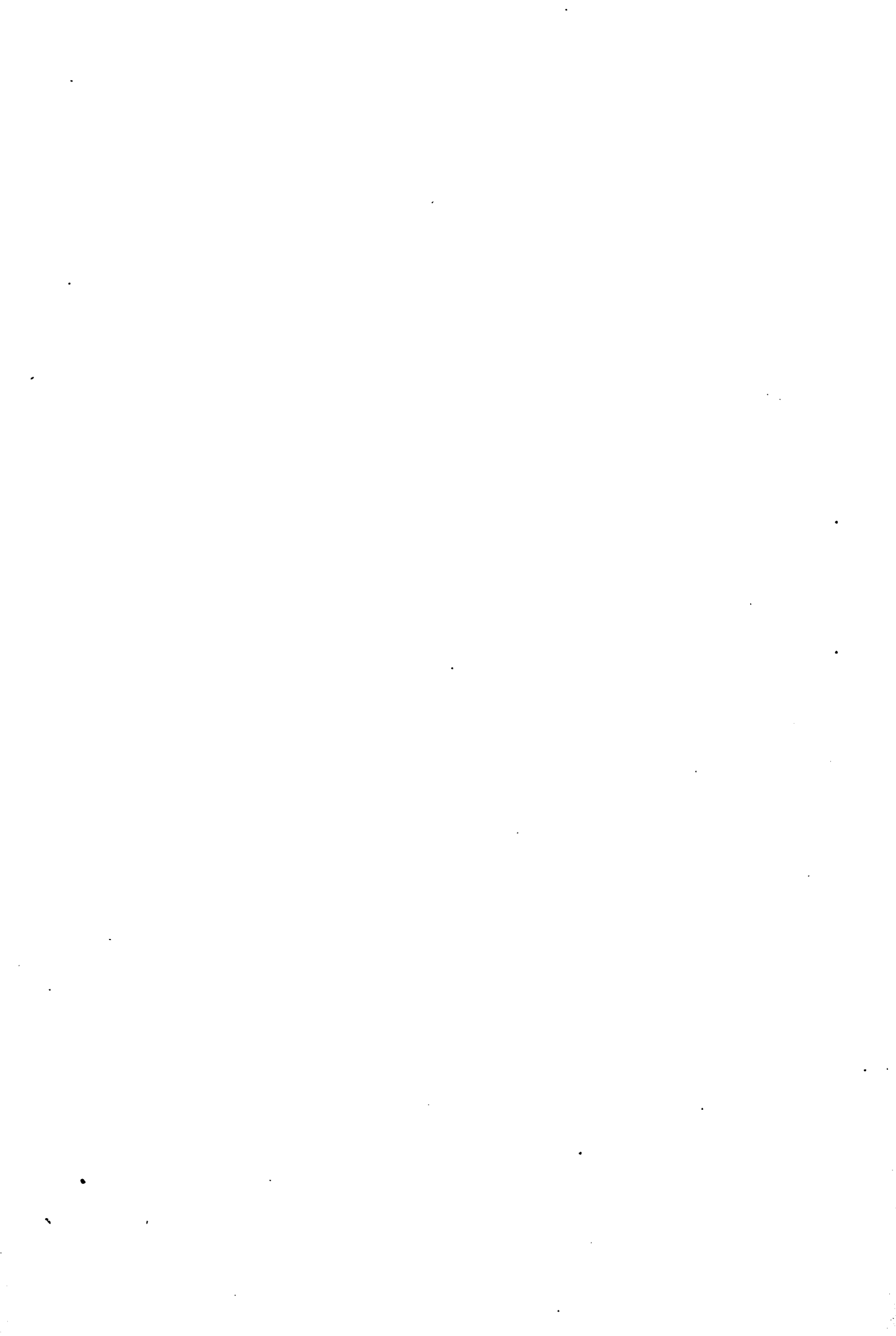
*Gentlemen,—*

It is the will of his Excellency that this General Assembly be prorogued to Saturday the first day of June next ; and this General Assembly is accordingly prorogued until Saturday the first day of June next, to be then here held.

HENRY C. D. TWINING,

Clerk of the House of Assembly.





# APPENDIX

TO THE

# JOURNAL

OF THE

# HOUSE OF ASSEMBLY

PROVINCE OF NOVA SCOTIA.

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FOR THE SESSION

COMMENCING THE SIXTEENTH OF MARCH AND ENDING THE SEVENTH OF MAY,

1867.





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APPENDIX No. 1.

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FINANCIAL RETURNS.

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# FINANCIAL RETURNS.

## GENERAL STATEMENT OF WARRANTS

*Drawn on the Receiver General by the Financial Secretary, for Payment, on account of the different Public Services of the Province, during the Twelve Months ended 30th September, 1866.*

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1866.	For 1866.	Total Amount.
<b>CIVIL LIST.</b>				
Sir William Fenwick Williams .....	Sal'y fm. Oct. 26, 1865, to Aug. 31, 1866 .....		\$ 12437 06	
Major-General Doyle.....	" Sept. 29, 1865, to Nov. 7, 1865. ....		1232 88	
Hon. William Young.....	" July 1, 1865, to June 30, 1866. ....	\$ 800 00	2400 00	
" James W. Johnston.	" " " " .....	800 00	2400 00	
" William B. Bliss...	" " " " .....	812 50	2437 50	
" Edmund M. Dodd..	" " " " .....	700 00	2100 00	
" Wm. F. DesBarres..	" " " " .....	700 00	2100 00	
" Lewis M. Wilkins..	" " " " .....	700 00	2100 00	
Hon. Charles Tupper....	" " " " .....	700 00	2100 00	
" James McNab.....	" " " " .....	600 00	1800 00	
" James McDonald ..	" " " " .....	600 00	1800 00	
" William A. Henry..	" " " " .....	500 00	1500 00	
" John W. Ritchie...	" " " " .....	125 00	375 00	
Samuel P. Fairbanks....	" " to Sept. 30, 1865. ....	500 00		
James H. Thorne.....	" " to June 30, 1866. ....	400 00	1300 00	
Henry W. Johnston.....	" " " " .....	225 00	675 00	
John R. Wallace.....	" " " " .....	300 00	900 00	
Thomas F. Knight.....	" " " " .....	200 00	750 00	
Thomas R. DeWolf.....	" " " " .....	250 00	1200 00	
John Costley.....	" " " " .....	250 00	142 46	
Charles W. Scott.....	" " " " .....		365 75	
William A. Hendry.....	" July 1, 1865, to Sept. 30, 1865. ....	250 00		
Frederick LeBlanc.....	" " " " .....	200 00		
Edward Morris.....	" " " " .....	120 00		
Matthias Cupbadge.....	" " " " .....	150 00		
George A. Lloyd.....	" " " " .....	66 66		
James W. Nutting.....	" July 1, 1865, to June 30, 1866. ....	100 00	300 00	
Malachy B. Daly.....	" " " " .....	104 18	177 07	
Major DeWinton.....	" " " " .....		760 43	
William Q. Sawyers.....	Pension July 1, '65, to June 30, 1866. ....	300 00	900 00	
John G. Marshall.....	" " " " .....	300 00	900 00	
Henry W. Crawley.....	" " " " .....	300 00	900 00	
John S. Morris.....	" " " " .....	300 00	900 00	
Thomas C. Haliburton...	" " to August 30, 1865 .....	200 00		
Hon. Provincial Secretary	Conting's of office to June 30, 1866. ....	125 00	375 00	
" Financial Secretary.	" " " " .....	75 00	225 00	
" Receiver General ..	" " " " .....	50 00	150 00	
Commiss'r. Crown Lands.	" to Sept. 30, 1865. ....	50 00		
		<b>11858 34</b>	<b>45703 15</b>	
	<i>Carried forward.....</i>	<b>\$11858 34</b>	<b>45703 15</b>	<b>57556 49</b>

## STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1866.	For 1866.	Total Amount.
<i>Brought forward</i> .....		\$ 11853 34	45703 15	57556 49
ADVANCES.				
Rev. J. C. Cochran.....	To pay off encumbrances on Deaf and Dumb Institution.....		3600 00	
Joseph Jacobs.....	For land and building at Tangier.....		1907 00	
Alexander MacNab.....	Expenses visiting Antigonish, Newport, Rawdon and Tangier.....		47 25	
Alexander MacNab.....	On account of Port Hood wharf.....		200 00	
Alexander MacNab.....	Inspecting harbors Isle Madame, Grant River and Tracadie.....		30 18	
Lewis Hutt.....	Expenses connected with arrest of crew of brig. "Zero".....		74 25	
Do.....	For his services.....		20 00	
William Forbes.....	To prosecute suit in United States, per resolution of Assembly.....		200 00	
Hon. James McDonald..	Expenses as delegate to and from West Indies and Canada.....		4200 00	
Isaac LeVesconte.....	Do. West Indies, Brazil, and Canada..		4687 13	
Hon. Charles Tupper....	Do. Washington, Canada and England.....		1100 00	
" W. A. Henry.....	Do. Washington and England.....		2700 00	
" J. W. Ritchie.....	Do. Canada and England.....		2900 00	
" Alex. MacFarlane ..	Do. England.....		2500 00	
" Jonathan McCully..	Do. England.....		2500 00	
Adams G. Archibald....	Do. England.....		2500 00	
Professor How.....	For his services connected with a Geological Survey.....		140 00	
Oxley & Co.....	For hire of schrs. "Rachel," "Kate," and "Defiance" for defence service.....		620 00	
Owners Steamer Neptune.	For hire of steamer "Neptune" for defence service.....		860 00	
James H. Thorne.....	To pay for Canadian News to 11th November, 1866.....		302 67	
W. R. N. Wickwire.....	Service as Health Officer to July 10, '66.....		65 33	
Henry W. Johnston.....	For extra services connected with publishing laws of 1866.....		200 00	
Hamilton Gold Mining Co.	Purchase of four pieces of Gold bearing Quartz for Exhibition.....		575 00	
			31928 81	31928 81
AGRICULTURE.				
President and Secretary..	Central Board, to aid Agriculture ...	14000 00	14000 00	28000 00
BOARD OF WORKS.				
Chairman of Board.....	On account of Expenditure of 1866, including balance 1865.....	13351 46	243648 54	
Frederick Brown.....	Salary from 1st July, 1865, to 30th June, 1866.....	400 00	1200 00	
John H. Kendrick.....	" from 1st July, 1865, to 30th April, 1866.....	250 00	583 33	
Thomas P. Jost.....	" from 1st May, 1866, to 30th June, 1866.....		133 33	
		14001 46	245565 20	259566 66
<i>Carried forward</i> .....		\$ 39854 80	337197 16	377051 96

STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1866	For 1866.	Total Amount.
<i>Brought forward</i> .....		\$ 39854 80	337197 16	377051 96
<b>BOARD OF STATISTICS.</b>				
Archibald Scott .....	Salary as Secretary of Board to Dec. 31	200 00	400 00	
John Costley .....	Sal'y from 22d Nov. to 30th June, 1866		731 50	
Do. ....	On account of current expenses.....		500 00	
Alpin Grant .....	Printing Blanks, &c.....	320 00	164 90	
W. A. Penny .....	Advertising .....		5 00	
Compton & Co. ....	" .....		76 00	
Western Record .....	" .....		5 00	
Antigonish Casket .....	" .....		6 00	
D. F. Hutchinson .....	" .....		5 00	
A. J. Ritchie .....	" .....		6 00	
P. Monaghan .....	" .....		6 00	
Crosskill & Bourinot .....	" .....		6 00	
James Barnes .....	" .....		6 00	
M. Threackston .....	" .....		4 00	
John D. McDonald.....	" .....		6 00	
S. H. Holmes .....	" .....		6 00	
H. W. Blackadar .....	" .....		12 00	
A. Lawson .....	" .....		4 00	
Garvie & McDonald .....	" .....		14 90	
R. Huntington .....	" .....		4 00	
		520 00	1968 30	2488 30
<b>CROWN LAND DEPARTMENT.</b>				
Commissioner.....	On account of expenditure of 1866, including balance of 1865.....	4661 53	11388 47	
Samuel P. Fairbanks....	Sal'y for 9 mos., ended June 30, 1866		1500 00	
W. A. Hendry .....	" .....		850 00	
Frederick LeBlanc.....	" .....		600 00	
Edward Morris .....	" .....		450 00	
Matthias Cuppaidge .....	" .....		600 00	
George Lloyd .....	" .....		450 00	
Commissioner.....	Contingencies .....		150 00	
		4661 53	15938 47	20600 00
<b>CORONERS' INQUESTS.</b>				
<i>County of Annapolis.</i>				
Isaac Bonnett .....	Coroners' fees on Inquisitions held.....		20 00	
George G. Bingay .....	" .....		20 00	
Jonathan Woodbury .....	" .....		10 00	
			50 00	
<i>County of Antigonish.</i>				
Joseph Symonds .....	Coroners' fees on Inquisitions held.....		30 00	
W. H. MacDonald.....	" .....		10 00	
			40 00	
	Continued.....		90 00	
<i>Carried forward</i> .....		\$ 45086 33	355108 93	400140 26

## STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1886	For 1886.	Total Amount.
<i>Brought forward</i> .....		\$ 45036 33	355103 93	400140 26
	CORONERS' INQUESTS—Continued. . . . .		90 00	
	<i>County of Cape Breton.</i>			
D. N. Macqueen.....	Coroners' fees on Inquisitions held. . . . .		60 00	
L. Robinson.. . . .	“ “ . . . . .		70 00	
Henry Kirkwood.....	“ “ . . . . .		10 00	
			140 00	
	<i>County of Colchester.</i>			
Samuel Muir. . . . .	Coroners' fees on Inquisitions held. . . . .		20 00	
W. E. McRobert.....	“ “ . . . . .		10 00	
			30 00	
	<i>County of Cumberland.</i>			
Joseph Clark. . . . .	Coroners' fees on Inquisitions held. . . . .		10 00	
J. W. Delaney.....	“ “ . . . . .		10 00	
H. A. Davidson.....	“ “ . . . . .		10 00	
Thomas Page.....	“ “ . . . . .		10 00	
			40 00	
	<i>County of Digby.</i>			
John Ward . . . . .	Coroners' fees on Inquisitions held. . . . .		10 00	
Robert Stephen.....	“ “ . . . . .		10 00	
Charles Everett. . . . .	“ “ . . . . .		20 00	
Edward H. Oakes. . . . .	“ “ . . . . .		10 00	
William Denton, J. P. . . . .	“ “ . . . . .		10 00	
			60 00	
	<i>County of Guysborough.</i>			
J. B. Hadley. . . . .	Coroners' fees on Inquisitions held. . . . .		40 00	
John McMillan . . . . .	“ “ . . . . .		10 00	
Spinney Whitman.....	“ “ . . . . .		20 00	
A. J. Mitchell . . . . .	“ “ . . . . .		10 00	
			80 00	
	<i>County of Halifax.</i>			
W. H. Weeks . . . . .	Coroners' fees on Inquisitions held. . . . .		120 00	
A. J. Cowie. . . . .	“ “ . . . . .		170 00	
Edward Jennings.....	“ “ . . . . .		240 00	
A. E. Croucher. . . . .	“ “ . . . . .		40 00	
R. A. Logan. . . . .	“ “ . . . . .		10 00	
Joseph Murphy.....	“ “ . . . . .		20 00	
Joseph Browner.....	“ “ . . . . .		20 00	
			620 00	
	Continued.....		1060 00	
	<i>Carried forward</i> .....	\$ 45036 33	355103 93	400140 26

STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1886	For 1886.	Total Amount.
<i>Brought forward</i> .....		\$ 45036 33	355108 98	400140 26
	CORONERS' INQUESTS—Continued.....		1060 00	
	<i>County of Hants.</i>			
John A. Jenkins.....	Coroners' fees on Inquisitions held.....		20 00	
W. Davison & A. T. Harris.	“ “.....		10 00	
			30 00	
	<i>County of Inverness.</i>			
J. D. Tremain.....	Coroners' fees on Inquisitions held.....		20 00	
Alexander Campbell.....	“ “.....		10 00	
John H. McKeen.....	“ “.....		30 00	
John Munro.....	“ “.....		20 00	
J. D. McLellan.....	“ “.....		10 00	
			90 00	
	<i>County of Kings.</i>			
Abraham VanBuskirk ...	Coroners' fees on Inquisitions held.....		10 00	
Stephen Dodge.....	“ “.....		20 00	
H. O. McLatchey, M. D..	“ “.....		20 00	
			50 00	
	<i>County of Lunenburg.</i>			
George Turner.....	Coroners' fees on Inquisitions held.....		10 00	
D. Dimock.....	“ “.....		20 00	
W. A. C. Randall.....	“ “.....		60 00	
C. Atkins.....	“ “.....		10 00	
Charles Gray.....	“ “.....		20 00	
Edward Pope.....	“ “.....		10 00	
			130 00	
	<i>County of Pictou.</i>			
W. H. Harris.....	Coroners' fees on Inquisitions held.....		30 00	
John F. McKay.....	“ “.....		20 00	
David Matheson.....	“ “.....		20 00	
Edward Boach.....	“ “.....		40 00	
Lewis Johnston.....	“ “.....		40 00	
J. B. Fraser.....	“ “.....		20 00	
Stewart Burns.....	“ “.....		10 00	
John Mitchell.....	“ “.....		30 00	
			210 00	
	<i>County of Queens.</i>			
James Forbes.....	Coroners' fees on Inquisitions held.....		20 00	
J. B. Harlow.....	“ “.....		20 00	
James Collie.....	“ “.....		10 00	
			50 00	
	Continued.....		1620 00	
	<i>Carried forward</i> .....	\$ 45036 33	355108 98	400140 26

## STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1886	For 1886.	Total Amount.
<i>Brought forward</i> .....		\$ 45036 33	355103 93	400140 26
	CORONERS' INQUESTS—Continued.....		1620 00	
	<i>County of Richmond.</i>			
J. B. Hadley.....	Coroners' fees on Inquisitions held.....		10 00	
H. C. Fixott.....	" ".....		10 00	
George E. Jean.....	" ".....		10 00	
M. J. Kavanagh.....	" ".....		10 00	
			40 00	
	<i>County of Shelburne.</i>			
W. J. Bell.....	Coroners' fees on Inquisitions held.....		60 00	
Robert Curry.....	" ".....		10 00	
J. R. Wilson.....	" ".....		10 00	
			80 00	
	<i>County of Victoria.</i>			
Angus McDonald.....	Coroners' fees on Inquisitions held.....		10 00	
S. G. A. McKeen.....	" ".....		10 00	
J. McLellan.....	" ".....		10 00	
			30 00	
	<i>County of Yarmouth.</i>			
J. M. Lent.....	Coroners' fees on Inquisitions held.....		30 00	
P. S. D'Entremont.....	" ".....		10 00	
George Bingay.....	" ".....		20 00	
J. C. Farish.....	" ".....		10 00	
			70 00	
			1840 00	1840 00
	CRIMINAL PROSECUTIONS.			
John C. Wade.....	Conducting prosecutions at Annapolis.....		127 00	
Hiram Blanchard.....	" " Amherst.....		236 90	
R. B. Dickey.....	" " ".....		30 00	
Martin I. Wilkins.....	" " Antigonish.....		119 68	
Stewart Campbell.....	" " Arichat.....		90 00	
Stewart Campbell.....	" " Baddeck.....		27 70	
John C. Wade.....	" " Digby.....		60 00	
Hiram Blanchard.....	" " Halifax.....		100 00	
J. R. Smith.....	" " ".....		60 00	
Thomas W. Harris.....	" " Kentville.....		60 00	
John Creighton.....	" " Lunenburg.....		103 60	
Martin I. Wilkins.....	" " Pictou.....		111 00	
Stewart Campbell.....	" " Port Hood.....		120 00	
Stewart Campbell.....	" " Sydney, C.B.....		232 00	
John Creighton.....	" " Shelburne.....		50 30	
Martin I. Wilkins.....	" " Truro.....		59 80	
	Continued.....		1587 98	
<i>Carried forward</i> .....		\$ 45036 33	356943 93	401980 26



## STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1866	For 1866.	Total Amount.
<i>Brought forward</i> .....		\$ 45036 33	356943 93	401980 26
	<b>CRIMINAL PROSECUTIONS—Continued</b> .....		1587 98	
Adams G. Archibald ....	Conducting prosecutions, at Truro.....		217 25	
Hiram Blanchard.....	“ Windsor.....		59 70	
John Creighton.....	“ Yarmouth.....		279 70	
John F. McGregor, <i>et al.</i> ..	Witness fees in case of Queen vs. Wm. Wilson.....		20 00	
Charles Willett.....	“ “ James McKeen.....		7 00	
Hon. Atty. General.....	To pay expenses connected with prosecution of crew of brig. Zero.....		427 42	
Lewis Hutt.....	Do. arrest of Locke and Geizer.....		77 20	
N. P. Paynter.....	Do. arrest of Henry P. Alien.....		38 50	
			2714 75	2714 75
	<b>CAPE RACE LIGHT.</b>			
H. B. Paulin.....	Cape Race Light dues collected at out-ports in 1865.....		12 54	12 54
	<b>COPYRIGHT.</b>			
J. H. Thorne.....	Amount paid into Treasury on this account.....		59 08	59 08
	<b>DEPARTMENT OF MINES.</b>			
Commissioner.....	On account of current expenses.....		15000 00	
P. S. Hamilton.....	Sal'ry for 12 mos., ended June 30, '66	500 00	1500 00	
		500 00	16500 00	17000 00
	<b>DISTRESSED SEAMEN.</b>			
H. B. Paulin.....	For relief of distressed seamen.....		2601 88	
Do. ....	For his services to 31st Dec., 1865...	150 00	50 00	
		150 00	2651 88	2801 88
	<b>DRAWBACKS.</b>			
Albro, Son & Co.....	Allowed by the Board of Revenue.....		216 90	
E. Albro & Co.....	“ “ “.....	107 03	194 74	
William Ackhurst.....	“ “ “.....		252 82	
Archbishop of Halifax.....	“ “ “.....		28 81	
Sophia A. Adams.....	“ “ “.....		54 75	
James Babcock.....	“ “ “.....	26 85		
Black Bros. & Co.....	“ “ “.....		854 00	
John Boyle.....	“ “ “.....	19 71	181 50	
Bell & Anderson.....	“ “ “.....		81 25	
Burns & Murray.....	“ “ “.....		477 91	
	Continued.....	153 59	1792 68	
	<i>Carried forward</i> .....	\$ 45686 33	378882 18	424568 51

## STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1866	For 1866.	Total Amount.
<i>Brought forward</i> .....		\$ 45686 33	378882 18	424568 51
	DRAWBACKS—Continued.....	135 59	1792 68	
E. K. Brown.....	Allowed by the Board of Revenue.....		86 12	
Brown Brothers.....	“ “.....		102 27	
Blackwood & Sutherland.....	“ “.....		18 82	
Edward Billing.....	“ “.....		67 00	
E. W. Chipman.....	“ “.....	13 20	257 00	
Cogswell & Forsythe.....	“ “.....		111 27	
Peter Carroll.....	“ “.....	15 00		
S. Cunard & Co.....	“ “.....		700 00	
Joseph Chapman.....	“ “.....		35 00	
W. H. Creighton.....	“ “.....		157 50	
James Cochran.....	“ “.....	29 04		
W. J. Coleman.....	“ “.....		46 75	
J. G. A. Creighton & Son.....	“ “.....	10 68	2 33	
C. Crow.....	“ “.....		3 76	
Cleverdon & Co.....	“ “.....		21 10	
S. J. Colahan.....	“ “.....		80 00	
A. W. Corbet.....	“ “.....		25 00	
Duffus & Co.....	“ “.....		557 02	
T. A. S. DeWolf & Son.....	“ “.....		83 27	
T. V. Dewyer.....	“ “.....		161 82	
J. B. Dakin.....	“ “.....		93 10	
Esson & Co.....	“ “.....		190 42	
M. F. Eagar.....	“ “.....		26 40	
W. L. Evans.....	“ “.....		20 95	
H. H. Fuller.....	“ “.....	14 35		
F. W. Fishwick.....	“ “.....		207 21	
Thomas Fenerty.....	“ “.....		26 30	
James Hood.....	“ “.....		82 47	
Thomas Hood.....	“ “.....		114 29	
G. H. Frith.....	“ “.....		256 90	
Grant, Romans & Co.....	“ “.....		169 27	
Griffiths & Harris.....	“ “.....		112 79	
G. C. Harvey.....	“ “.....		52 02	
R. I. & W. Hart.....	“ “.....		40 20	
Henry G. Hill.....	“ “.....		13 52	
Jennett & Taylor.....	“ “.....		12 50	
T. & E. Kenny.....	“ “.....	74 80	1884 37	
Keith & Son.....	“ “.....		645 30	
Thomas King.....	“ “.....	26 25		
Augustus Knaut.....	“ “.....		59 95	
T. C. Kinnear & Co.....	“ “.....		55 20	
Samuel Lock.....	“ “.....		16 05	
Edward Lawson.....	“ “.....		56 40	
Lordly & Stimpson.....	“ “.....		24 15	
McLean & Campbell.....	“ “.....	17 50	11 88	
McLeod & Co.....	“ “.....	21 16	13 74	
McMurray & Co.....	“ “.....		24 45	
Murdoch & Co.....	“ “.....	35 82	808 29	
Mary McLaughlin.....	“ “.....		20 61	
R. J. Mulhall.....	“ “.....		303 50	
John McDonald & Co.....	“ “.....		118 00	
Donald Murray.....	“ “.....		19 00	
Neil, White & Co.....	“ “.....		53 59	
	Continued.....	411 39	9841 53	
	<i>Carried forward</i> .....	\$ 45686 33	378882 18	424568 51

STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1866	For 1866.	Total Amount.
<i>Brought forward</i> .....		\$ 45686 33	378882 18	424568 51
	DRAWBACKS—Continued.....	411 39	9841 53	
John Northup & Sons....	Allowed by the Board of Revenue .....		84 70	
S. Ollendorf.....	“ “ “ “ .....		548 00	
Oxley & Co.....	“ “ “ “ .....		30 63	
J. F. Phalen.....	“ “ “ “ .....	157 96		
D. H. Pitts.....	“ “ “ “ .....		37 88	
William Pitts.....	“ “ “ “ .....		45 56	
P. Power & Co.....	“ “ “ “ .....		97 51	
Patrick Purcell.....	“ “ “ “ .....		20 30	
G. A. V. Paw.....	“ “ “ “ .....		45 22	
Peter Ross.....	“ “ “ “ .....	29 63		
Samuel Strong & Co.....	“ “ “ “ .....	48 75	165 00	
James Scott.....	“ “ “ “ .....	112 68	297 70	
John Silver & Co.....	“ “ “ “ .....	91 50	1088 75	
W. Silver & Co.....	“ “ “ “ .....	92 95	251 14	
Edward Smith.....	“ “ “ “ .....		178 00	
Wm. Stairs, Son & Morrow	“ “ “ “ .....		137 14	
John Stairs.....	“ “ “ “ .....	26 26	86 68	
B. A. Smith.....	“ “ “ “ .....		12 50	
L. Sanders.....	“ “ “ “ .....	54 60	321 59	
Sircom & Marshall.....	“ “ “ “ .....		16 00	
Rufus J. Sweet.....	“ “ “ “ .....		22 23	
Thompson & Abbott.....	“ “ “ “ .....		402 50	
John Tobin.....	“ “ “ “ .....		18 19	
W. H. Tully.....	“ “ “ “ .....		25 55	
R. H. Tucker.....	“ “ “ “ .....		72 90	
Vaux Brothers.....	“ “ “ “ .....		337 38	
B. Wier & Co.....	“ “ “ “ .....	28 00	382 55	
P. Walsh.....	“ “ “ “ .....	16 25	80 35	
Wetmore & McCulloch.....	“ “ “ “ .....		132 81	
John Whitman.....	“ “ “ “ .....		52 80	
G. C. Whidden.....	“ “ “ “ .....		99 00	
		1069 97	14882 09	15952 06
	EDUCATION.			
Governors King's College.	Grant for 12 mons., ended June 30, '66	350 00	1050 00	
Trustees St. Mary's “	“ “ “ “ .....	350 00	1050 00	
Governors Dalhousie “	“ “ “ “ .....	500 00	750 00	
Trustees Acadia “	“ “ “ “ .....	350 00	1050 00	
“ Sackville Academy....	“ “ “ “ .....	350 00	1050 00	
“ St. Francis Xavier's....	“ “ “ “ .....	350 00	1050 00	
“ Pictou Academy.....	“ “ “ “ .....	250 00	750 00	
“ Yarmouth “.....	“ “ “ “ .....	500 00	750 00	
“ Halifax Gram. School..	“ “ “ “ .....	150 00	450 00	
Rev. Dr. Forrester.....	Salary for 12 mons., ended June 30, 66	300 00	900 00	
W. R. Mulholland.....	“ “ “ “ .....	200 00	600 00	
J. B. Calkin.....	“ “ “ “ .....	200 00	400 00	
Teacher of Model School..	“ “ “ “ .....	200 00	600 00	
“ Music.....	“ “ “ “ .....		150 00	
Rev. Dr. Forrester.....	Repairs to Model School.....	50 00	50 00	
Do.....	Paid Classical Teacher.....		400 00	
Do.....	Contingent expenses.....	400 00	800 00	
	Continued.....	4500 00	11850 00	
	<i>Carried forward</i> ..... \$	46756 30	393764 27	440520 57

## STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1866	For 1866.	Total Amount.
<i>Brought forward</i> .....		\$ 46756 30	393764 27	440520 57
	EDUCATION—Continued.....	4500 00	11850 00	
Rev. J. Cochran.....	Aid to Deaf and Dumb Institution...	800 00	1200 00	
Theodore H. Rand.....	On acct. of grants to Common Schools.....		27731 00	
Do. ....	Salary for 12 mons., ended June 30, '66	300 00	900 00	
Do. ....	“ Clerk.....		450 00	
Do. ....	On account of travelling expenses ...	100 00	634 65	
Do. ....	To pay Inspectors and Examiners....	2663 12	2233 30	
Do. ....	Do. Calkin & Miller, per report Com.		50 00	
Do. ....	Do. Inspectors and Examiners, to and from Normal School.....		340 54	
Superintendent .....	For books.....		2400 00	
W. R. Mulholland .....	On acct. of extension of Normal School	100 00	369 61	
Commissioners .....	Insurance.....		65 00	
Do. ....	Aid to School in African Settlement..	941 00	40 00	
Alpin Grant .....	Printing blank forms, &c.....	344 00	821 90	
P. Monaghan .....	Advertising to 30th September, 1865.	24 50		
A. J. Ritchie.....	“ “ “ “.....	18 00		
James Barnes .....	“ “ “ “.....	24 50		
Charles Annand .....	“ “ “ “.....	19 00		
Compton & Co.....	“ “ “ “.....		50 00	
S. H. Holmes .....	“ “ “ “.....	14 00		
R. Huntington.....	“ “ “ “.....	3 00		
President and Secretary..	In aid of Industrial School, Pictou... ..		100 00	
William McDonald.....	Services as Teacher, per report Com.	66 00		
A. & W. McKinlay.....	On account of School Libraries.....		1679 00	
Commissioners .....	In aid of Schools, per report of Com.	209 00		
		10126 12	50915 00	
	<i>County of Annapolis.</i>			
Commissioners of Schools	Eastern District, Common Schools... ..	882 62	1226 00	
“ “	“ “ Academy.....	81 00		
“ “	Western District, Common Schools... ..	777 68	1052 50	
“ “	“ “ Academy.....	69 00	300 00	
“ “	“ “ Superior Schools... ..	350 00	200 00	
		2160 30	2778 50	
	<i>County of Antigonish.</i>			
Commissioners of Schools	Common Schools.....	1463 42	2022 50	
“ “	Superior Schools.....	200 00	200 00	
		1663 42	2222 50	
	<i>County of Cape Breton.</i>			
Commissioners of Schools	Common Schools.....	2048 50	2837 50	
“ “	Academy.....	375 00	300 00	
“ “	Superior Schools.....	200 00	200 00	
		2623 50	3337 50	
	Continued.....	16573 34	59253 50	
	<i>Carried forward</i> .....	\$ 46756 30	393764 27	440520 57

STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1866	For 1866.	Total Amount.
<i>Brought forward</i> .....		\$ 46756 30	398764 27	440520 57
	EDUCATION—Continued.....	16573 34	59253 50	
	<i>County of Colchester.</i>			
Commissioners of Schools.	Colchester District, Common Schools..	1457 17	2046 00	
“ “	Sterling “ Common “	487 54	680 00	
“ “	“ “ Superior “	200 00	200 00	
		2144 71	2926 00	
	<i>County of Cumberland.</i>			
Commissioners of Schools.	Eastern District, Common Schools...	1527 40	2193 50	
“ “	“ “ Academy .....	123 00	300 00	
“ “	Parrsboro’ District, Common Schools.	357 74	463 50	
“ “	“ “ Academy .....	27 00		
“ “	“ “ Superior Schools..	350 00	200 00	
		2385 14	3157 00	
	<i>County of Digby.</i>			
Commissioners of Schools.	Clare District, Common Schools.....	472 89	806 00	
“ “	Digby “ Common Schools.....	989 84	1500 00	
“ “	“ “ Academy .....	375 00		
“ “	“ “ Superior School.....	200 00	200 00	
		2037 73	2506 00	
	<i>County of Guysborough.</i>			
Commissioners of Schools.	Guysboro’ District, Common Schools..	878 25	1195 00	
“ “	“ “ Academy .....	102 00	300 00	
“ “	St. Mary’s District, Common Schools.	420 54	565 50	
“ “	“ “ Academy .....	48 00		
“ “	“ “ Superior Schools .	350 00	200 00	
		1798 79	2260 50	
	<i>County of Halifax.</i>			
Commissioners of Schools.	City of Halifax, Common Schools....	2229 50	6807 00	
“ “	Rural District, “ “ ....	496 50	639 50	
“ “	Shore District, “ “ ....	459 50	631 50	
“ “	Western District, “ “ ....	1387 39	1964 50	
“ “	“ “ Superior “	200 00	200 00	
		4772 89	10242 50	
	<i>County of Hants.</i>			
Commissioners of Schools.	Rawdon District, Common Schools...	771 99	1056 50	
“ “	Windsor “ “ “ ...	951 12	1318 00	
“ “	“ “ Superior “ ...	200 00	200 00	
		1923 11	2574 50	
	Continued.....	31635 71	82920 00	
	<i>Carried forward</i> ..... \$	46756 30	398764 27	440520 57

STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1866	For 1866.	Total Amount.
<i>Brought forward</i> .....		\$ 46756 30	393764 27	440520 57
	EDUCATION—Continued.....	31635 71	82920 00	
	<i>County of Inverness.</i>			
Commissioners of Schools.	North District, Common Schools.....	713 59	1198 50	
“ “	“ “ Academy.....	50 00		
“ “	South “ Common Schools.....	1326 14	2017 00	
“ “	“ “ Academy.....	100 00		
“ “	North “ Superior Schools.....	400 00	200 00	
		2589 73	3415 50	
	<i>County of Kings.</i>			
Commissioners of Schools.	Common Schools.....	1750 75	2547 50	
“ “	Superior “.....	200 00	200 00	
		1950 75	2747 50	
	<i>County of Lunenburg.</i>			
Commissioners of Schools.	Chester District, Common Schools...	458 50	552 50	
“ “	“ “ Academy.....	390 00		
“ “	New Dublin District, Common Schools	479 00	670 50	
“ “	“ “ Academy.....	100 50	300 00	
“ “	Lunenburg “ Common Schools	962 50	1447 00	
“ “	“ “ Superior Schools.....		200 00	
		2390 50	3170 00	
	<i>County of Pictou.</i>			
Commissioners of Schools.	North District, Common Schools.....	1381 14	1866 00	
“ “	South “ “.....	1513 77	2048 00	
“ “	“ “ Superior Schools.....	200 00	200 00	
		3094 91	4114 00	
	<i>County of Queens.</i>			
Commissioners of Schools.	North District, Common Schools.....	275 52	270 50	
“ “	“ “ Academy.....	46 50		
“ “	South “ Common Schools.....	630 85	1003 00	
“ “	“ “ Academy.....	103 49	300 00	
“ “	“ “ Superior Schools.....	200 00	200 00	
		1256 36	1773 50	
	<i>County of Richmond.</i>			
Commissioners of Schools.	Common Schools.....	1157 33	1714 50	
“ “	Academy.....	300 00	300 00	
“ “	Superior Schools.....	200 00		
		1657 33	2014 50	
	Continued.....	44575 29	100155 00	
	<i>Carried forward</i> ..... \$	46756 30	393764 27	440520 57

STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1866	For 1866.	Total Amount.
<i>Brought forward</i> .....		\$ 46756 30	398764 27	440520 57
	EDUCATION—Continued.....	44575 29	100155 00	
	<i>County of Shelburne.</i>			
Commissioners of Schools.	Barrington District, Common Schools.	554 50	732 00	
“ “	“ “ Academy .....	17 62		
“ “	Shelburne “ Common Schools.	531 25	719 00	
“ “	“ “ Academy .....	75 00	300 00	
“ “	“ “ Superior Schools.	350 00	200 00	
		1528 37	1951 00	
	<i>County of Victoria.</i>			
Commissioners of Schools.	Common Schools.....	1038 50	1611 50	
“ “	Grammar “ .....	150 00	400 00	
“ “	Superior “ .....	400 00		
		1588 50	2011 50	
	<i>County of Yarmouth.</i>			
Commissioners of Schools.	Argyle District, Common Schools....	601 25	855 00	
“ “	Yarmouth District, Common Schools.	868 71	1246 00	
“ “	“ “ Superior Schools.	200 00	200 00	
		1669 96	2301 00	
		49362 12	106418 50	155780 62
	ESCHEAT.			
Hon. Attorney General...	Cost of Escheat under law of 1859...		206 44	206 44
	HARE'S LOT.			
Mrs. Margaret Hare.....	Interest for 12 months .....	60 00	180 00	240 00
	IMMIGRATION.			
Commissioners.....	On account of current expenses .....	200 00	19800 00	
Joseph Outram.....	Salary for 6 months ending 30th June	200 00		
		400 00	19800 00	20200 00
	INDIANS.			
Commissioners.....	For relief of Indians.....	800 00	400 00	
Overseers of Poor .....	“ “ at Cornwallis....		48 32	
“ “ .....	“ “ Shelburne .....		29 07	
Dr. Dennison .....	“ “ Newport.....		21 10	
		800 00	498 49	1298 49
	INDIAN RESERVES.			
C. J. Campbell.....	Amount paid by him for Indian lands and interest to date.....		598 34	598 34
	<i>Carried forward</i> ..... \$	97378 42	521466 04	618844 46

## STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1866	For 1866.	Total Amount.
<i>Brought forward</i> .....		\$ 97378 42	521466 04	618844 46
INTEREST.				
Cashier of Savings' Bank.	Interest due depositors.....	16050 00	6400 00	22450 00
JUDICIARY EXPENSES.				
Hon. Chief Justice.....	Travelling Fees, Spring and Fall Terms.....		373 38	
" J. W. Johnston.....	" " " ".....		336 00	
Lewis M. Wilkins.....	" " " ".....		266 00	
W. F. Desbarres.....	" " " ".....		289 33	
E. M. Dodd.....	" " Fall Terms.....		310 66	
			1575 32	1575 32
LEGISLATIVE EXPENSES.				
<i>Assembly.</i>				
The Speaker, et al.....	Pay and travelling expenses, session '66.....		19499 60	
H. C. D. Twining.....	Clerk of Assembly.....		1200 00	
".....	Contingencies.....		2425 54	
James G. Tobin.....	Assistant Clerk.....		800 00	
Rev. J. C. Cochran.....	Chaplain.....		100 00	
Edward A. Pyke.....	Sergeant-at-Arms.....		300 00	
Richardson Harris.....	Assistant Sergeant-at-Arms.....		180 00	
John Fitzgerald.....	Messenger.....		160 00	
Postmaster General.....	Postage of Members.....		3239 70	
John G. Bourinot.....	Reporting Debates of Assembly.....		2200 00	
Jas. G. Tobin.....	Services connected with Legis. papers.....		100 00	
A. & W. McKinlay.....	For stationery.....		1381 53	
Alpin Grant.....	On acct. of App. to Assembly Journals.....		1517 75	
Compton & Co.....	" printing Journals.....		3837 00	
Angus Boyde.....	For advertising.....		3 00	
			36944 12	
<i>Legislative Council.</i>				
The President, et al.....	Pay and travelling expenses, session '66.....		6190 00	
Alpin Grant.....	Printing Journals.....		1469 00	
John C. Haliburton.....	Clerk of Council.....		800 00	
".....	Contingencies.....		1250 00	
J. J. Sawyer.....	Usher of the Black Rod.....		300 00	
Rev. G. W. Hill.....	Chaplain.....		100 00	
H. Oldright.....	Reporting Debates, Legislative Council.....		400 00	
".....	Publishing " 14,000 copies ver- <i>batim</i> report on Confederation.....		300 00	
Postmaster General.....	Postage of Councillors.....		759 08	
John Willing.....	Messenger.....		180 00	
Evan McPhee.....	Assistant Messenger.....		80 00	
A. Grant.....	Publishing Debates.....		80 00	
Chas. Annand.....	" ".....		80 00	
Jas. Barnes.....	Advertising and Circulating Debates..		23 00	
S. Selden.....	" " ".....		26 00	
Provincial Wesleyan,...	" " ".....		20 00	
			12057 08	
			49001 20	49001 20
<i>Carried forward</i> .....		\$ 118428 42	578442 56	691870 98



## STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1866	For 1866.	Total Amount.
<i>Brought forward</i> .....		\$ 118428 42	578442 56	691870 98
	MILITIA.			
R. B. Sinclair, A. G. M...	On account of current expenses.....	30118 00	107882 00	
C. Stewart.....	Aid to Drill Shed at Amherst.....		652 22	
		30118 00	108534 22	188652 22
	MISCELLANEOUS.			
James Venables.....	Keeper of Public Building.....	80 00	240 00	
" .....	For fuel and Crier Vice Adm. Court..	25 00	25 00	
John Goudge.....	Services for 12 mos., ended 30th June.	120 00	420 00	
Edmund Crowell .....	Aid to establishment at Seal Island...	120 00		
Hon. A. Macfarlane .....	Travelling fees, attending Council....	50 00	250 00	
" Jno. McKinnon....	" .....	66 00	330 00	
" Jno. Creighton .....	" .....	28 00	112 00	
J. & W. Compton.....	Binding Journals of Assembly, 1865..		560 00	
Beamish Murdoch .....	Per resolution of Assembly.....		500 00	
John Bowes & Son.....	For account binding.....	172 00	386 50	
Thos. R. DeWolf .....	" extra services in 1865.....		200 00	
Jonathan McCully .....	On account of Legislative Library....		1200 00	
Commissioners .....	Signing and cancelling Province Notes	150 00	450 00	
W. H. Wiswell.....	Telegrams to and from Lieut.-Governor	45 15	1374 18	
" .....	" " Provincial Secretary	55 42	222 15	
" .....	" " Financial Secretary.	43 05	103 76	
" .....	" " Attorney General ..	66 87	305 31	
D. Honeyman .....	On account of Dublin Exhibition....	2000 00	1037 20	
T. B. Aikin.....	On account of Record Commission...		522 00	
C. C. Hamilton.....	Fruit Growers' Association.....		400 00	
A. Downs .....	Grant for 1866.....		200 00	
Nova Scotia Hor. Society.	Do.....		400 00	
Comms. Poor's Asylum..	Balance of cost for transient poor....		756 78	
" .....	On acct. City and Prov. Hospital.....		800 00	
American Bank Note Co..	For new notes.....		611 90	
Hon. Chief Justice.....	Admiralty Books.....		60 00	
Adams G. Archibald .....	For amt. of amount on public service..		205 83	
J. B. Smith.....	For services connected with suit of Queen vs. city of Halifax.....		40 00	
J. B. Gilpin.....	Amt. voted to heirs of late Dr. Slayter	60 00	2000 00	
Henry Petipaw .....	For Provincial money lost by fire....		225 00	
S. H. Holmes .....	Aid to Hospital at Pictou.....		800 00	
V. J. Wallace.....	Money lost by fire.....		38 00	
Fraser Hatfield.....	For killing a wolf.....		20 00	
J. W. Nutting.....	Fitting office for Judge in Equity .....		273 00	
B. Wier.....	For purchase of steamer <i>Druid</i> .....		20000 00	
W. B. Townsend.....	Return of one member to Assembly..		6 00	
C. & A. Clarke.....	For lithograph plates.....		221 00	
William Kenny.....	Keeping establishment at Mud Island to aid vessels in distress.....		53 82	
J. F. Phelan .....	In aid of steamer.....		3200 00	
Z. S. Hall .....	Covers for Registry of Shipping.....		140 00	
Henry Oldright.....	Salary.....		450 00	
J. W. Jackson.....	Aid to drill-room at New Glasgow .....		303 25	
John R. Wallace.....	For extra services.....		200 00	
	Continued.....	3081 49	39642 18	
	<i>Carried forward</i> .....	\$ 143546 42	686976 78	830523 20

## STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1866	For 1866.	Total Amount.
<i>Brought forward</i> .....		\$ 143546 42	686976 78	830523 20
	MISCELLANEOUS—Continued....	3081 49	39642 18	
John Fitzgerald .....	Arranging Parliamentary papers.....		60 00	
James G. Tobin .....	do. do.....		130 00	
Henry Oldright.....	Reporting decisions Supreme Court.....		166 67	
E. G. Purdy.....	Aid to drill room.....		164 56	
Henry Peach.....	For placing buoys in Canso Harbor ..		100 00	
H. W. Johnston .....	Expenses of Reports of Inspectors of Mines in Great Britain.....		22 47	
Baring Bros.....	On account of Dublin Exhibition .....		1015 29	
		3081 49	41301 17	44382 66
	NAVIGATION SECURITIES.			
A. H. Harris .....	Loss to vessel at Bear River bridge, per report of Com., Co. Annapolis.....		400 00	
Commissioners .....	Aid to breakwater, Pt. Williams, “		298 63	
“ .....	“ Tracadie Harbor, Co. Antigonish..	1000 00	6500 00	
“ .....	“ Antigonish “ “ .....		2117 35	
“ .....	“ Arasaig Pier “ .....		34 00	
Hon. T. D. Archibald....	“ breakwater at Cow Bay, Cape Breten	4000 00	4000 00	
James McNab.....	“ Pugwash bridge, Co. Cumberland.		150 00	
A. M. Melanson .....	“ Grosoque breakwater, Co. Digby.		200 00	
D. Saulnier .....	“ breakwater at Saulnierville “ .....		300 00	
E. Therrio.....	“ breakwater Comeauville “ .....		300 00	
C. M. Melanson.....	“ breakwater Church Point “ .....		200 00	
John O'Brien .....	Balance expended removing obstruc- tions from Sissiboo River, Co. Digby.....		300 00	
John Cumminger.....	On acct. of deepening St. Mary's River, Co. Guysborough.....		150 00	
William Wells .....	Bal. of grant to Molasses Har., Co. Guys.		133 84	
Daniel Hattie .....	Removing obstructions St. Mary's Riv., Co. Guysborough.....		66 66	
John Hattie .....	Bal. expended removing obstructions from St. Mary's River, Co. Guysboro'		133 34	
George Armstrong.....	On acct. of public landing at Saulnier- ville, Co. Hants.....		1000 00	
Benjamin Sweet .....	“ boom at St. Croix River, Co. Hants		40 00	
Alexander McNab .....	“ Port Hood wharf, Co. Inverness..		18931 40	
Simeon Chomph .....	“ a Boat Harbor at Big Pond “ .....		300 00	
Robert McDougall.....	Aid to beach west side Port Hood Harb.	300 00	312 00	
A. S. Adams.....	Grant to International Coal Co.....		500 00	
Lauchlan Kennedy.....	Aid to Boat Canal at Big Harbor, Co. Inverness .....		64 00	
B. B. Woodworth .....	On acct. of Oak Point Pier, Co. Kings		517 00	
L. P. Jacques .....	“ breakwater at Brown's Brook, “		600 00	
Philip Mason & J. Morash	Co. Lunenburg.....		200 00	
Joseph Gardner.....	On acct. of public wharf at Brooklyn, Co. Queens.....		1333 00	
Commissioners.....	On acct. expenses deepening channel, Liverpool harbor, Co. Queens.....	800 00	1500 00	
P. Boisdet & B. Forrest..	“ Little Arichat harbor, Co. Richmond		1000 00	
T. S. Perry .....	To preserve beach at Round Bay, Shel- burne .....		40 00	
	Continued.....	6100 00	41621 42	
	<i>Carried forward</i> .....	\$ 146627 91	728277 95	874905 86

STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1886	For 1886.	Total Amount.
<i>Brought forward</i> .....		\$ 146627 91	728277 95	874905 86
	NAVIGATION SECURITIES—Continued	6100 00	41621 42	
John Smith .. . . . . .	On acct. Boat Harbor, North Shore, St. Ann's, Co. Victoria.....		300 00	
John Munro .. . . . . .	Aid to breakwater at Neil's har., Co. Vic.....		333 00	
George Wilson... .. .	On acct. of beacon at Wisse's ledge .. . . . .		1000 00	
		6100 00	43254 22	49354 22
	OLD COPPER COIN.			
John Goudge .. . . . . .	To exchange for old copper coin.....		140 00	140 00
	POST COMMUNICATION.			
Postmaster General.....	For current expenses.....	12000 00	23500 00	
" .. . . . . .	Packet postage.....	2221 71	4631 34	
" .. . . . . .	Postage of Lieutenant Governor.....	102 40	333 27	
" .. . . . . .	Provincial Secretary.....	155 70	822 30	
" .. . . . . .	Financial Secretary.....	145 59	440 64	
" .. . . . . .	Receiver General.....	100 36	360 86	
" .. . . . . .	Attorney General .. . . . . .	33 08	127 91	
" .. . . . . .	Board of Revenue.....	11 78	37 66	
" .. . . . . .	Superintend't of Education	29 32	376 71	
" .. . . . . .	Board of Statistics.....	80		
" .. . . . . .	Industrial Exhibition .. . . . . .		11 18	
" .. . . . . .	Surgeon General.....		2 33	
" .. . . . . .	Adjutant General.....	251 92	1239 40	
" .. . . . . .	Military Departments.....	276 04	967 60	
		15326 70	32851 20	48177 90
	PUBLIC BUILDING.			
Commissioners.....	On account of construction.....		32666 08	32666 08
	PUBLIC PRINTING.			
Queen's Printer .. . . . . .	On account of public printing.....	2389 15	5959 59	
Compton & Co.....	" .. . . . . .		1018 65	
Charles Annand .. . . . . .	" .. . . . . .		105 98	
W. A. Penny .. . . . . .	" .. . . . . .	35 00	113 25	
Garvie & McDonald.....	" .. . . . . .		62 65	
John D. McDonald.....	" .. . . . . .		13 50	
Crosskill & Bourinot.....	" .. . . . . .	6 00	798 25	
H. W. Blackadar.....	" .. . . . . .		103 50	
Young & Morrill.....	" .. . . . . .		4 50	
A. J. Ritchie .. . . . . .	" .. . . . . .		56 75	
James Barnes .. . . . . .	" .. . . . . .		4 25	
A. Lawson .. . . . . .	" .. . . . . .		6 00	
W. Huntington.....	" .. . . . . .		6 50	
	Continued.....	2430 15	8258 37	
<i>Carried forward</i> .....		\$ 168054 61	837189 45	1005244 06

## STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1866	For 1866.	Total Amount.
<i>Brought forward</i> .....		\$ 168054 61	837189 45	1005244 06
	PUBLIC PRINTING—Continued....	2430 15	8253 37	
S. H. Holmes.....	On account of public printing.....		10 25	
Angus Boyd.....	“ “.....		3 00	
C. E. DeWolf.....	“ “.....		7 75	
J. S. M. Allen.....	“ “.....		3 75	
F. Harrison.....	“ “.....		15 50	
W. Gossip.....	“ “.....		24 90	
Provincial Guardian.....	“ “.....		1 50	
J. B. Gidney.....	“ “.....		15 62	
Archibald McNeil.....	“ “.....		8 00	
D. F. Hutchinson.....	“ “.....	4 00	61 24	
A. M. Stewart.....	“ “.....		7 50	
		2434 15	8412 38	10846 53
	POORS' ASYLUM.			
Commissioners.....	For maintenance of transient poor....	2000 00	10987 40	12987 40
	PICTOU RAILWAY.			
Commissioner.....	On account of construction.....	64000 00	776916 60	
Receiver General.....	Signing debentures.....		1750 00	
Thos. F. Knight.....	“.....		209 00	
		64000 00	778875 60	842875 60
	RAILWAY EXPENSES.			
Commissioner.....	On account current expenses.....		205000 00	205000 00
	RAILWAY INTEREST.			
Baring Brothers.....	To pay bondholders interest to 30th June, and balance of their account to 31st December, 1865.....	52620 00	157520 01	
Bondholders.....	On acct. interest to 30th June, 1865..	14805 00	61740 00	
		67425 00	219260 01	286685 01
	RATIONS TO TROOPS.			
Quartermaster, 16th Regt.	Marching and lodging allowance—One private from New Brunswick to Halifax.....		60	
“.....	Do. detachment Halifax to New Brunswick and back.....		4 80	
“ Monck, 17th Regt.	Do. from St. John to Halifax.....		3 50	
Colonel Ansell.....	Do. hence to P. E. Island.....		81 60	
“.....	Do. 3 privates from St. John to Halifax.....		1 20	
Quartermaster Blair, R.A.	Do. detachment Royal Artillery hence to New Brunswick.....		10 20	
			101 90	101 90
	<i>Carried forward</i> .....	\$ 303913 76	2059826 74	2363740 50

STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1866	For 1866.	Total Amount.
<i>Brought forward</i> .....		\$ 303913 76	2059826 74	2363740 50
REVENUE EXPENSES.				
Edward Binney.....	Sal'y from July 1, '65, to June 30, '66.	400 00	1400 00	
H. B. Paulin.....	"....."	250 00	750 00	
William G. Fife.....	"....."	250 00	850 00	
John U. Ross.....	"....."	250 00	850 00	
J. M. Tidmarsh.....	"....."	200 00	650 00	
Joseph W. Cragg.....	"....."	200 00	650 00	
Joseph Austin.....	"....."	150 00	450 00	
Samuel R. Caldwell.....	"....."	150 00	450 00	
Peter Donaldson.....	"....."	160 00	560 00	
James Fitzgerald.....	"....."	150 00	550 00	
Bowden B. Oxley.....	"....."	150 00	450 00	
James S. Morris.....	"....."	125 00	395 00	
John Strachan.....	"....."	150 00	550 00	
James S. Richardson.....	"....."	150 00	550 00	
Edward Duckett.....	"....."	150 00	450 00	
William H. Hill.....	"....."	150 00	450 00	
Andrew D. Merrell.....	"....."	125 00	400 00	
Charles M. Almon.....	"....."	80 11	225 00	
James G. Morris.....	"....."		225 00	
Edward Binney.....	To pay 1 Tide Surveyor.....	52 70	631 30	
".....	" 3 Shipping Officers.....	135 00	1551 00	
".....	" 12 Lockers.....	455 50	55796 95	
".....	" 3 Weighers.....	157 50	1866 00	
".....	" 2 Boatmen.....	90 00	1330 75	
".....	" 12 Tide-waiters.....	560 50	6762 75	
".....	" Truckman, Messenger, &c.....	48 93	871 50	
".....	" Contingencies.....		1623 61	
N. S. Marine Insur. Co....	" Rent of offices for Revenue Dep'tmt.....	310 00	930 00	
H. B. Paulin.....	" commissions on Light Duty.....		531 61	
Thos. R. DeWolf.....	For Trade Returns 1865, and Supplementary Returns.....	400 00	100 00	
Jos. Browner.....	Salary as Controller at Tangier.....	80 00		
".....	Commission on duties collected.....		1 66	
John F. Muncey.....	Sal'y from July 1, '65, to June 30, '66	150 00	450 00	
".....	Travelling expenses.....	100 00	712 86	
John Bowes & Son.....	On account binding Revenue Laws...	125 00		
James Kerr.....	Sal'y from June 20, '65, to June 30, '66	166 66	450 00	
".....	Travelling expenses.....	90 12	656 79	
Alpin Grant.....	Printing blanks.....	435 00	2684 95	
Z. S. Hall.....	For paper covers, &c.....		105 16	
W. C. Sargeant.....	Measuring tapes, forms, &c., for Surveyors of Shipping.....		161 75	
Joseph Austin.....	To pay rent and fuel for Proof Office.....		100 00	
		6597 02	38173 64	
<i>County of Annapolis.</i>				
T. C. Tobias.....	Salary as Collector at Annapolis.....	145 00	328 67	
".....	Commission on duties collected.....	52 22	265 95	
S. S. Thorne.....	Salary as Collector at Bridgetown....	80 00		
		277 22	594 62	
	Continued.....	6597 02	38173 64	
	<i>Carried forward</i> .....	\$ 303913 76	2059826 74	2363740 50

## STATEMENT OF WARRANTS—CONTINUED.

* To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1866	For 1866.	Total Amount.
<i>Brought forward</i> .....		\$ 303913 76	2059826 74	2363740 50
	REVENUE EXPENSES—Continued...	6597 02	38173 64	
	<i>County of Annapolis (continued)</i> ...	277 22	594 62	
S. S. Thorne.....	Commission on duties collected.....	70 81	413 55	
G. F. Ditmars.....	Salary as Controller at Clementsport.	80 00		
".....	Commission on duties collected.....	21 90	104 29	
Walter Graves.....	Salary as Collector at Port Williams to 30th September, 1865.....	26 66		
".....	Commission on duties collected.....	14 45	12 91	
D. W. Landers.....	Salary as Controller at Margaretsville.	80 00		
".....	Commission on duties collected.....	224 51		
A. B. Thorne.....	Salary as Controller at Thorne's Cove.	80 00		
".....	Commission on duties collected.....	27 15		
Robert Stone.....	Salary as Controller at Wilmot.....	80 00		
".....	Commission on duties collected.....	99 83	45 30	
John Barr.....	Salary as Controller at Bear River...	80 00		
".....	Commission on duties collected.....	42 62	255 50	
J. L. Rice.....	Salary as Protective officer at Annapolis	60 00		
Timothy Brooks.....	" " Chester Cove	40 00		
James Gates.....	" " Gate's Pier..	60 00		
A. M. Chute.....	" " 6 mos., Bridgetown.	23 00		
Wm. Reardon.....	" " 12 mos., Bear River..	60 00		
		1448 15	1426 17	
	<i>County of Antigonish.</i>			
		80 00		
Hugh McPhee.....	Salary as Controller at Antigonish...	590 30		
".....	Commission on duties collected.....	20 00		
E. G. Randall.....	Sal'y as Controller at Little Riv., 3 mos.	4 00		
".....	Commission on duties collected.....			
		694 30		
	<i>County of Cape Breton.</i>			
W. W. Bowen.....	Salary as Controller at Cow Bay.....	80 00		
".....	Commission on duties collected.....	350 00		
Lawrence Kavanagh.....	Salary as Controller at Louisburg....	80 00		
".....	Commission on duties collected.....	9 60		
Frederick Leaver.....	Salary as Controller at Lingan.....	80 00		
".....	Commission on duties collected.....	92 97		
C. E. Leonard, junr.....	Salary as Controller and Register at Sydney.....	200 00		
".....	Commission on duties collected.....	66 79		
George Rigby.....	Salary as Controller at Main-a-dieu...	60 00		
Thomas S. Brown.....	Salary for 12 months, to 30th June, 1866.....	50 00	150 00	
".....	Commission on duties collected.....	385 00	564 73	
Thomas Phoran.....	Salary as boatman at North Sydney...	60 00	180 00	
John Landers.....	" " " "	60 00	180 00	
		1574 36	1074 73	
	Continued.....	10803 83	40674 54	
	<i>Carried forward</i> .....	\$ 303913 76	2059826 74	2363740 50

STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1866	For 1866.	Total Amount.
<i>Brought forward</i> .....		\$ 303913 76	2059826 74	2363740 50
	REVENUE EXPENSES—Continued ...	10303 83	40674 54	
	<i>County of Colchester.</i>			
Andrew Y. Corbet .....	Salary as Controller at Five Islands ..	80 00		
" .....	Commission on duties collected .....	56 93		
William Campbell .....	Salary as Controller at Tatamagouche.	80 00		
" .....	Commission on duties collected .....	116 32		
D. A. Davidson.....	Salary as Controller at Londonderry..	80 00		
" .....	Commission on duties collected .....	26 00	224 60	
Thos. M. Crow.....	Salary as Controller at Truro.....	80 00		
" .....	Commission on duties collected .....	5 68	34 89	
James McCurdy .....	Sal'y as Protective Officer at Old Barns	60 00		
George Creelman .....	" " Shubenacadie.	40 00		
Harris Fulmore .....	" " Five Islands..	60 00		
		684 93	259 49	
	<i>County of Cumberland.</i>			
Charles Ward .....	Sal'y as Controller at Advocate Harbor	80 00		
" .....	Commission on duties collected .....	10 10		
J. W. Delaney.....	Sal'y as Controller at Amherst, 21 mos. to 30th Sept. '65.....	140 00		
" .....	Com. on duties collected to 30th Sept.	813 10	570 14	
John Moffatt.....	Sal'y as Protective officer, Riv. Hebert	60 00		
" .....	Commission on duties collected .....		121 34	
James McNab .....	Sal'y as Control'r & Regist'r, Pugwash	140 00		
" .....	Commission on duties collected .....	145 88		
James Ratchford.....	Salary as Controller and Registrar at Parrsboro', 15 mons., June 30, '66	100 00	150 00	
" .....	Commission on duties collected .....	42 58	99 18	
A. D. Chapman .....			40 00	
John Fowler.....	Salary as Controller and Registrar at Apple Riv., 21 mos., to June 30, '66	80 00	60 00	
" .....	Commission on duties collected .....	3 39	8 54	
Jeffery Gordon .....	Sal'y as Protective officer at Fort Lawrence, 12 mos., 30th Sept., 1865.	40 00		
George Seaman.....	Sal'y as Controller at Joggins, 14 mos., 8 days, 8 Dec. 1865.....	80 00	15 09	
" .....	Commission on duties collected .....	55 95	128 91	
Nicol Nicolson.....	Salary, 21 mons., to 30th Sept., 1865.	140 00		
Wm. Brundage.....	Salary.....	16 74		
" .....	Commission on duties collected .....	50 00	60 00	
		1997 74	1253 20	
	<i>County of Digby.</i>			
Botsford Viets.....	Sal'y as Controller & Registrar at Digby	200 00		
" .....	Commission on duties collected .....	132 69	656 69	
Ambrose Bourneauf.....	Salary as Controller at Port Acadia...	80 00		
" .....	Commission on duties collected .....	108 35		
		521 04	656 69	
	Continued.....	12986 50	42187 23	
	<i>Carried forward</i> .....	\$ 303913 76	2059826 74	2363740 50

## STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1866	For 1866.	Total Amount.
<i>Brought forward</i> .....		\$ 303913 76	2059826 74	2363740 50
	REVENUE EXPENSES—Continued....	12986 50	42187 23	
	<i>County of Digby (continued)</i> ....	521 04	656 69	
Calvin Gidney.....	Salary as Controller at Sandy Cove ..	80 00		
" .....	Commission on duties collected.....	54 82		
Richard Sanderson.....	Salary as Controller at Port Gilbert ..	80 00		
" .....	Commission on duties collected.....	122 00		
B. H. Ruggles.....	Salary as Controller at Westport.....	80 00		
" .....	Commission on duties collected.....	53 32		
Sterns Jones .....	Salary as Controller at Weymouth ..	80 00		
" .....	Commission on duties collected.....	72 49	332 03	
John Smith.....	Salary as Protective Officer at Petite Passage.....	60 00		
B. A. Robicheau.....	" " Meteghan..	60 00		
E. H. Potter .....	" " Bear River.	60 00		
		1323 67	988 72	
	<i>County of Guysborough.</i>			
W. J. Bigelow .....	Commission on Light Duty collected..		135 91	
" .....	Discount on \$920, American money..		47 96	
V. J. Wallace.....	Salary as Controller at Port Mulgrave	80 00		
" .....	Commission on duties collected.....	93 06		
A. P. McKenzie .....	Salary as Controller at St. Mary's Riv.	80 00		
" .....	Commission on duties collected.....	19 77		
James Marshall .....	Salary as Controller at Guysborough..	140 00		
" .....	Commission on duties collected.....	1 92		
James Purcell.....	Salary as Controller of Light Duty...	600 00		
" .....	Wages of crew and board of do.....	1236 00		
" .....	Commis. to McCulloch & McDonald..	46 72		
" .....	Repairs to Revenue boat.....	12 00		
" .....	Discount of American money.....	60 00		
John Anderson.....	Salary as Protective Officer.....	60 00		
Stephen McMillan.....	Salary as Controller at Isaac's Harbor	80 00		
" .....	Commission on duties collected.....	16 60		
		2526 07	188 87	
	<i>County of Hants.</i>			
Nathan F. Harris .....	Salary as Controller at Hantsport....	80 00		
" .....	Commission on duties collected.....	32 61		
Adam Roy.....	Salary as Controller at Maitland.....	80 00		
" .....	Commission on duties collected.....	66 52		
Charles R. Allison .....	Salary as Controller at Walton.....	80 00		
" .....	Commission on duties collected.....	8 74		
Edward O'Brien .....	Salary as Controller and Registrar at Windsor, 18 mos., to June 30, '66	150 00	150 00	
" .....	Commission on duties collected .....	372 13	600 31	
John Sterling.....	Salary as Landing Waiter at Windsor.	75 00	225 00	
R. G. O'Brien.....	Salary as Protective Officer at Noel...	60 00		
		1005 00	975 31	
	Continued.....	17841 24	44335 13	
	<i>Carried forward</i> .....	\$ 303913 76	2059826 74	2363740 50



STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1866	For 1866.	Total Amount.
<i>Brought forward</i> .....		\$ 303913 76	2059826 74	2363740 50
	REVENUE EXPENSES—Continued...	17851 24	44335 13	
	<i>County of Inverness.</i>			
John McRae.....	Salary as Controller at Margaree....	80 00		
".....	Commission on duties collected.....	3 79		
E. D. Tremain.....	Salary as Controller at Port Hood...	80 00		
".....	Commission on duties collected.....	344 56		
Malcolm McDonald.....	Sal'y as Controller at Port Hawkesbury	80 00		
".....	Commission on Light Duties collected	93 35		
		681 70		
	<i>County of Kings.</i>			
Edwin DeWolf.....	Salary as Collector at Horton.....	80 00		
".....	Commission on duties collected.....	17 55	9 40	
Ebenezer Rand.....	Salary as Controller at Cornwallis...	80 00		
".....	Commission on duties collected.....	437 50		
C. V. Rawding.....	Salary as Controller at Canada Creek.	80 00		
".....	Commission on duties collected.....	34 47	124 60	
Robert Farnsworth.....	Salary as Controller at French Cross.	80 00		
".....	Commission on duties collected.....	137 11		
Henry Morris.....	Salary as Controller at Harborville...	80 00		
".....	Commission on duties collected.....	129 49		
George Lockwood.....	Salary as Protective Officer, Cornwallis	60 00		
Elijah E. Rockwell.....	"....."	40 00		
Simon N. Porter.....	Salary as Protective Officer, Chipman Brook Wharf.....	40 00		
Abram Ogilvie.....	Salary as Protect. Officer, Harborville.	40 00		
		1336 12	134 00	
	<i>County of Lunenburg.</i>			
H. M. Moyle.....	Salary as Controller and Registrar at Lunenburg.....	100 00	300 00	
".....	Commission on duties collected and postages.....	27 60	244 53	
John Harley.....	Salary as Controller at LaHave.....	80 00		
".....	Commission on duties collected.....	159 10	14 30	
".....	Expenses connected with schr. M. J. Williams.....	65 00		
Chas. D. Mader.....	Salary as Controller at Mahone Bay..	80 00		
".....	Commission on duties collected.....	6 75		
Daniel Dimock.....	Salary as Controller at Mahone Bay..	80 00		
".....	Commission on duties collected.....	15 67		
William Geldert.....	Protective Officer at LaHave, 5 months	25 00		
Joseph Rudolph.....	"....."	25 00		
		664 12	558 83	
	Continued.....	20533 18	45027 96	
	<i>Carried forward</i> .....	\$ 303913 76	2059826 74	2363740 50

## STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1866	For 1866.	Total Amount.
<i>Brought forward</i> .....		\$ 303913 76	2059826 74	2363740 50
	REVENUE EXPENSES—Continued ...	20533 18	45027 96	
	<i>County of Pictou.</i>			
David McCulloch .....	Salary as Controller & Registrar, Pictou	250 00	750 00	
" .....	Commissions on Light Duty.....	22 19	73 24	
" .....	Expenses Revenue boat .....	4 58		
J. H. Lane .....	Salary as Warehouse Keeper at Pictou	100 00	300 00	
A. G. McKay .....	Salary as boatman at Pictou.....	43 33		
C. Murdoch.....	"....."	55 00	165 00	
D. Munro .....	"....."	55 00	165 00	
W. Mortimer.....	"....."	65 00	195 00	
G. J. Campbell.....	"....."	55 00	165 00	
		650 10	1813 24	
	<i>County of Queens.</i>			
John H. Freeman.....	Salary as Controller and Registrar at Liverpool.....	75 00	225 00	
" .....	Commission on duties collected.....	182 23	754 08	
" .....	Incidental expenses.....		20 74	
Wm. Bryden.....	Salary as Protective Officer & Searcher at Liverpool.....	90 00	270 00	
Joseph J. Letson.....	Salary as Controller at Port Medway..	80 00		
" .....	Commission on duties collected.....	86 55		
		513 78	1269 82	
	<i>County of Richmond.</i>			
Simon Donovan .....	Salary as Controller and Registrar at Arichat.....	200 00		
" .....	Commission on duties collected.....	471 10		
John Dunn .....	Repairs to Revenue boat.....	18 00		
L. LeLasheur .....	Salary as Protective Officer .....	60 00		
H. Marmond.....	"....."	60 00		
James Dunn .....	"....."	60 00		
Simon Donovan .....	Expenses connected with the steamer "Circassian" .....	140 00		
James Hearn .....	Sal'y as Protec. Officer & Land'g Waiter	100 00		
		1109 10		
	<i>County of Shelburne.</i>			
Winthrop Sargeant.....	Salary as Controller at Barrington ...	80 00		
" .....	Commission on duties collected.....	41 77	145 92	
William Stalker.....	Salary as Controller at Ragged Islands	80 00		
" .....	Commission on duties collected.....	23 28	254 70	
Joseph Trefry .....	Sal'y as Protective Officer at Barrington	60 00		
Seth Smith .....	"....."	60 00		
N. Snow .....	"..... at Port LaTour	60 00		
		405 05	400 62	
	Continued.....	23211 21	48511 64	
	<i>Carried forward</i> .....	\$ 303913 76	2059826 74	2363740 50

STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1866	For 1866.	Total Amount.
<i>Brought forward</i> .....		\$ 303913 76	2059826 74	2363740 50
	REVENUE EXPENSES—Continued....	23211 21	48511 64	
	<i>County of Victoria.</i>			
John McAuley .....	Salary as Controller at St. Ann's.....	80 00		
" .....	Commission on duties collected.....	3 14		
John McNeil.....	Salary as Controller at Great Bras d'Or	80 00		
" .....	Commission on duties collected.....	76 75		
Colin Black.....	Salary as Boatman at Great Bras d'Or	15 00		
Angus Morrison.....	Salary as Protective Officer at Great Bras d'Or.....	40 00		
John Bain .....	Salary as Protective Officer at Great Bras d'Or.....	40 00		
Peter Campbell.....	Salary as Protective Officer at Great Bras d'Or.....	60 00		
Chas. McKinnon.....	Salary as Protective Officer at Great Bras d'Or, 9 months.....	45 00		
A. F. Haliburton.....	Registrar of Shipping at Baddeck....	60 00		
		499 89		
	<i>County of Yarmouth.</i>			
Thos. E. Moberly .....	Salary as Controller and Registrar...	250 00	750 00	
" .....	Commission on duties collected .....	4 88	36 62	
" .....	To pay extra Waiters.....	3 75	20 85	
Lyman Durkee.....	Salary as Surveyor of Shipping.....	100 00	300 00	
H. A. Hood.....	Salary as Warehouse Keeper.....	100 00	450 00	
N. S. Porter .....	Salary as Landing Waiter .....		200 00	
Rueben E. Perry .....	Salary as Controller at Beaver River..	80 00		
" .....	Commission on duties collected.....	8 16		
P. S. D'Entremont.....	Salary as Controller at Pubnico.....	80 00		
" .....	Commission on duties collected.....	4 00	19 30	
Abram Lent .....	Salary as Controller at Tusket.....	80 00		
" .....	Commission on duties collected.....	4 17		
Joseph White.....	Commission on Light Duty.....	1 21		
" .....	Salary as Protective Officer at Tusket.	60 00		
Robert Wilson.....	" " "	60 00		
" .....	Commission on Light Duty.....	2 65		
James Muir.....	For Revenue boat.....	36 00		
		874 82	1776 77	
		24585 92	50288 41	74874 33
	ROAD ADVANCES.			
	<i>County of Annapolis.</i>			
Whitman & Syda.....	Expended on Bear River Bridge.....	3586 62		
Warren Longley.....	" Paradise Bridge.....	666 87		
	Continued.....	4253 49		
	<i>Carried forward</i> .....	\$ 328499 68	2110115 15	2438614 83

STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1866	For 1866.	Total Amount.
<i>Brought forward</i> .....		\$ 328499 68	2110115 15	2438614 83
	ROAD ADVANCES—Continued....	4253 49		
	<i>County of Antigonish.</i>			
Augustus Lavendier.....	Expended on road from Post road to Cape Jack road. ....	80 00		
Allan McDonald.....	“ bridge at Upper South River.....	34 18		
Donald & Angus McLean..	“ Main road to West River.....	40 00		
Donald Cameron .....	“ bridge and road at Back Settlement	36 95		
Allan McDonald.....	“ road at Upper South River .....	16 00		
Donald Fraser.....	“ road between McKenzie’s and St. Andrew’s .....	90 24		
Adam McKenzie.....	“ bridge at West River.....	880 00		
John McDonald .....	Over-expenditure on Commission No. 182.....	220 60		
Adam McKenzie.....	Expended on road from Port Mulgrave to Tracadie.....	133 33		
		1581 30		
	<i>County of Cape Breton.</i>			
Donald Gillis .....	Balance of expenditure on Lewis Bay bridge .....	333 34		
H. M. Lawlor .....	Expended on Prince of Wales bridge.	40 00		
Chas. McAlpine .....	“ Louisburg road.....	50 00		
John Edwards.....	“ Battery road.....	10 00		
Thos. F. Moore.....	“ Leitch’s Creek bridge..	20 00		
Robert Rice.....	“ road at North Sydney ..	40 00		
John Ryan .....	“ road at Frenchville .....	20 00		
Alexander McInnis.....	Bal. of expenditure on Ball’s bridge..	1000 00		
J. D. Clarke.....	Expended on Muggah’s bridge .....	182 60		
John Daily .....	“ bridge between Crawley’s and North West Arm.....		31 78	
Donald McDonald .....	“ Long Island road .....		20 00	
W. Nicholson .....	Expended on road from Leitch’s Creek to Barrasois.....		120 00	
A. McArthur & W. Durney	“ road from Mines to Little Bras d’Or .....		100 00	
Nicholas Milligan.....	“ Arnold’s bridge, Low Point.....		40 00	
Edward Gallavan.....	“ Lingan Mines road .....		50 00	
Alexander McKenzie....	“ road from Point Anconie to Mill Creek .....		30 00	
William G. Johnston....	Expended on post road Little Bras d’Or to Mines.....		80 00	
Duncan McIsaac.....	“ road from Sullivan’s to back land, East Bay.....		39 45	
John Ryan .....	“ road at Ball’s Creek .....		15 25	
“ .....	“ bridge at French Village .....		21 50	
Alexander Moore .....	“ George’s Point bridge.....		139 98	
Duncan Morrison .....	“ Martin’s Barren .....		40 00	
Michael Carlin .....	“ Lorway’s to New Mines.....		200 00	
John Christmas .....	“ bridge and road at Escasoni.....		12 00	
		1697 54	939 96	
	Continued.....	7482 33	939 96	
	<i>Carried forward</i> .....	\$ 328499 68	2110115 15	2438614 83

STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1868	For 1868.	Total Amount.
<i>Brought forward</i> .....		\$ 328499 68	2110115 15	2488614 83
	ROAD ADVANCES—Continued....	7482 33	939 96	
	<i>County of Colchester.</i>			
James Blair.....	Expended on road from Tatamagouche to Truro.....	632 96		
T. Miller & W. Faulkner..	“ Board Landing bridge.....	360 80		
N. S. Hingley.....	“ road from Clifford’s to Pictou Co. line.....	76 99		
David Dickie.....	“ Stewiacke bridge.....	343 78		
Alex. McNab.....	“ French River bridge.....		2155 14	
R. J. Pollock.....	“ bridge at Lower Stewiacke.....		88 65	
Wm. Johnston.....	“ road from Truro to Pictou.....		34 45	
D. Sturk.....	Surveying road from Folly Village to Acadia Iron Works.....		63 00	
James Miller.....	Expended on S. Wilson’s road to Miller Settlement.....		20 00	
Samuel Frame.....	“ Canal bridge.....		201 65	
Andrew Johnston.....	“ bridge at Board Landing.....		46 66	
R. Morrison, T.B. Chisholm	“ repairing Chegenois bridge.....		386 54	
		1414 53	2996 09	
	<i>County of Cumberland.</i>			
Wm. C. Rhindress.....	Expenditure repairing Wallace bridge	64 75		
Charles McCabe.....	“ on bridge near Durant’s.....	22 80		
Owen McGirk.....	“ road from Mill Village to O’Mullin’s	1 00		
Job. Seaman.....	“ road from Grand Marr Hill.....	40 00		
McKay and Kirkpatrick..	“ new road to Five Islands.....	1 90		
J. Bent, et al.....	“ Pugwash bridge.....	8500 00		
E. J. Purdy.....	“ road from River Philip to Starret’s	20 00		
John Davison.....	“ road from Gabriel’s to Davison’s..	5 60		
Thos. W. McKay.....	“ new road from Parrsboro’ to Five Islands.....	200 00		
A. B. Morris.....	“ bridge at Advocate Harbor.....	1018 51		
Hans Mills.....	“ bridle over Halfway Brook.....	12 34		
E. Lamo.....	“ bridge at Parrsboro’.....	20 00		
Richard Black.....	“ River Philip bridge.....	400 00		
Alexander McNab.....	On acct. of River Philip bridge.....		3000 00	
Thomas Pipes.....	Expenditure on bridge at Nappan.....		21 11	
Charles Lawrence.....	“ wall at Adam’s.....		100 00	
D. Stark.....	“ Advocate Harbour to Ratchford’s River (survey).....		427 44	
		10306 90	3548 55	
	<i>County of Digby.</i>			
David Rice.....	Expenditure on Shaw’s bridge.....	125 50		
Johnson Thomas.....	“ bridge road to North Range... ..	55 75		
E. W. Potter.....	“ bridge head of Smith’s Creek.....	349 65		
John Deveau.....	“ Mivelet’s bridge.....	12 85		
Augustine Therrieau.....	“ repairing A. Therrio’s road.....	30 60		
		574 35		
	Continued.....	19203 76	7484 60	
	<i>Carried forward</i> .....	\$ 328499 68	2110115 15	2488614 83

## STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1866	For 1866.	Total Amount.
<i>Brought forward</i> .....		\$ 328499 68	2110115 15	2438614 83
	ROAD ADVANCES—Continued....	19203 76	7484 60	
	<i>County of Digby (continued)</i> ....	574 35		
A. Saulnier.....	Expenditure on A. Saulnier's line road	30 00		
Joseph Deveau.....	" Joseph Deveau's road.....	41 72		
John Mullin.....	" Mullin's road.....	40 58		
Isaac Connell.....	" on road and Seawall Hill.....	20 00		
John Kinney.....	" bridge near Gilbert's Cove.....	306 51		
H. Therrio.....	" H. Therrio's road.....		36 72	
R. Sanderson.....	" bridge and hill at Specht Cove.....		378 00	
P. Belliveau.....	" Colonel Doucett's road.....		150 00	
A. Therrio.....	" M. Comcau's road.....		40 00	
Dennis McGrath.....	" bridge near the Chapel.....		89 00	
William F. Rice.....	" road from Turnbull's shop to old post road.....		45 25	
Robert Doucett.....	" road in Doucett's settlement.....		28 00	
Joseph Thibedeau.....	" repairing Patrick Thibedeau's road		140 00	
William Harris.....	" repairing main road to the post road		43 68	
William Short.....	" repair'g drains cross road Hillsburg		30 00	
		1013 16	980 65	
	<i>County of Guysborough.</i>			
John F. Taylor.....	Expenditure on road from Isaac's Har- bor to Gold Fields.....		108 06	
John B. Simpson.....	" bridge over Clam Harbor.....		300 00	
William McKenzie.....	" road from Cole Har. to Crow Har.		100 00	
E. J. Cunningham.....	" bridge at Beaver Dam Lake.....		116 67	
			624 73	
	<i>County of Halifax.</i>			
J. W. Dickie.....	Expenditure on bridge near Dickie's..	225 69		
Charles Heffler.....	" road from Sackville river to old Windsor road.....	41 17		
Isaac Logan.....	Over-expend. on Gay's River bridge..	66 18		
Daniel Dillman.....	" Major's Grant to Musquodoboit... ..	222 90	309 20	
W. Hall.....	Expenditure on bridge at Sheet Harbor	75 73		
J. L. Griffin.....	" bridge at Porter's Lake.....	21 15		
Isaac Isenor.....	" bridge at Elmsdale.....	27 80		
Patrick Kennedy.....	" bridge near Dartmouth.....	13 33		
		693 95	309 20	
	<i>County of Hants.</i>			
Edward McNamara.....	Expenditure on road from Wentworth school house to Newport road ...	22 40		
James McKenzie.....	" road from Renfrew to Enfield ...	348 31		
		370 71		
	Continued.....	20910 87	9899 18	
	<i>Carried forward</i> .....	\$ 328499 68	2110115 15	2438614 83

STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1866	For 1866.	Total Amount.
<i>Brought forward</i> .....		\$ 328499 63	2110115 15	2438614 33
	ROAD ADVANCES—Continued....	20910 87	9399 18	
	<i>County of Hants</i> (continued)....	370 71		
Israel Sandford.....	Expenditure on bridge at Lower Ken- netcook River .....	3600 00		
John Palmer.....	“ Upper Falmouth bridge .....	1356 88		
J. Custance.....	“ two bridges between Moxon’s Mills and J. O. Cahill’s .....	50 00		
William Armstrong.....	“ Halfway River bridge.....	225 20		
James Densmore .....	“ road near Snider’s gate, Shubena- cadie River .....	200 00		
Isaac Isenor.....	“ bridge at Elmsdale .....	17 55		
Edwin Mumford .....	“ bridge at River Herbert.....	922 86		
Ephraim Sandford .....	Balance of expend. on Comague wharf	107 80		
William Fraser.....	Expenditure on Grant’s bridge, Nine Mile River .....	24 00		
Charles Boggs.....	“ Shubenacadie bridge.....	39 57		
John Murphy .....	“ bridge at Ardoise Hill .....		67 14	
William Scott .....	“ road from Renfrew to Enfield Stat’n		602 60	
Edward Pentz.....	Constructing road from Mt. Uniacke station to gold fields .....		200 00	
Daniel Anthony .....	Rebuilding bridge over Tom Cod River		45 00	
		6914 57	914 74	
	<i>County of Inverness.</i>			
A. Cameron.....	Expend. on road from junction Victo- ria line to John O’Brien’s rear line .....		100 00	
James McDonald.....	“ road from O’Brien’s to McDonald’s .....		150 00	
J. McDonald & D. McInnis	“ road from Judique to McDonald’s rear line.....		160 00	
			410 00	
	<i>County of Kings.</i>			
Thomas Young.....	Expend. on Crowell Creek Causeway.	51 58		
J. D. Harris & Son.....	“ Cornwallis bridge .....	1384 18		
Jos. M. Taylor .....	“ bridge near Avery’s .....	35 91		
John O. Pineo.....	“ road fm Scott’s corner to Mud bridge	74 70		
Charles Woodworth.....	“ road near W. Hardwick’s.....	22 47		
James J. Hale.....	“ repairing post road in Cornwallis..		19 90	
		1568 84	19 90	
	<i>County of Lunenburg.</i>			
John Tobin .....	Expenditure on road from Hill’s mills to Pleasant River .....	235 85		
John Power.....	“ bridge near Power’s, LaHave River		79 64	
George Ross .....	“ road from New Ross to Windsor..		1800 00	
		235 85	1879 64	
	Continued.....	29630 13	12622 56	
	<i>Carried forward</i> .....	\$ 328499 68	2110115 15	2438614 8

## STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1866	For 1866.	Total Amount.
<i>Brought forward</i> .....		\$ 328499 68	2110115 15	2438614 83
	ROAD ADVANCES—Continued....	29630 13	12622 56	
	<i>County of Pictou.</i>			
Robert McCoul.....	Expenditure on road from Saltsprings to railroad head West River.....	133 00		
David A. Ross.....	“ Saltsprings to railway.....	513 62		
John Grant.....	“ Little Harbor road.....	30 00		
Robert McCoul.....	“ bridge across West River.....	535 69		
William McKenzie.....	“ Saltsprings.....	128 45		
Kenneth McKenzie.....	“ road from A. Sutherland’s to N. Douglas’, west line.....	30 00		
		1370 76		
	<i>County of Queens.</i>			
James A. Freeman.....	Expenditure on bridge at Milton.....	90 24		
John Rhino.....	“ Whitman road.....	21 10		
		111 34		
	<i>County of Richmond.</i>			
Henry Balster.....	On road from Gabarus to Salmon River.....		30 00	
	<i>County of Shelburne.</i>			
James E. Mullins.....	On road round Port Le Bear Hill....	1500 00		
G. Lyle.....	“ Lyle’s bridge.....		78 65	
		1500 00	78 65	
	<i>County of Victoria.</i>			
J. S. Ingraham.....	Expenditure on road from Kelly’s Cove to St. Ann’s.....	398 37		
Murdoch McLeod.....	“ road from McNab’s to town.....	102 00		
George Ingraham.....	“ road fm. Rocky side to Baddeck Bay	398 83		
F. W. McKenzie.....	“ Campbell’s bridge, Baddeck.....	4810 03		
“.....	“ McKenzie’s bridge, Middle River..	3194 25		
		8903 48		
	<i>County of Yarmouth.</i>			
Amos Pitman.....	Expenditure on road from Starr’s road to Parade street.....	60 00		
Wm. Hurlbert.....	“ road from main road to river on N. Churchill’s south line.....	100 00		
W. H. Gavill.....	“ bridge at Gavill’s Falls.....	38 27		
S. Churchill.....	“ from Deveau’s road to school house.....		30 00	
		198 27	30 00	
	Continued.....	41715 71	12731 21	
	<i>Carried forward</i> .....	\$ 328499 68	2110115 15	2438614 83



STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1866	For 1866.	Total Amount.
<i>Brought forward</i> .....		\$ 328499 68	2110115 15	2438614 83
	ROAD ADVANCES—Continued....	41515 71	12731 21	
	<i>County of Yarmouth</i> (continued)..	198 27	30 00	
W. Whitehouse.....	Expend. on road from Whitehouse's to K. Crosby's.....		25 00	
J. Rose.....	" from D. Cann's to Chegogue Dyke.....		30 00	
B. Tedford.....	" from Gardner Hill to Whitehouse's.....		50 00	
J. Hilton.....	" H. Hilton's to Fresh Grass Beach..		25 00	
John Cook.....	" John Cook's to Dyke road.....		25 00	
Jesse Shaw.....	" Henry SaUNDER's to Jas. Rose's....		42 85	
Moses Vickney.....	" Ellen Perry's to sea shore, past Foot's.....		20 00	
Samuel Burrell.....	" Pitman's mill to Salmon River.....		20 00	
Stephen Wyman.....	" Broad Brook bridge.....		30 00	
		198 27	297 85	
		41713 98	13029 96	54743 94
	ROAD COMPENSATION.			
Extr. of Hon. A. Stewart..	County Cumberland, for soil.....	10 35		
J. B. Kerr.....	" " " " " " " " " " " "	26 10		
John Hattie.....	" " " " " " " " " " " "	80 00		
W. H. Owen.....	" " " " " " " " " " " "	25 00		
Simeon Hebb.....	" " " " " " " " " " " "	34 00		
".....	" " " " " " " " " " " "	36 50		
Alexander Smith.....	" " " " " " " " " " " "	30 00		
R. Dunphy.....	" " " " " " " " " " " "	6 00		
W. R. Acker.....	" " " " " " " " " " " "	22 00		
James E. Mullins.....	" " " " " " " " " " " "		57 00	
		269 95	57 00	326 95
	ROADS AND BRIDGES.			
Commissioners.....	Annapolis County, for expenditure...	3475 18	8980 46	
".....	Antigonish.....	1006 42	11127 04	
".....	Cape Breton.....	1168 80	15143 53	
".....	Colchester.....	3496 44	10094 48	
".....	Cumberland.....	2812 75	6657 03	
".....	Digby.....	1025 00	7883 94	
".....	Guysborough.....	3659 17	9584 80	
".....	Halifax.....	4310 72	13593 37	
".....	Hants.....	1569 25	6961 24	
".....	Inverness.....	6820 91	12276 05	
".....	Kings.....	1827 54	8542 23	
".....	Lunenburg.....	1090 00	13139 02	
".....	Pictou.....	3752 91	14684 83	
".....	Queen's.....	2559 68	8734 77	
".....	Richmond.....	3686 95	6154 68	
".....	Shelburne.....	1623 37	6824 40	
".....	Victoria.....	3130 47	7521 71	
".....	Yarmouth.....	2328 30	8696 89	
		49842 86	176550 47	225893 83
	<i>Carried forward</i> .....	\$ 419826 47	2299752 58	2719579 05

## STATEMENT OF WARRANTS— CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1866	For 1866.	Total Amount.
<i>Brought forward</i> .....		\$ 419826 47	2299752 58	2719579 05
	STEAMBOATS, PACKETS, AND FERRIES.			
	<i>County of Cape Breton.</i>			
Hon. T. D. Archibald ...	Aid to steamer on Bras d'Or Lake...	1000 00		
Kenneth McLennan .....	" ferry at Sydney River.....	10 00		
Thomas Warren.....	.....	10 00		
Duncan McPhie .....	Aid to ferry at Low Point and Mines.	40 00		
Neil McIntosh.....	" North Bar to Sydney..	20 00		
Alex. McNeil .....	" Grand Narrows.....	16 00		
P. Howley.....	" Little Bras d'Or.....	80 00		
James Matheson.....	Repairs to ferry boat " Chas. Tupper" .....		296 00	
		1176 00	296 00	
	<i>County of Colchester.</i>			
Job Dart.....	Aid to ferry mouth of Shubenacadie..	40 00		
	<i>County of Cumberland.</i>			
George Newcomb.....	Aid to packet from Parrsboro', Wolfville, and Windsor.....	100 00		
William Chapman .....	Aid to ferry at Pugwash Harbor....	20 00		
John Hunter... ..	" Amherst to Minudie ....	60 00		
Frank Beaton .....	" at Wallace Harbor.....	40 00		
		220 00		
	<i>County of Digby.</i>			
William Morrell .....	Aid to ferry at Grand Passage.....	40 00		
Henry Outhouse.....	" Petite Passage.....	30 00		
Israel Blackford.....	" " .....	30 00		
Chas. Winchester .....	" Bear River.....	20 00		
Basil Amero .....	Aid to packet betw'n Weymouth bridge and Sandy Cove .....	80 00		
Dennis Sullivan .....	" Westport and Meteghan.....	100 00		
		300 00		
	<i>County of Guysborough.</i>			
John Jack.....	Aid to ferry at Clay Head .....	30 00		
W. Pride and J. Naufts..	" St. Mary's River .....	40 00		
Walter Mitchell .....	" Liscomb Harbor .....	20 00		
A. McGuire.....	" Carter's to McPherson's.....	40 00		
Frederick Morris.....	" Guysborough Harbor .....	30 00		
Daniel Lang .....	" Liscomb's Harbor .....	20 00		
Colin Clancey .....	" Port Mulgrave to Port Hawkesbury	40 00		
		220 00		
	Continued.....	1956 00	296 00	
	<i>Carried forward</i> .....	\$ 419826 47	2299752 58	2719579 05

STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1866	For 1866.	Total Amount.
<i>Brought forward</i> .....		\$ 419826 47	2299752 58	2719579 05
	STEAMBOATS, ETC.—Continued...	1956 00	296 00	
	<i>County of Halifax.</i>			
James Purcell.....	Aid to ferry at N. W. Arm, grant 1865	40 00		
S. Cunard & Co.....	“ steamer, Halifax to Newfoundland.	1500 00		
Jacob Tracey.....	“ ferry at Ship Harbor.....	80 00		
John Leary.....	“ Sambro.....	20 00		
Charles Smith.....	“ Necum Teuche.....	40 00		
John F. Selig.....	“ Shad Bay to Dover.....	40 00		
David Lowe.....	“ Sheet Harbor.....	50 00		
		1770 00		
	<i>County of Hants.</i>			
King & Brothers.....	Aid to steamer “ Empress”.....	750 00	2750 00	
A. C. McDougall.....	“ ferry from Londonderry to Douglas	80 00		
“.....	“ at mouth of Shubenacadie.....	40 00		
Joseph Musgrove.....	“ Windsor, Hantsport, and Kempt..	30 00		
Ira Harvey.....	“ Windsor to Avondale.....	30 00		
John B. Card.....	“ Windsor to Kennetcook.....	30 00		
		960 00	2750 00	
	<i>County of Inverness.</i>			
James Thompson.....	Aid to ferry at Margaree River.....	20 00		
Josiah Embree.....	“ Port Hawkesbury to Port Mulgrave	40 00		
Hugh McMillan.....	“ betw’n McMillan’s Pt. & Auld’s Cove	300 00		
Edmund Forrestall.....	“ from Auld’s Cove to McMillan’s Pt.	150 00	250 00	
Hugh McMillan.....	“ from McMillan’s Pt. to Auld’s Cove	250 00		
		760 00	250 00	
	<i>County of Lunenburg.</i>			
Chas. Pennett.....	Aid to ferry at LaHave River.....	50 00		
Joseph Pennett.....	“ “.....	50 00		
		100 00		
	<i>County of Pictou.</i>			
William Johnston.....	Aid to packet from Pictou to Magdalen Islands.....	400 00		
George Burgess.....	“ ferry at Pictou Harbor.....	30 00		
R. R. Hodgson.....	“ steamer between Pictou, Brulé, and Charlottetown.....	1600 00		
Danl. R. Duvar.....	“ packet from Pictou to Georgetown.	200 00		
		2280 00		
	Continued.....	7776 00	3296 00	
	<i>Carried forward</i> .....	\$ 419826 47	2299752 58	2719579 05

## STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1866	For 1866.	Total Amount.
<i>Brought forward</i> .....		\$ 419826 47	2299752 58	2719579 05
	STEAMBOATS, ETC.—Continued....	7776 00	3296 00	
	<i>County of Queens.</i>			
William McDonald.....	Aid to ferry at Port LeHerbert.....	40 00		
	<i>County of Richmond.</i>			
Hugh Campbell.....	Aid to ferry at mouth Grandique River	60 00		
David Landry.....	“ D’Escouse to River Bourgeois. . .	50 00		
D. Fraser & D. McDonald	“ Grandique.....	60 00		
John McPherson.....	“ fm. Carter’s to McPherson’s landing	40 00		
		210 00		
	<i>County of Shelburne.</i>			
Cunningham & Knowles...	Aid to ferry from Cape Sable Island to Main.....	80 00		
Cornelius Cragg.....	“ at Sable River.....	40 00		
W. Nickerson.....	“ Jordan River.....	20 00		
John McDonald.....	“ Port LeHerbert.....	40 00		
John R. Morrison.....	“ Jordan River.....	20 00		
		200 00		
	<i>County of Victoria.</i>			
Angus Ross.....	Aid to ferry at Big Harbor.....	70 00		
Donald McLean.....	“ St. Ann’s.....	30 00		
Angus Hynde.....	“ Southern Bay.....	30 00		
Michael McLean.....	“ from Washabuck to Baddeck.....	20 00		
John McNeil.....	“ at Grand Narrows.....	16 00		
John McNeil.....	“ Great Bras d’Or.....	40 00		
Roderick McLeod.....	“ “.....	40 00		
John Ross.....	“ Little Narrows.....	10 00		
Neil McLean.....	“ Baddeck to Washabuck.....	25 00		
Archibald McDonald.....	“ North Harbor to Aspy Bay.....	20 00		
Murdoch McNeil.....	“ Big Bank, Boulardarie.....	20 00		
Kenneth Matheson.....	“ Big Harbor.....	70 00		
Roderick McKenzie.....	“ Beach Point to Inlet.....	20 00		
		411 00		
	<i>County of Yarmouth.</i>			
John D. Minse.....	Aid to ferry from Main land to Pier Point Island.....	24 00		
John F. Bouchie.....	“ across Tusket River.....	40 00		
		64 00		
		8701 00	3296 00	11997 00
	<i>Carried forward</i> .....	\$ 428527 47	2303048 58	2781576 05

STATEMENT OF WARRANTS—CONTINUED.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to 1866	For 1866.	Total Amount.
<i>Brought forward</i> .....		\$ 428527 47	2303048 58	2731576 05
	SIGNAL STATION.			
L. Routh, D. C. G.....	On acct. of expenses at Signal Station at Halifax .....		1000 58	1000 58
	SAVINGS' BANK.			
Cashier .....	On account of expenditure .....		62800 00	62800 00
	TRANSIENT POOR.			
Overseers of Poor.....	At Annapolis.....	109 00	60 00	
" .....	Colchester .....		86 80	
" .....	Digby .....		207 03	
" .....	King's.....	485 74	451 71	
" .....	Pictou.....		313 95	
" .....	Shelburne .....		28 00	
Rev. J. C. Cochran.....	Aid to Deaf and Dumb Institution, balance of grant 1865 .....	500 00		
" .....	Aid to Visiting Dispensary .....		400 00	
Chairman Board of Works	" Transient Lunatics.....		3000 00	
Dr. Slayter .....			54 00	
Dr. Carrott.....		40 25		
		1134 99	4601 49	5736 48
		\$ 429662 46	2371450 65	2801113 11

FINANCIAL SECRETARY'S OFFICE,  
HALIFAX, N. S., 30th Sept., 1866. }

JAMES McDONALD,  
*Financial Secretary.*









COMPARATIVE STATEMENT

Of the amount of Excise Duties collected at the different Ports of this Province during the Twelve Months ended 30th September, 1865 and 1866.

PORTS.	1865.		1866.		Increase.	Decrease.	Total Increase.
	\$		\$				
Halifax.....	868144	05	994910	19	\$ 126766	14	
Advocate Harbor.....	84	49	92	62	8	13	
Amherst.....	12448	51	18584	21	1185	70	
Annapolis.....	4042	69	7107	02	3064	33	
Antigonish.....	5775	54	5793	29	17	75	
Apple River.....	30	80	16	50		\$ 14	30
Arichat.....	4086	41	3919	05		166	76
Baddock.....	2791	50	2198	91		592	59
Barrington.....	1631	41	1682	74	51	38	
Bear River.....	1738	28	3885	41	1647	13	
Bridgetown.....	81	45	173	84	92	39	
Bellevue Cove.....	4380	71	4960	20	579	49	
Canada Creek.....	550	97	635	08	84	11	
Cape Canso.....	511	30	1601	45	1090	15	
Chester.....	526	59	523	21		3	38
Cheverio.....	86	49	31	70	31	70	
Clementsport.....	781	87	329	33	292	84	
Cornwallis.....	4292	59	1287	94	506	07	
Cow Bay.....	1184	09	3939	28		353	31
Digby.....	5629	56	962	18	2260	93	
Five Islands.....	522	00	7890	49	2260	93	
French Cross.....	1358	34	607	43	85	43	
Glace Bay.....	545	65	827	26		581	08
Great Bras d'Or.....	726	77	387	98		157	07
Guysborough.....	240	77	726	20		0	57
Hantsport.....	83	19	21	30	21	30	
Harbor-au-Bouche.....	1231	41	982	81	742	04	
Harborville.....	551	97	80	52	47	33	
Isaac's Harbor.....	149	25	1220	68		10	78
Joggins.....	2850	06	726	19	174	22	
LaHave.....	1584	82	3109	41		149	25
Lingan.....	68	00	783	80		751	02
Little River.....	161	79	77	67	9	67	
Liverpool.....	8910	52	941	36	779	57	
Londonderry.....	2115	42	9750	38	839	86	
			3799	70	1684	23	

Louisburg.....	37	78	2	22		35	56	
Lunenburg.....	1933	05	2895	02	961	97		
Mahone Bay.....	27	48	391	47	363	99		
Main-a-Dieu.....	8	95	5	15		3	80	
Maitland.....	645	00	1768	41	1123	41		
Margaree.....	15	50	60	64	45	14		
Margaretsville.....	2214	66	4558	00	2343	34		
North Sydney.....	7930	41	9962	71	2032	30		
Parrsborough.....	544	40	1030	38	485	98		
Pictou.....	27878	18	38973	36	11095	18		
Port Acadia.....	1057	77	1918	16	860	39		
Port Gilbert.....	1173	73	1705	25	531	52		
Port Hawkesbury.....	861	17	829	38		81	79	
Port Hood.....	8448	64	2701	54		742	10	
Port Medway.....	694	35	621	28		73	07	
Port Mulgrave.....	1169	52	1106	14		63	38	
Port Williams.....	259	55	288	27	28	72		
Port Richmond.....	255	74	50	03		205	71	
Pubnico.....	191	64	278	19	86	55		
Pugwash.....	1407	06	1818	94	411	88		
Ragged Islands.....	2077	53	2761	72	684	19		
Rachford's River.....	182	78	358	23	175	45		
Sandy Cove.....	516	33	527	23	10	90		
Saint Ann's.....	18	69	74	64	55	95		
St. Mary's River.....	173	70	220	57	46	87		
Shelburne.....	970	82	818	31		152	51	
Sydney, O. B.....	614	67	4106	93	3492	26		
Tangier.....			633	15	633	15		
Tatamagouche.....	1148	50	988	33		160	17	
Thorne's Cove.....	236	82	363	47	126	65		
Truro.....	310	06	604	74	294	68		
Tusket.....	11	40	77	74	66	34		
Wallace.....	145	48	256	41	110	93		
Walton.....	27	58	80	55	52	97		
Westport.....	444	70	1409	43	964	73		
Weymouth.....	3517	15	5537	34	2020	69		
Wilmot.....	1520	08	1760	62	240	54		
Windsor.....	5197	34	7834	86	2637	52		
Yarmouth.....	31971	26	47951	63	15980	37		
	\$ 1040583	78	\$ 1226398	37	\$ 190235	80	\$ 185815	14

FINANCIAL SECRETARY'S OFFICE,  
HALIFAX, N. S., 30th September, 1866.

JAMES McDONALD,  
Financial Secretary.

COMPARATIVE STATEMENT  
Of the gross amount of Light Duty collected at the different Ports of this Province, during the Twelve Months ended 30th September, 1866.

PORTS.	1865.	1866.	Increase.	Decrease.	Total Decrease.
Halifax	\$ 12111 80	\$ 11005 45		\$ 506 35	
Advocate Harbor	33 30	28 90		4 40	
Amherst	125 90	80 80		45 10	
Annapolis	121 70	285 20	\$ 118 50		
Antigonish	60 85	85 40		25 45	
Apple River	6 20	6 20			
Aricat	1248 00	1610 20	362 20		
Baddeck	44 40	51 95	7 55		
Barrington	88 50	118 30	29 80		
Bear River	109 05	124 20	15 15		
Bever River		1 30	1 30		
Bridgetown	54 10	24 60		29 50	
Bellefleur Cove		158 90	158 90		
Canada Creek	182 30	74 00		58 30	
Cape Canso	1110 10	926 70		183 40	
Chester	88 50	52 15	18 65		
Cheverie	125 10	146 20	21 10		
Clementsport	67 90	71 80	3 90		
Cornwallis	165 20	204 10	38 90		
Cow Bay	4620 20	3667 50		952 70	
Digby	85 60	108 20	22 60		
Five Islands	94 75	50 55		44 20	
French Cross	24 80	38 10	8 30		
Glace Bay	1604 30	693 70		910 60	
Great Bras d'Or	7 20	49 90	89 70		
Guysborough	88 40	48 10	9 70		
Hantsport	170 80	244 10	73 30		
Harbor-au-Boucho	50 15	77 55	27 40		
Harborville	126 90	61 20		65 70	
Horton	76 15	31 60		44 55	
Isaac's Harbor	22 50	27 50	5 00		
Joggins	418 90	231 70		182 20	
LaHave	112 30	95 10		17 20	
Lingan	1723 40	1105 80		558 10	
Little River	56 40	53 50		2 90	
Liverpool	702 20	815 80	113 60		
Londonderry	62 80	64 90	2 10		
Louisburg	118 40	115 80		2 60	
Lunenburg	160 65	171 70	11 05		

Mahone Bay	80 10	65 30		14 80	
Ma.-a-Dieu	38 70	59 90	21 20		
Maitland	44 55	63 80	19 25		
Margaree	38 80	65 30	26 50		
Margaretsville	55 80	52 00		3 80	
North Sydney	2475 65	2782 60	306 95		
Parssborough	146 00	165 75	19 75		
Pictou	2015 65	2214 85	199 20		
Port Acadia	51 50	76 00	25 10		
Port Gilbert	94 10	121 00	26 90		
Port Hawkesbury	164 80	227 80	63 00		
Port Hood	2 70	18 80	11 10		
Port Medway	942 50	355 00	12 50		
Port Mulgrave	77 15	168 70	86 55		
Port Williams	16 70	47 20	30 50		
Port Richmond	10 80	37 50	26 70		
Pubnico	186 80	177 30	8 90	17 90	
Pugwash	465 85	445 70		20 15	
Ragged Islands	148 80	189 30	45 50		
Ratcliff's River	110 15	90 20		19 95	
Sandy Cove	68 90	100 80	36 90		
St. Peter's	27 10	80 70	46 70		
St. Ann's	48 10	42 40	3 60		
St. Mary's River	4425 90	4168 20		5 70	
Straits of Canso	103 20	99 30		257 70	
Shelburne	106 40	88 90		3 90	
Shelburne Harbor	33 30	42 10	8 80		
Sydney, C. B.	28 20	37 70	9 50		
Tangier	78 70	73 50		20	
Tatamagouche	25 30	27 60	2 30		
Thorne's Cove	85 00	62 40		26 70	
Turo	25 05	25 10			
Tusket	71 50	77 40	5 90		
Wallace	175 20	218 10	42 90		
Walton	174 00	380 80	156 80		
Westport	29 20	20 60		8 60	
Weymouth	11 30			11 30	
Wilmot	175 80	468 95	288 15		
White Head	791 70	929 90	138 20		
Windsor					
Yarmouth	\$ 88944 65	87687 30	2790 60	4047 95	\$ 1267 35

FINANCIAL SECRETARY'S OFFICE,  
HALIFAX, 30th September, 1866.

JAMES McDONALD,  
Financial Secretary.

## ABSTRACT

*Of articles imported into, and manufactured in this Province, on which duty was collected, during the Twelve Months ended 30th September, 1866.*

Articles.	Quantity.	Rate.	Amount.
Ale and Porter.....	gallons. ....93635½	at 6 cents.	\$ 5618 15
Animals .....	.....8	\$7.50	60 00
Do. ....	.....3	50 cents.	1 50
Apples and Pears .....	barrels .....447½	\$1.00	447 17
Brandy and Cordials.....	gallons. ....48359½	90 cents.	43523 28
Do. do. ....	do. ....10896¾	\$1.20	13075 66
Beef and Pork.....	barrels .....3279¾	1.00	3279 38
Bacon and Hams.....	lbs. ....6517	\$2.00 p. 100 lbs.	130 34
Burning Fluid.....	gallons. ....321½	10 cents.	32 15
Butter and Lard.....	lbs. ....38318	\$1.75 p. 100 lbs.	670 56
Bread, Pilot or Navy .....	do. ....720236	20cts. p. 100 lbs.	1440 47
Do. Crackers .....	do. ....69705½	\$1.00 p. 100 lbs.	697 05
Candles, Tallow .....	do. ....9870	3 cents.	296 10
Do. other.....	do. ....8677	8 cents.	694 16
Coffee, Green.....	do. ....162149	4 cents.	6485 96
Do. Roasted.....	do. ....18709	5 cents.	935 45
Chocolate .....	do. ....684	3 cents.	20 52
Cinnamon .....	do. ....159	5 cents.	7 95
Cheese .....	do. ....32237½	\$1.00 p. 100 lbs.	322 38
Flour .....	barrels .....114743	25 cents.	28685 75
Ginger .....	lbs. ....4386	4 cents.	175 44
Geneva .....	gallons. ....74099½	70 cents.	51869 44
Do. ....	do. ....14629½	90 cents.	13166 55
Leather.....	lbs. ....166005½	4 cents.	6640 23
Molasses.....	gallons. ....1255108	5 cents.	62755 40
Oil, Rock or Coal.....	do. ....256255½	7 cents.	17937 88
Onions .....	lbs. ....154947	50 cts. p.100 lbs.	774 73
Raisins .....	do. ....376502	2 cents.	7530 04
Rum .....	gallons. ....322137	40 cents.	128854 80
Do. ....	do. ....29649	75 cents.	22236 75
Spirits or Strong Waters .....	do. ....299½	50 cents.	149 75
Do. do. ....	do. ....142½	90 cents.	128 02
Sugar, Raw .....	lbs. ....5121907	\$1.50 p. 100 lbs.	76828 61
Do. Refined .....	do. ....673074	2.00 p. 100 lbs.	13461 48
Tea, Black.....	do. ....1365251	6 cents.	81915 06
Do. Green.....	do. ....1451	11 cents.	159 61
Tobacco, manufactured .....	do. ....254312½	5 cents.	12715 62
Do. do. ....	do. ....43060	10 cents.	4306 00
Do. Leaf .....	do. ....179773	5 cents.	8988 65
Whiskey .....	gallons.....15728½	70 cents.	11009 77
Do. ....	do. ....8418½	90 cents.	7576 87
Wine .....	do. ....39717	25 cents.	9929 25
Do. ....	do. ....8194½	60 cents.	4916 64
Do. ....	do. ....505	40 cents.	202 00
Do. ....	do. ....6199½	75 cents.	4649 62
Do. ....	dozen .....767½	\$1.50	1151 00
Do. ....	do. ....1373	2.50	3432 50
Do. ....	do. ....133	2.00	266 00
Do. ....	do. ....92	3.00	276 00
Value of Goods paying Advalorem Duty .....	\$ 1261296 73	5 per cent.	63064 84
Do. do. ....	4928245 66	10 per cent.	492824 56
Do. do. ....	50408 90	20 per cent.	10081 78
			1226398 87
Excise Duty on Ale here manufactured	gallons.....158940	2 cents.	3178 80
Do. Tobacco do.	lbs .....232489	1 cent.	2324 89
			1231902 56



**RECEIVER GENERAL'S**

DR.

*The Province of Nova Scotia in Account Current with the Receiver*

To Cash paid Advances .....	(per Abstract)....	\$ 31928	81	
do. Agriculture .....	do.....	28000	00	
do. Board of Works.....	do.....	259566	66	
do. Cape Race Light Duty .....	do.....	12	54	
do. Copy Right .....	do.....	59	08	
do. Coroners' Inquests .....	do.....	1840	00	
do. Criminal Prosecutions .....	do.....	2714	75	
do. Crown Land Department .....	do.....	20600	00	
do. Distressed Seamen .....	do.....	2801	88	
do. Drawback of Duties.....	do.....	15952	06	
do. Education .....	do.....	155780	62	
do. Indians.....	do.....	1298	49	
do. Interest .....	do.....	22450	00	
do. Judiciary Expenses.....	do.....	1575	32	
do. Legislative Expenses.....	do.....	49001	20	
do. Militia Expenses .....	do.....	138652	22	
do. Miscellaneous Expenses.....	do.....	44382	66	
do. Navigation Securities.....	do.....	49354	22	
do. Poors' Asylum.....	do.....	12987	40	
do. Post Communication .....	do.....	48177	90	
do. Public Printing .....	do.....	10846	53	
do. Railway Interest .....	do.....	286685	01	
do. Railway Expenses.....	do.....	205000	00	
do. Rations to Troops .....	do.....	101	90	
do. Revenue Expenses .....	do.....	74874	33	
do. Salaries to Officers of Government .....	do.....	57556	49	
do. Savings' Bank .....	do.....	62800	00	
do. Signal Station .....	do.....	1000	58	
do. Steamboats, Packets, and Ferries.....	do.....	11997	00	
do. Transient Poor .....	do.....	5736	48	
do. Railway Damages, Colchester.....	do.....	287	57	
do. do. Hants.....	do.....	2164	20	
do. Mines .....	do.....	17000	00	
do. Board of Statistics .....	do.....	2488	30	
do. Indian Reserves .....	do.....	598	34	
do. Old Copper Coin.....	do.....	140	00	
do. Escheat.....	do.....	206	44	
do. Immigration .....	do.....	20200	00	
do. Hare's Lot.....	do.....	240	00	
do. Private Bills.....	do.....	300	00	
do. Public Building.....	do.....	32666	08	
do. Railway Damages (Pictou Railway).....	do.....	359	00	
				\$ 1680384 06
<b>ROAD SERVICE</b>				
do. Road Advances .....	do.....	54743	94	
do. Road Compensation .....	do.....	326	95	
do. Annapolis.....	do.....	12455	64	
do. Antigonish .....	do.....	12133	46	
do. Cape Breton.....	do.....	16311	53	
do. Colchester .....	do.....	13590	92	
do. Cumberland.....	do.....	9469	78	
do. Digby .....	do.....	8858	94	
do. Guysborough.....	do.....	13243	97	
do. Halifax.....	do.....	17904	09	
do. Hants .....	do.....	8530	49	
do. Inverness.....	do.....	19096	96	
do. King's .....	do.....	10369	77	
do. Lunenburg.....	do.....	14229	02	
do. Pictou.....	do.....	18437	54	
do. Queen's .....	do.....	11294	45	
do. Richmond.....	do.....	9841	63	
do. Shelburne.....	do.....	8447	77	
do. Victoria .....	do.....	10652	18	
do. Yarmouth .....	do.....	11025	19	280964 22
<i>Carried forward</i> .....				\$ 1961348 28

**ACCOUNT FOR 1866.***General, from the 1st October, 1865, to 30th September, 1866.*

Cr.

By balance at this date .....		\$ 222932 97
“ Cash received for Colonial Duties, viz. :		
From Halifax.....	\$996000 00	
Advocate Harbor .....	118 00	
Amherst.....	9378 92	
Annapolis.....	6223 87	
Antigonish .....	4915 69	
Apple River .....	40 27	
Arichat.....	5399 10	
Baddeck .....	1713 59	
Barrington .....	1854 46	
Bear River .....	3034 18	
Bellevue Cove.....	325 22	
Beaver River.....	81 59	
Bridgetown.....	4806 36	
Canada Creek.....	1667 10	
Cape Canso.....	1030 01	
Chester .....	33 50	
Cheverie.....	84 00	
Church Point.....	1566 35	
Clementsport.....	1298 19	
Cornwallis .....	3574 27	
Cow Bay.....	5079 55	
Digby.....	7887 58	
Five Islands .....	386 21	
French Cross.....	1299 60	
Glace Bay and Union Mines.....	1250 00	
Great Bras d'Or .....	7 15	
Guysborough .....	64 85	
Hantsport.....	189 11	
Harborville.....	1296 49	
Horton.....	354 70	
Isaac's Harbor .....	173 75	
Joggins.....	3181 45	
LaHave .....	767 66	
Lingan.....	1341 40	
Little River.....	701 45	
Liverpool.....	9799 66	
Londonderry.....	2515 42	
Louisburg.....	82 68	
Lunenburg .....	2773 16	
Mahone Bay .....	442 44	
Main-a-Dieu .....	44 70	
Maitland .....	1363 85	
Margaretsville.....	2807 13	
Margaree.....	59 20	
North Sydney.....	10640 02	
Parrsborough .....	1120 76	
Pictou .....	36457 61	
Port Gilbert.....	1428 00	
Port Hawkesbury.....	861 22	
Port Hood.....	2799 06	
Port Mulgrave .....	1164 07	
Port Medway .....	989 97	
Port Williams.....	367 71	
Pubnico.....	311 30	
Pugwash .....	3212 81	
Ragged Islands.....	2872 48	
Ratchford's River.....	213 36	
Sandy Cove.....	610 37	
Shelburne .....	723 27	
St. Mary's River.....	52 17	
St. Ann's .....	67 35	
Sydney, C. B.....	3800 14	
Tangier.....	676 30	
Carried forward.....	\$ 1155881 83	\$ 222932 97

**RECEIVER GENERAL'S**

DR.

*The Province of Nova Scotia in Account Current with the Receiver*

<i>To amount brought forward.....</i>	\$ 1961348 28
Balance .....	118832 40
<hr/>	
	\$ 2080180 68

RECEIVER GENERAL'S OFFICE, }  
HALIFAX, 30th September, 1866. }

**ACCOUNT FOR 1866.***General, from the 1st October, 1865, to 30th September, 1866.*

CR.

<i>Brought forward</i> .....			\$222932 97
By Cash received for Colonial Duties, viz.:	Continued....	1155381 83	
From Tatamagouche.....		811 32	
Thorne's Cove .....		392 94	
Truro.....		426 57	
Tusket.....		60 00	
Wallace.....		174 05	
Walton.....		140 00	
Westport.....		1298 32	
Weymouth.....		4154 04	
Wilmot.....		1472 55	
Windsor.....		8298 60	
Yarmouth.....		47523 56	
			1220133 78
<b>Light Duty—</b>			
From Halifax.....		11556 82	
Canso Cape.....		496 00	
Canso Strait.....		3648 14	
Pubnico.....		58 10	
			15754 06
By cash received from	Board of Works.....	10357 43	
Do.	Fines and Forfeitures.....	2400 00	
Do.	Casual Revenue, viz.:		
	Marriage Licenses.....	6081 25	
	Provincial Secretary's Office, for Fees.....	100 00	
	Royalty on Coal.....	46943 75	
Do.	Crown Land Department, for Land sold.....	43407 08	
Do.	Copy Right.....	57 81	
Do.	Distressed Seamen.....	2208 53	
Do.	Brewers' and Manufacturers'.....	3106 28	
Do.	Mines.....	29519 26	
Do.	Interest.....	3456 76	
Do.	Light House Service, viz.:		
	Canada.....	2789 38	
Do.	Miscellaneous.....	50 42	
Do.	Savings' Bank.....	38000 00	
Do.	Sable Island.....	9512 92	
Do.	Signal Station.....	864 50	
Do.	Treasury Notes.....	95000 00	
Do.	Railway Damages, Colchester.....	252 00	
Do.	do. Hants.....	1440 00	
Do.	Hospital for Insane.....	17062 13	
Do.	New Copper Coin.....	2520 00	
Do.	Trespasses.....	106 50	
Do.	Indian Reserves.....	949 67	
Do.	Old Copper Coin.....	865 20	
Do.	Private Bills.....	420 00	
Do.	Post Communication.....	42908 00	
Do.	Railway Revenue.....	257629 44	
Do.	Hants Road Service.....	1200 00	
Do.	Railway Damages (Pictou Railway—Colchester).....	1000 00	
Do.	Fisheries Licenses.....	1151 56	
			621859 87
			\$2080180 68
October 1. By balance brought forward.....			\$118832 40

Examined—

JAMES McDONALD,  
Financial Secretary.

JAMES McNAB,  
Receiver General.



## UNDRAWN ROAD MONIES, 30TH SEPTEMBER, 1866.

### COUNTY OF ANNAPOLIS.

No. 3.	.....	\$ 333 13	
7.	Alex. Patterson.....	30 00	
13.	Ambrose Charlton.....	40 00	
28.	Peter Morse.....	20 00	
31.	John Bolby.....	20 00	
45.	Unappropriated.....	884 09	
64.	George Barteaux.....	370 00	
70.	William Winchester.....	20 00	
90.	Josiah Hains.....	250 00	
94.	Unappropriated.....	172 56	
101.	J. Fletcher Bath.....	30 00	
112.	Wm. H. Halliday.....	35 00	
115.	Wm. Ross.....	35 00	
121.	Stephen Anderson.....	50 00	
122.	Joseph M. Dolle.....	40 00	
126.	Philip R. Foster.....	20 00	
128.	George Roney.....	30 00	
129.	John Woodworth.....	100 00	
130.	Unappropriated.....	269 29	
		2749 07	

### COUNTY OF ANTIGONISH.

9.	A. McDonald and D. Kennedy.....	0 02	
90.	Unappropriated.....	37 02	
		37 04	

### CAPE BRETON COUNTY.

9.	John Daily.....	22 00	
12.	James Hill.....	90 00	
39.	John D. Clark.....	40 00	
41.	.....	110 00	
45.	.....	41 70	
46.	.....	200 00	
47.	.....	150 00	
50.	.....	200 00	
51.	.....	71 00	
53.	Roderick McNeil.....	20 00	
64.	L. Gillis.....	20 00	
82.	.....	30 00	
83.	.....	30 00	
100.	.....	30 00	
103.	.....	80 00	
106.	Henry Spencer.....	30 00	
121.	.....	20 00	
126.	.....	100 00	
134.	.....	124 26	
136.	.....	40 00	
	Crown Land.....	9698 93	
		1142 89	
	<i>Carried forward</i> .....		\$ 3929 00

*Brought forward*..... \$ 3929 00

COUNTY OF COLCHESTER.

6.	.....	\$ 1000 00
7.	.....	1000 00
9.	George Johnson .....	100 00
12.	Andrew Johnson.....	0 47
14.	William Archibald .....	80 00
16.	.....	120 00
21.	.....	80 00
22.	A. McKenzie and Asa McCabe .....	30 00
24.	Samuel McCabe .....	20 00
25.	Wm. Cameron .....	6 00
37.	John Gowie.....	10 00
40.	Wm. Holstead.....	10 00
44.	D. McPherson.....	15 00
45.	John J. Fisher .....	20 00
50.	Samuel Bartlett .....	20 00
54.	J. Richardson .....	10 00
54.	Robert Hingley.....	20 00
55.	William Lynds .....	6 00
57.	.....	50 00
62.	E. B. Dickey. ....	0 76
63.	Duncan Dunlap .....	20 00
66.	James Hamilton.....	40 00
70.	.....	16 00
71.	Hugh Dunlap.....	0 20
72.	Hugh Dunlap .. ..	30 00
78.	James Millar.....	100 00
79.	James Logan.....	11 00
81.	Eliakim Tupper, 4th .....	15 00
109.	John Ferguson .....	15 00
111.	Hugh McKay .....	20 00
112.	Robert Murray.....	10 00
113.	N. Sutherland.....	20 00
116.	Wm. Lynch.....	20 00
119.	Hugh Gunn.....	32 00
121.	Robert Murray .....	10 00
126.	Hugh Bailey .....	0 70
129.	.....	41 47
135.	Robert L. Byers .....	53 00
136.	James Swan .....	8 00
137.	Murray Waugh and James Urquhart.....	402 00
139.	.....	83 96
147.	James Swan .....	20 00
155.	Ed. Tattire .....	12 00
161.	Ed. Langille.....	16 00
162.	A. Millar.....	12 00
168.	Charles McCully.....	10 00
175.	Sydney H. Smith.....	40 00
179.	Charles Flemming.....	60 00
187.	S. McLaughlan and R. McLellan .....	100 00
191.	James T. Crowe .....	20 00
193.	— Beattie .....	40 00
194.	James Hill.....	40 00
195.	Thomas Calligen.....	80 00
196.	Thomas Faulkner.....	20 00
197.	Charles E. Hill.....	20 00

4086 56

*Carried forward* .....

\$ 7965 56

*Brought forward*..... \$7965 56

## COUNTY OF CUMBERLAND.

6 & 7.	Tom Battye and Chas. Kerr.....	\$ 267 00
8.	Daniel McPherson.....	266 66
10.	E. J. Purdy.....	0 66
16.	Charles Colter.....	20 00
18.	James Forshner.....	100 00
21.	J. H. G. Tuttle.....	30 00
23.	A. N. Bennett.....	60 00
40.	Duncan Kennedy.....	20 00
41.	Richard Woodland.....	30 00
48.	Robert McDonald.....	30 00
49.	Alex. McKenzie.....	30 00
50.	Belden Treen.....	20 00
56.	John McArthur.....	30 00
57.	John Colter.....	40 00
63.	.....	326 50
64.	John Davison.....	100 00
66.	Wm. Harrison.....	30 00
68.	T. D. Dickson.....	40 00
69.	William Petts.....	60 00
70.	E. Bentley.....	20 00
77.	Joshua Hazel.....	12 00
81.	Adam McCulloch.....	40 00
85.	.....	30 00
87.	T. Kirkpatrick and T. W. McKay.....	666 67
88.	.....	279 21
90.	.....	6 07
92.	.....	8 40
102.	Matthew Soag.....	40 00
103.	John McCalmon.....	100 00
107.	George Thompson, 2d.....	24 00
111.	Wm. Ripley.....	24 00
113.	.....	30 00
117.	.....	40 00
120.	Martin Black.....	133 34
121.	.....	30 00
124.	John Burns.....	40 00
127.	.....	200 00
129.	.....	66 67
131.	.....	30 00
132.	John Bragg.....	20 00
133.	Joseph Sherman.....	40 00
138.	George Forrest.....	24 00
140.	William Dickson.....	30 00
141.	Patrick Beard.....	133 34
142.	.....	50 00

3613 52

## COUNTY OF DIGBY.

1.	Asa Gates.....	30 00
3.	Charlton Prime.....	70 00
6.	Peter Donohoe.....	60 00
32.	George Cook.....	30 00
40.	Asa Porter, junr.....	112 00
55.	Edwin Jones.....	30 00
62.	James Porter.....	25 00
64.	John White.....	36 00
73.	Cereno White.....	30 00

Continued..... 423 00

*Carried forward*..... \$11579 08

*Brought forward*..... \$21579 08

COUNTY OF DIGBY—Continued..... \$423 00

79.	James Lankford.....	40 00
81.	George Cook.....	36 00
82.	William Gidney.....	40 00
84.	Franklin Rice.....	40 00
85.	Jesse Harris.....	30 00
89.	Miles C. Woodman.....	60 00
95.	.....	36 00
96.	.....	50 00
97.	H. E. Payson.....	30 00
100.	James Lamberson.....	40 00
103.	.....	36 00
104.	John Nichols.....	30 00
107.	— Cosset.....	100 00
109.	John M. LeCain.....	25 00
111.	Nelson Miller.....	20 00
112.	James Crowley.....	20 00
114.	David Rice.....	50 00
117.	H. H. Taylor.....	50 00
121.	John Abbott.....	30 00
123.	.....	200 00
124.	.....	25 00
125.	Peter Frost.....	0 20
130.	.....	20 00
156.	James Morehouse.....	10 12
160.	Edwin Haight.....	2 00
161.	E. P. Budd.....	1 20
163.	John Abbot.....	1 00
165.	Donald Ross.....	1 95
177.	Oliver Ross.....	10 00
185.	.....	30 00
187.	H. Sipher.....	25 00
188.	Nelson Miller.....	40 00
189.	.....	30 00
190.	.....	25 00
191.	Leon Morehouse.....	40 00
193.	Thomas Potter.....	20 00
194.	John Letteny.....	25 00
196.	John Welch.....	500 00
197.	Henry Blakslee.....	200 00
200.	Gilbert Welch.....	20 00
202.	Thomas Alcom.....	0 01
213.	Isaac J. Raymond.....	180 00
227.	.....	40 00
253.	Hilaire R. Comeau.....	32 00
256.	Gaciane Thibeau.....	0 10
261.	Michael LeBlanc.....	24 00
263.	Timothy Sullivan.....	36 00
269.	Henry C. Sabeane.....	40 00
275.	.....	33 00

2747 58

COUNTY OF GUYSBOROUGH.

6.	.....	10 00
11.	W. McKenzie.....	0 70
12.	Do.....	2 00
13.	Do.....	3 50
26.	Neil Gunn.....	4 55

Continued..... \$20 75

*Carried forward*..... \$24323 66

*Brought forward*..... \$24826 66

COUNTY OF GUYSBOROUGH—Continued..... \$ 20 75

31.	— Cruikshanks.....	200 00
33.	Alex. McDonald .....	30 00
34.	M. H. Grant. . . . .	0 60
41.	Neil Gunn .....	30 00
42.	J. McIntosh .....	20 00
45.	K. Fraser .....	30 00
48.	Angus Kirk.....	1 50
56.	John Walsh .....	20 00
59.	Hugh McNeil.....	40 00
66.	John Grady .....	80 00
73.	Robert Lipsett .....	20 00
76.	Charles Brymer.....	20 00
77.	William McKenzie .....	60 00
78.	Hector Gordon.....	20 00
79.	J. S. Nickerson .....	80 00
84.	Abraham Gerrior.....	60 00
86.	Michael Kennedy .....	40 00
88.	Robert Diggins .....	90 00
89.	John McKay and Andrew Leet .....	132 40
93.	George Jamieson.....	60 00
97.	William McKenzie .....	40 00
98.	P. Leet .....	40 00
100.	William Chisholm.....	30 00
103.	G. Flick.....	30 00
104.	Michael Setters .....	30 00
106.	James A. Mason.....	80 00
108.	.....	16 86
109.	Angus Kirk and Matthew Archibald.....	500 00
112.	William McKenzie.....	400 00
115.	William McKenzie .....	0 46

2222 57

COUNTY OF HALIFAX.

13.	James Groucher .....	100 00
15.	John Davidson.....	30 00
16.	Pierce Burns .....	0 13
22.	Charles Drysdale.....	40 00
40.	Wesley Harp.....	300 00
43.	Philip Doyle.....	50 00
45.	John McGrath.....	80 00
49.	B. Umlah .....	300 00
52.	.....	715 31
65.	J. L. Griffin.....	534 00
66.	Do. ....	334 00
67.	George Ferguson.....	0 10
74.	Thomas Smith.....	100 00
77.	William Goff .....	267 00
83.	William Hall.....	50 00
88.	James Pye .....	20 00
89.	George McCarthy .....	60 00
90.	Isaac Press.....	60 00
92.	Do. . . . .	100 00
93.	Jacob Tracey .....	20 00
94.	William Palmer.....	80 00
95.	Edmund Stoddart .....	80 00
104.	George Bayer.....	40 00

Continued..... \$3360 54

*Carried forward*..... \$26549 23

*Brought forward*..... \$ 26549 23

COUNTY OF HALIFAX—Continued..... \$ 3360 54

106.	James L. Griffin .....	60 00
109.	Richard Myra .....	40 00
111.	William Cooks .....	20 00
120.	William Baker .....	40 00
124.	Peter Mosher .....	40 00
130.	Peter Kelly .....	0 15
132.	Charles Hamilton .....	50 00
142.	.....	30 00
150.	Duncan McDonald .....	40 00
152.	Andrew Cruikshanks .....	30 00
159.	.....	100 00
160.	John Parker .....	133 34
170.	Isaac Logan .....	30 00
180.	.....	68 04
184.	Isaac Press .....	100 00
185.	.....	481 98

4574 05

COUNTY OF HANTS.

3.	Charles Wiles .....	60 00
10.	William Davison .....	40 00
16.	Richard Trenholm .....	0 30
18.	George DeWolf .....	20 00
33.	Joshua Knowles .....	16 00
38.	Ben Blois .....	500 00
41.	John Pentz .....	60 00
42.	Thomas Nicholson .....	12 00
44.	William Blake .....	30 00
49.	Joseph Teasdale .....	40 00
53.	Andrew Hora, jr. ....	20 00
55.	Don. McDonald (of D.) .....	24 00
60.	John McPhee .....	50 00
63.	Joseph McPhee .....	40 00
64.	John St. John .....	16 00
65.	Andrew Wallace .....	16 00
66.	Simpson Lynch .....	20 00
71.	John McGuire .....	50 00
72.	Robert Haines .....	60 00
73.	George Teasdale .....	20 00
75.	.....	80 00
76.	John McPhee (of Evan) .....	80 00
78.	.....	520 00
86.	.....	9 00
92.	John Whidden .....	40 00
93.	John Smith .....	40 00
95.	John Lawrence .....	40 00
104.	Thomas Miller and J. Henegar .....	400 00
116.	John Carmichael .....	40 00
117.	Mr. Lance .....	100 00
119.	John Brown .....	40 00
124.	Richard Dimock .....	40 00
125.	Shubel Dimock .....	30 00
126.	Alexander Cochran .....	40 00
130.	Mr. Knowles .....	40 00
138.	Nicholas Blois .....	30 00
156.	Joseph Mosher .....	100 00

2768 30

*Carried forward*..... \$ 33886 58

*Brought forward*..... \$33886 58

## COUNTY OF INVERNESS.

2.	Alexander Cameron and Charles Fox .....	350 00
6.	Donald McDonald.....	750 00
13.	John McDonald.....	200 00
15.	E. McDaniel.....	120 00
18.	John McDonald.....	50 00
21.	— McEachern.....	20 00
27.	Angus McKay.....	40 00
31.	Archibald Chisholm.....	40 00
33.	A. Cameron.....	120 00
34.	Donald McInnes.....	170 00
35.	John McLean.....	120 00
36.	Alexander McDonnell.....	35 00
45.	.....	30 00
46.	D. McDonald.....	40 00
57.	John McLennon.....	80 00
62.	Donald Cameron, junr.....	0 60
68.	Rev. J. Grant.....	30 00
70.	— McDonald.....	25 00
73.	F. W. McKenzie.....	330 00
78.	Dennis Murphy.....	2 00
82.	Allen McDonald.....	40 00
85.	Angus McDonald.....	40 00
86.	— McLean.....	50 00
87.	D. McMillan.....	40 00
90.	Angus Cameron.....	30 00
97.	Alexander McLeod.....	60 00
98.	Angus McLellan.....	30 00
100.	D. McLellan.....	40 00
102.	Michael Coady.....	2 60
103.	Moret White.....	70 00
105.	John Ross.....	30 00
106.	M. McLean.....	40 00
107.	William McKay.....	40 00
110.	S. McKeen .....	40 00
111.	A. Cameron.....	150 00
113.	John Campbell.....	20 00
114.	Angus McKinnon.....	20 00
115.	Neil McNeill.....	40 00
117.	Mal. Gillies.....	0 40
121.	Allan Cameron.....	50 00
122.	John N. McKeen and J. McDonald.....	80 00
125.	DMcL. McDonald.....	50 00
131.	Angus Beatton.....	50 00
132.	John Wright.....	50 00
141.	D. McMaster.....	40 00
144.	A. McDonald.....	40 00
148.	Donald Beatton.....	30 00
154.	Murdoch McDonald.....	60 00
157.	James White.....	50 00
158.	Eastad O'Quin.....	50 00
164.	Alexander Chisholm.....	370 00
165.	Roderick McPhail.....	370 00
166.	.....	140 00
170.	.....	2000 00
172.	Lauch. Kennedy.....	0 70
172a.	.....	120 34
173.	Martin Coady, junr.....	20 00
174.	J. G. Crowdes and John Ross.....	0 10

Continued..... \$ 6906 74

*Carried forward*..... \$33886 58

*Brought forward*..... \$ 33886 58

COUNTY OF INVERNESS—Continued..... \$ 6906 74

175.	John McLean and D. McInnis.....	21 60
176.	L. McDougall.....	9 45
177.	Angus McLellan.....	9 65
184.	F. W. McKenzie.....	1333 34
185.	F. W. McKenzie.....	800 00
186.	J. G. Crowdes and L. McDonald.....	300 00
187.	William Chisholm and Simon Schumph.....	150 00
188.	Dougald McFarlane.....	90 00
189.	— Sutherland.....	90 00
190.	— Sutherland.....	90 00
191.	Donald Cameron.....	90 00
195.	Donald McDonald.....	50 00
196.	F. W. McKenzie.....	100 00
201.	— Matheson.....	80 00
203.	J. D. Mahar.....	80 00
211.	James Murphy.....	60 00
214.	.....	80 00
215.	John McKay.....	80 00
216.	F. W. McKenzie.....	67 00
217.	.....	200 00

10687 78

COUNTY OF KINGS.

1.	.....	615 82
13.	Joshua Reid.....	100 00
15.	Thomas Young.....	20 00
21.	Amos Black.....	40 00
23.	.....	20 00
27.	Hiram Fielding.....	20 00
31.	Griffin Spinney.....	60 00
32.	Abner Kinne.....	20 00
36.	.....	60 00
44.	Charles Miner.....	50 00
47.	— Millet.....	40 00
51.	Cyrus Coldwell.....	20 00
56.	.....	300 00
57.	Matthew Carter.....	30 00
61.	Unappropriated.....	497 52
67.	Samuel Thomas.....	20 00
70.	James A. Warner.....	60 00
72.	Charles Jones.....	20 00
76.	William Forsyth.....	40 00
78.	Henry Pineo.....	30 00
88.	.....	30 00
92.	John Saunders.....	20 00
105.	George Goucher.....	20 00
106.	Jacob Webster.....	20 00
109.	.....	30 00
111.	Patrick Forrestall.....	133 34
112.	James Forrestall.....	30 00
114.	Unappropriated.....	488 22
115.	.....	101 80
116.	James Caldwell.....	200 00
117.	Harry Barteaux.....	133 33
118.	William Brennan.....	200 00
119.	John Burke.....	200 00
142.	Edward Parker.....	0 60

Continued..... \$ 3670 68

*Carried forward*..... \$ 44574 86



*Brought forward*..... \$ 44574 36

COUNTY OF KINGS—Continued..... \$ 3670 63

153.	Edward Parker .....	400 00
155.	.....	100 00
156.	.....	100 00
158.	John Clarke and Benjamin Woodward.....	200 00
160.	Peter McBride .....	100 00
161.	B. B. Woodworth.....	450 00
176.	.....	50 00
178.	Rufus Borden.....	30 00
182.	.....	20 00
183.	James Cochran.....	25 00
185.	James E. Beckwith.....	20 00
187.	J. C. Kinsman.....	30 00
206.	John Murphy.....	30 00
209.	W. C. Bill.....	50 00
212.	James Houghton.....	20 00
216.	William Foote .....	50 00
224.	L. H. Rawding.....	50 00
225.	— Mahar.....	30 00
227.	Jeremiah Bligh .....	100 00
232.	G. N. Bowles .....	20 00
234.	William H. Woodward .....	40 00
235.	Leonard Best.....	30 00
237.	Robert Collins.....	40 00
238.	John Rand.....	20 00
240.	.....	50 00
242.	Silas P. Chute .....	20 00
244.	.....	30 00
249.	Gideon Power .....	1 00
259.	W. L. Baker .....	25 00
262.	E. A. Saunders .....	40 00
266.	Israel Gould.....	20 00
267.	Silas Thomas .....	30 00
282.	.....	50 00
283.	.....	50 00
287.	Matthew Clarke.....	20 00

6011 63

COUNTY OF LUNENBURG.

12.	Leonard Vogler.....	0 33
13.	Leonard Fronk.....	100 00
20.	Walter Saunders and Samuel Fronk.....	467 00
21.	Patrick and Robert Franey .....	466 67
22.	Samuel Brown.....	1000 00
23.	John Willet .....	400 00
25.	John Poor and Simon Knack.....	400 00
49.	Philip Ross.....	25 00
50.	James Conrad .....	20 00
74.	James Rynard .....	30 00
76.	Henry Chesley.....	30 00
88.	Jeremiah Woodworth .....	30 00
91.	Joseph Langille .....	0 25
102.	J. W. Veinot .....	30 00
106.	Fredk. Lohness .....	20 00
120.	George Hirtle .....	20 00
130.	Francis Weinacht .....	20 00
133.	George Zwicker.....	25 00
151.	Conrad Knickle.....	20 00

Continued..... \$ 3104 25

*Carried forward*..... \$ 50585 99

*Brought forward*..... \$50585 99

COUNTY OF LUNENBURG—Continued..... \$3104 25

157.	John Williams.....	20 00
159.	Henry Schawrtz.....	20 00
160.	Christian Ernst.....	133 34
161.	William McRaith.....	121 76
179.	Gershom Levy.....	30 00
195.	Thomas Hatchee.....	40 00
198.	Benjamin Hiltz.....	30 00
200.	Thomas Quinlan.....	30 00
207.	Thomas Fleet.....	50 00
218.	Lewis Selig.....	50 00
219.	Philip Fancy, junr.....	80 00
221.	John Smith.....	60 00
225.	Richard Butler.....	40 00
226.	William Faulkner.....	50 00
237.	Zenas Fancy.....	200 00
245.	Daniel Himmelman.....	40 00
246.	John Oxner.....	30 00
254.	Philip Wamback.....	20 00

4149 35

COUNTY OF PICTOU.

1.	David Langille.....	0 25
8.	William McNeil.....	0 50
15.	Dan. McKenzie.....	0 20
22.	Alex. McDonald.....	20 00
24.	Danl. McDonald.....	20 00
31.	Neil Matheson.....	30 00
32.	John Coventry.....	30 00
39.	James Proudfoot.....	30 00
57.	John McLeod.....	20 00
60.	John Murray.....	30 00
63.	Don. McKenzie.....	30 00
70.	John Murray.....	40 00
75.	Angus Calder.....	30 00
82.	George Cambell.....	30 00
83.	William Rubley.....	30 00
85.	Donald McDonald.....	20 00
86.	John McLeod.....	30 00
90.	Dan. Henderson.....	30 00
91.	Donald McLeod.....	40 00
112.	John McDonald.....	30 00
117.	Murdoch Morrison.....	20 00
132.	A. Cruikshank.....	20 00
134.	Ken. McKenzie.....	40 00
137.	Don. McDonald.....	40 00
138.	Peter Grant.....	40 00
142.	William McKay.....	20 00
153.	John McKenzie.....	40 00
155.	David McKay.....	20 00
158.	George Bigney.....	0 18
168.	George Denvon.....	50 00
171.	Daniel McKay.....	300 00
172.	Daniel Fraser.....	100 00
174.	John McKenzie.....	60 00
175.	D. A. Ross.....	466 67
176.	.....	160 00
180.	Alex. McKay.....	16 00

Continued..... \$1883 80

*Carried forward*..... \$54735 34

*Brought forward*..... \$ 54785 34

COUNTY OF PICTOU—Continued..... \$ 1883 80

181.	David McKenzie . . . . .	20 00
185.	.....	51 00
186.	.....	49 00
190.	.....	72 64
190. <i>a</i>	.....	236 10
225.	Wm. B. Stewart . . . . .	6 82
229.	Thomas McDonald . . . . .	18 00
240.	John Fraser . . . . .	24 00
255.	Alexander Fraser . . . . .	120 00
161.	Alexander McMillan . . . . .	30 00
268.	James Reid . . . . .	60 00
272.	George McLeod . . . . .	1 10
270.	John Fraser . . . . .	200 00
290.	James McLeod . . . . .	36 00
291.	William Fraser . . . . .	50 00
292.	Danald McKay . . . . .	40 00
296.	James Wentworth . . . . .	90 00
297.	John Fraser . . . . .	30 00
298.	Alex. McDonald . . . . .	400 00
299.	Donald A. Holmes . . . . .	40 00
302.	John McKenzie . . . . .	0 36
311.	.....	150 00
315.	Don. McDonald . . . . .	30 00
317.	Wm. McGilvray . . . . .	40 00
319.	John Campbell . . . . .	20 00
322.	Donald McLean . . . . .	40 00
323.	Alex. McDonald . . . . .	30 00
328.	Adam McKenzie . . . . .	400 00
329.	John McLean . . . . .	40 00

4208 82

COUNTY OF QUEENS.

6.	William A. Kempton . . . . .	0 25
7.	Samuel Miuard . . . . .	200 00
9.	Simeon Hunt . . . . .	533 33
26.	Alexander Smith . . . . .	20 00
28.	William McKay . . . . .	20 00
29.	Harvey Ledbetter . . . . .	0 90
36.	John Cozin . . . . .	15 00
37.	William Hendry . . . . .	80 00
42.	George Fisher . . . . .	100 00
45.	John Mahaar . . . . .	15 00
49.	Dennis Clary . . . . .	15 00
50.	Patrick Jones . . . . .	15 00
52.	James Gilfoy . . . . .	15 00
55.	Barney McGinty . . . . .	15 00
61.	Patrick Butler . . . . .	20 00
64.	Thomas Boyle . . . . .	15 00
66.	Miles Corrakin . . . . .	15 00
69.	John Connaway . . . . .	15 00
71.	John McGinty . . . . .	20 00
72.	— Patterson . . . . .	15 00
82.	Robert Forrest, junr . . . . .	15 00
87.	John Park . . . . .	100 00
88.	John Fitzgerald . . . . .	267 00
93.	Thomas Payzant . . . . .	0 13
97.	Donald Campbell . . . . .	80 00

Continued..... \$ 1606 61

*Carried forward*..... \$ 58944 16

*Brought forward*..... \$ 58944 16

COUNTY OF QUEENS—Continued..... \$ 1606 61

99.	Robert McKay.....	80 00
100.	.....	30 00
101.	Neil McDonald.....	30 00
102.	James Douglas.....	110 00
104.	William Starritt.....	60 00
112.	Nathan Freeman.....	100 00
113.	Stephen Kempton.....	1 35
117.	.....	16 00
121.	Thomas Nickerson..	16 00
122.	James Nickerson.....	30 00
134.	John Bagley.....	20 00
135.	William Wentzell, junr.....	40 00
142.	Spencer Cohoon.....	160 00
144.	John Manthon.....	120 00
145.	— Perry.....	20 00
146.	John Fitzgerald.....	30 00
147.	John Briggans.....	40 00
149.	.....	400 00
151.	William Gold.....	60 00
159.	Peter Croft.....	30 00
167.	Peter Fralig.....	30 00
169.	Gannabiel Gardner.....	20 00
171.	John McDonald.....	30 00
172.	Michael McDonald.....	30 00
174.	Alexander McDonald.....	40 00
175.	— Douglas.....	14 00
176.	Watson Burgess.....	20 00
177.	— Stewart.....	20 00
178.	Robert McDonald.....	20 00
179.	Richard Lantz.....	30 00
183.	William McDonald.....	14 00
184.	John Lennerton.....	30 00
	.....	28 50

3326 46

COUNTY OF RICHMOND.

3.	Alex. Madden.....	120 00
6.	George M. Jean.....	50 00
7.	Aime Martell.....	24 00
8.	Peter Benoit.....	30 00
13.	Simon Josse.....	30 00
14.	Hubert Poirrier.....	40 00
22.	Michal Killaher.....	40 00
29.	Benjamin Forest.....	30 00
35.	John Tyrell.....	30 00
36.	Edward Landry.....	20 00
37.	.....	20 00
43.	William Burge.....	40 00
45.	Sebastian Sampson, senr.....	40 00
49.	John Proctor, senr.....	30 00
50.	George T. Handley.....	30 00
54.	Patrick McCarthy.....	40 00
55.	Walter Murray.....	30 00
56.	Robert Malcolm.....	20 00
65.	David Sutherland.....	25 00
66.	William Urquhart.....	50 00
68.	Frank Lafford.....	30 00

Continued..... \$ 769 00

*Carried forward*..... \$ 62270 62

<i>Brought forward</i> .....		\$ 62270 62
COUNTY OF RICHMOND—Continued.....		\$ 769 00
69. Hugh Gillis.....		40 00
70. Boniface Sampson.....		40 00
71. William Bulger.....		30 00
73. Arthur Madden.....		40 00
76. Donald McKay.....		60 00
77. Alexander Urquhart.....		0 50
82. John McKay.....		20 00
83. Alexander McKay.....		20 00
87. Kenneth Morrison.....		100 00
88. Allan Morrison.....		40 00
91. Josiah Hooper.....		100 00
107. Felix Mauberquet.....		30 00
108. Eloi Audit.....		20 00
109. Thomas Grady.....		30 00
110. Law. Devereaux.....		60 00
111. Archibald McQueen.....		30 00
112. Unappropriated.....		1522 33
113. Do.....		1470 78
118. Special Grant.....		1466 67
		5889 28

## COUNTY OF SHELBURNE.

2. Charles Swain.....		20 00
3. Jonathan Greenwood.....		30 00
5. James Hagar.....		20 00
6. Thomas Swain.....		40 00
7. Moses Perry.....		20 00
10. Rufus Brown.....		0 20
18. Conrad Ryer.....		70 00
19. George McKay.....		80 00
25. C. Bower.....		30 00
30. John G. W. Dall.....		25 00
31. John Vernon.....		25 00
33. Allen McKenzie.....		30 00
35. James McLean.....		20 00
36. John Downie.....		30 00
37. Thomas Frith.....		15 00
41. Joseph Williams.....		12 00
45. Charles Stalker.....		16 00
46. George D. Acher.....		15 00
57. G. D. Bill.....		32 82
58. Josiah Hayden.....		25 00
59. James Giffin.....		25 00
60. Michael Decker.....		25 00
61. William McLearn.....		25 00
66. George Harding.....		30 00
67. Tilly Richardson.....		20 00
69. John Richardson.....		50 00
70. Robert Currie.....		20 00
75. Duncan McMillan.....		20 00
76. William Arnold.....		15 00
77. Charles Firth.....		15 00
78. Lauchlan McKay.....		100 00
81. Alexander McKay.....		30 00
84. John B. Swain.....		60 00
85. Josiah Smith.....		20 00
87. Edward Perry.....		20 00
		1081 02

Continued..... \$ 1081 02

*Carried forward*..... \$ 68159 90

*Brought forward*..... \$ 68159 90

COUNTY OF SHELburnE—Continued..... \$ 1031 02

90.	Hows Smith.....	30 00
92.	Robert Rennels.....	20 00
101.	David Watt.....	20 09
103.	Nathaniel Crowell.....	50 00
111.	John Garron.....	20 00
112.	Eben. Nickerson.....	30 00
113.	Rueben Brannen.....	50 00
115.	Ephraim Larkin.....	30 00
117.	Benjamin Ross.....	30 00
118.	William Brannan.....	40 00
119.	Eleazer Penny.....	60 09
120.	Samuel Atkins.....	20 00
121.	Daniel Penny.....	20 00
123.	Parker Smith.....	0 40
124.	Isaac C. Smith.....	30 00
125.	Joel Worthen.....	100 00
126.	Joseph McCumminskey.....	70 09
128.	Smith Atwood.....	20 00
131.	William Greenwood.....	20 00
133.	Mark Lannoch.....	14 00
135.	Alexander Watson.....	35 00
136.	John Dunlop.....	105 00
137.	Thomas Dunlop.....	140 00
138.	Thomas Holden, junr.....	200 00
139.	William Helden.....	170 00
140.	George Swinesburg.....	70 00
144.	James McKay.....	450 00

2880 42

COUNTY OF VICTORIA.

15.	F. W. McKenzie.....	0 03
18.	Robert Heelen.....	2 94
19.	William Fader.....	2 27
21.	F. W. McKenzie.....	3 92
38.	Angus McKay.....	533 34
43.	Angus B. Morrison.....	400 00
44.	Angus McKay.....	266 67
45.	Alexander McDonald.....	400 00
46.	Donald Munro.....	400 00
47.	Angus McKay.....	200 00
50.	do.....	266 67
52.	Donald Stewart.....	60 00
53.	Murdoch Morrison.....	30 00
54.	Angus McAulay.....	40 00
56.	Francis Dunlap.....	30 00
58.	F. W. McKenzie.....	40 00
62.	Angus McDonald.....	30 00
64.	F. W. McKenzie.....	30 00
67.	Donald Fraser.....	20 00
70.	F. W. McKenzie.....	20 00
72.	Donald McQuarrie.....	60 00
73.	Sheriff Ingraham.....	80 00
75.	Angus McKay.....	33 57
76.	Norman McPherson.....	20 00
77.	— Burton.....	20 00
79.	Alexander McDonald.....	30 00
82.	Angus McLeod.....	40 00

Continued..... \$ 3059 41

*Carried forward*..... \$ 71040 82

Brought forward..... \$71040 32

COUNTY OF VICTORIA—Continued..... \$3059 41

83.	Thomas Donovan.....	40 00
84.	F. W. McKenzie.....	60 00
86.	F. W. McKenzie.....	40 00
88.	John McKay.....	40 00
90.	F. W. McKenzie.....	30 00
91.	John Smith.....	30 00
92.	J. Campbell.....	40 00
93.	John Shaw.....	60 00
94.	D. McDonald.....	0 50
105.	D. McRae.....	30 00
111.	Duncan McRae.....	30 00
115.	Malcolm McLean.....	30 00
116.	Angus Morrison.....	30 00
117.	Samuel Watson.....	1 00
124.	John Smith.....	20 00
125.	Donald McDonald.....	20 00
126.	do.....	40 00
127.	Donald Corbet.....	20 00
129.	W. Faders.....	20 00

3640 91

COUNTY OF YARMOUTH.

1.	John Carland.....	400 00
3.	Leon Porter.....	666 67
6.	Dennis Surette.....	200 00
12.	Samuel Holmes.....	400 00
15.	Henry Wyman.....	50 00
33.	Ebenezer Crosby.....	20 00
34.	Joseph Murphy.....	30 00
64.	Henry Sanders.....	50 00
66.	Nathan Crosby.....	75 00
67.	J. P. Durkee.....	100 40
72.	Christopher Strickland.....	75 00
80.	James C. Cunn.....	59 00
81.	James Leopold.....	345 89
87.	Titus Herbert.....	10 00
88.	Benjamin Tinkam.....	25 30
91.	.....	100 00
93.	M. Amirault.....	20 00
94.	J. W. Lenocks.....	50 00
95.	L. D'Entremont.....	60 00
96.	John Goodwin, senr.....	30 00
97.	N. Goodwin.....	30 00
98.	A. VanEmbursg.....	20 00
120.	T. Hipson.....	20 00
121.	Hailet Goodwin.....	20 00
122.	John B. Muse.....	20 00
124.	J. Roberts.....	40 00
129.	William Forbes.....	30 00
135.	B. Atwood.....	20 00
147.	P. D'Entremont.....	20 00
152.	S. Doucette.....	30 00
168.	John Doucette.....	20 00
171.	Jeremiah Murphy.....	20 00

8057 26

\$77788 49

VARIOUS  
STATEMENTS  
CONNECTED WITH THE  
TRADE AND COMMERCE

OF THE

PROVINCE OF NOVA SCOTIA,

FOR THE TWELVE MONTHS ENDED 30TH SEPTEMBER, 1866.



HALIFAX, N. S.

A. GRANT, PRINTER TO THE QUEEN'S MOST EXCELLENT MAJESTY.  
1866.





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DETAILED STATEMENTS AND ABSTRACTS  
OF THE  
QUANTITIES AND VALUE OF THE PRINCIPAL ARTICLES  
IMPORTED INTO THE PROVINCE OF NOVA SCOTIA  
FOR THE SIX MONTHS ENDING 31ST MARCH, 1866.

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# TRADE RETURNS

FOR THE HALF YEAR ENDED 31<sup>st</sup> MARCH, 1866.

## GENERAL STATEMENT OF IMPORTS.

*Being a detailed Account of the Quantity and Value of the Principal Articles imported from each Country—with the Quantity and Value entered for Home Consumption, and amount of Duty collected thereon.*

### GREAT BRITAIN.

#### ALE AND PORTER.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Galls.		Galls.			
Halifax .....	11475	\$ 7651	17339	\$ 8674	6 cts.	\$ 1040 34
Liverpool.....	264	130	264	130		15 84
Pictou.....	259	183	259	183		15 54
Sydney.....			192	385		11 52
	11998	7964	18054	9372		1083 24

#### ARMS AND AMMUNITION.

Pictou .....	Pkgs. 1282	4020	Pkgs. 1282	4020	10 p. c.	402 00
--------------	------------	------	------------	------	----------	--------

#### BACON AND HAMS.

Halifax .....	Lbs. 418	95	Lbs. 418	95	2 cts.	8 36
---------------	----------	----	----------	----	--------	------

#### BREAD (FINE).

Halifax .....	Lbs.		Lbs. 2744	192	1 ct.	27 44
---------------	------	--	-----------	-----	-------	-------

#### CANDLES (TALLOW).

Halifax .....	Lbs.		Lbs. 480	48	3 cts.	14 40
---------------	------	--	----------	----	--------	-------

#### CANDLES (OTHER).

Halifax .....	Lbs. 288	115	Lbs. 1304	330	8 cts.	104 32
---------------	----------	-----	-----------	-----	--------	--------

#### CHEESE.

Halifax .....	Lbs. 2650	564	Lbs. 3087	570	1 ct.	30 87
---------------	-----------	-----	-----------	-----	-------	-------

#### CASSIA AND CINNAMON.

Pictou .....	Lbs. 28	7	Lbs. 28	7	5 cts.	1 40
--------------	---------	---	---------	---	--------	------

#### CHOCOLATE.

Halifax .....	Lbs. 684	149	Lbs. 684	149	3 cts.	20 52
---------------	----------	-----	----------	-----	--------	-------

## GENERAL STATEMENT OF IMPORTS.—GREAT BRITAIN.

## COAL.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity. <sup>a</sup>	Value.	Quantity.	Value.		
	Tons.		Tons.			
Halifax .....	451	\$ 1105	451	\$ 1105	Free.	
Sandy Cove.....	30	80	30	80		
	481	1185	481	1185		

## CLOCKS.

	Pkgs.		Pkgs.			
Halifax .....	37	125	37	125	20 p. c.	25 00

## CORDAGE AND CANVAS.

	Lbs. Pcs. & pkgs.		Lbs. Pcs. & pkgs.			
Halifax .....	5992	121382	7637	125594	5 p. c.	6279 70
Antigonish.....			20	47		2 35
Baddeck.....			9	74		3 70
Liverpool.....	247	2057	132	2394		119 70
Pictou .....	23808	3082	23808	3743		187 15
Yarmouth .....			52	2220		111 00
	23808	6244	23808	7858		6703 60

## COTTON, LINEN, SILK, AND WOOLEN MANUFACTURES.

	Pkgs.		Pkgs.			
Halifax .....	2377	710818	2369	734319	10 p. c.	73431 90
Amherst.....	46	13846	46	13846		1384 60
Antigonish.....			31	7393		739 30
Liverpool.....	31	7401	30	7288		728 80
Lunenburg .....			10	2863		286 30
North Sydney .....			10	3105		310 50
Pictou .....	35	5185	43	8099		809 90
Pugwash .....			1	105		10 50
Windsor.....	35	9359	35	9359		935 90
Yarmouth .....			7	1637		163 70
	2524	746609	2582	788014		78801 40

## COTTON WARP, &amp;c.

	Pkgs.		Pkgs.			
Halifax .....	178	36166	179	36055	5 p. c.	1802 75
Amherst.....	2	307	2	307		15 35
Antigonish.....			6	615		80 75
Lunenburg .....			1	156		7 80
Pictou .....			1	234		11 70
Yarmouth .....			3	46		2 30
	180	36473	192	37413		1870 65

## CONFECTIONERY.

	Pkgs.		Pkgs.			
Halifax .....	48	1320	186	3002	20 p. c.	600 40
Pictou.....	2	71	2	71		14 20
Windsor.....	3	41	3	41		8 20
	53	1432	141	3114		622 80

## DRUGS AND PATENT MEDICINES.

	Pkgs.		Pkgs.			
Halifax .....	13	256	13	256	20 p. c.	51 20

## GENERAL STATEMENT OF IMPORTS.—GREAT BRITAIN.

## DRUGS AND DYE STUFFS.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	Pkgs. 707	\$ 12633	Pkgs. 764	\$ 16661	10 p. c.	\$ 1666 10
Pictou .....	66	1483	83	2235	.....	223 50
	773	14116	847	18896		1889 60

## EARTHENWARE.

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax .....	7349	28971	5849	29305	10 p. c.	2930 50
Antigonish .....			118	295	.....	29 50
Baddeck .....			5	139	.....	13 90
Liverpool .....	47	174	14	163	.....	16 30
Pictou .....	166	704	166	704	.....	70 40
Windsor .....	42	75	42	75	.....	7 50
	7600	29924	6194	30681		3068 10

## FLOUR (OTHER THAN WHEAT).

	Bbls.	Value.	Bbls.	Value.	Rate of Duty.	Duty Collected.
Halifax .....	13	85	13	85	Free.	

## FRUIT (RAISINS).

	Lbs.	Value.	Lbs.	Value.	Rate of Duty.	Duty Collected.
Halifax .....			3545	45	2 cts.	70 90

## FRUIT (OTHER).

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax .....	320	3527	534	5436	10 p. c.	543 60
Pictou .....	13	145	13	145	.....	14 50
	333	3672	547	5581		558 10

## GROCERIES (INCLUDING SOAP).

	Lbs.	Pkgs.	Value.	Lbs.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax .....		1528	9407		2350	11508	10 p. c.	1150 80
Pictou .....	4830		465	4830		465	.....	46 50
	4830	1528	9872	4830	2350	11973		1197 80

## GRAIN (RICE).

	Bush.	Value.	Bush.	Value.	Rate of Duty.	Duty Collected.
Halifax .....	3630	10853	3630	10853	Free.	

## HARDWARE (FIRST CLASS).

	Pcs. and Pkgs.	Value.	Pcs. and Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax .....	6214	94649	4718	84617	10 p. c.	8461 70
Amherst .....	50	456	50	456	.....	45 60
Antigonish .....			747	2420	.....	242 00
Baddeck .....			2	128	.....	12 80
Little River .....			63	102	.....	10 20
Liverpool .....	1	13	1	13	.....	1 30
Pictou .....	1026	5863	1033	6036	.....	603 60
Windsor .....	57	645	57	645	.....	64 50
	7347	101126	6671	94417		9441 70

## APPENDIX No. 2.—TRADE RETURNS.

## GENERAL STATEMENT OF IMPORTS.—GREAT BRITAIN.

## HARDWARE (SECOND CLASS).

PORTS.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	Lbs. Pcs. & Pkgs. 64032	\$ 114150	Lbs. Pcs. & Pkgs. 60965	\$ 99081	5 p. c.	\$ 4954 05
Antigonish .....			892	627		31 35
Baddeck .....			1	16		80
Hantsport .....	3238	2922	3238	2922		146 10
Little River .....			368	186		9 30
Liverpool .....	328	1507	232	1749		87 45
Pictou .....	381267	33 10599	381267	33 10599		529 95
Windsor .....	262473	59 5018	262473	59 5018		250 90
	643740	67690	643740	65788	120198	6009 90

## HARDWARE (THIRD CLASS).

Halifax .....	Tons.	Pcs. & Pkgs.	Tons.	Pcs. & Pkgs.	Rate of Duty.	Duty Collected.
	Quantity.	Value.		Quantity.		
Halifax .....	1491	71393	1491	71393	Free.	
Antigonish .....			1	77		
Pictou .....	260	4624	260	4624		
Windsor .....	150	2063	150	2063		
	410	1491	410	1492	78157	

## HATS AND CAPS.

Halifax .....	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
	Quantity.					
Halifax .....	102	14492	103	14629	10 p. c.	1462 90
Amherst .....	2	72	2	72		7 20
Antigonish .....			2	274		27 40
Liverpool .....	1	144	1	144		14 40
Pictou .....	2	189	2	189		18 90
Windsor .....	8	534	8	534		53 40
	115	15431	118	15842		1584 20

## INDIA RUBBER MANUFACTURES.

Halifax .....	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax .....	127	5426	242	6041	10 p. c.	604 10

## JEWELRY, &amp;c.

Halifax .....	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax .....	160	35250	159	35315	10 p. c.	3531 50

## LEATHER MANUFACTURES.

Halifax .....	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax .....	344	51598	365	55006	10 p. c.	5500 60
Antigonish .....			1	60		6 00
Windsor .....	1	49	1	49		4 90
	345	51647	367	55115		5511 50

## LEATHER (SOLE).

Halifax .....	Lbs.	Value.	Lbs.	Value.	Rate of Duty.	Duty Collected.
Halifax .....	448	172	448	172	4 cts.	17 92

## MOLASSES.

Amherst .....	Galls.	Value.	Galls.	Value.	Rate of Duty.	Duty Collected.
Amherst .....	101	46	101	46	5 cts.	5 05

## GENERAL STATEMENT OF IMPORTS.—GREAT BRITAIN.

## NAVAL STORES.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 1047	\$ 2193	Pkgs. 1047	\$ 2193	5 p. c.	\$ 109 65
Hantsport .....	40	130	40	130	.....	6 50
	1087	2323	1087	2323		116 15

## OIL (LINSEED, &amp;c.)

	Pkgs.	Galls.		Pkgs.	Galls.		Rate of Duty.	Duty Collected.
	Halifax.....	.....		2044	.....			
Liverpool.....	4	.....	12	.....	.....	434	.....	48 40
Pictou.....	.....	290	.....	.....	290	374	.....	37 40
Windsor.....	4	.....	4	.....	.....	330	.....	33 00
	8	2334	16	5281	4595			459 50

## PAPER MANUFACTURES, &amp;c.

	Pkgs.		Pkgs.		Rate of Duty.	Duty Collected.
	Halifax.....		238			
Antigonish.....	.....	.....	2	68	.....	6 80
Liverpool.....	4	282	4	282	.....	28 20
Pictou.....	16	830	24	1449	.....	144 90
	258	10163	271	11024		1102 40

## PAPER (PRINTING), BOOKS, &amp;c.

	Pkgs.		Pkgs.		Rate of Duty.	Duty Collected.
	Halifax.....		219			
Pictou.....	11	685	11	685	.....	
	230	16148	230	16148		

## PAINT AND PUTTY.

	Pkgs.		Pkgs.		Rate of Duty.	Duty Collected.
	Halifax.....		489			
Antigonish.....	.....	.....	10	340	.....	34 00
Canso.....	20	52	20	52	.....	5 20
Liverpool.....	8	444	15	374	.....	37 40
Pictou.....	36	308	36	308	.....	30 80
	553	8790	616	10558		1055 80

## SPIRITS (BRANDY AND CORDIALS).

	Galls.		Galls.		Rate of Duty.	Duty Collected.
	Halifax.....		5291			
Amherst.....	278	433	278	433	.....	250 20
Lunenburg.....	.....	.....	34	58	.....	30 60
Pictou.....	35	70	654	1614	.....	588 60
Port Hood.....	.....	.....	33	99	.....	29 70
Pugwash.....	.....	.....	137	254	.....	123 30
Sydney.....	.....	.....	304	600	.....	273 60
Tatamagouche.....	.....	.....	71	114	.....	63 90
Yarmouth.....	.....	.....	70	280	.....	63 00
	5604	8288	16395	29611		14756 40



## GENERAL STATEMENT OF IMPORTS.—GREAT BRITAIN.

## SPIRITS (GENEVA AND WHISKEY).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Galls.		Galls.			
Halifax.....	4018	\$ 2764	35879	\$ 18400	70 cts.	\$25115 30
Amherst.....	432	227	586	351		410 20
Baddeck.....			278	138		194 60
Great Bras d'Or.....			124	113		86 80
Liverpool.....	151	201	151	201		105 70
Pictou.....	111	111	2673	3459		1871 10
Pugwash.....			197	149		137 90
Sydney.....			437	230		306 08
Tatamagouche.....			190	101		133 00
	4712	3303	40515	23142		28360 68

## SPIRITS (RUM).

	Galls.		Galls.			
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	90	180	1443	1437	40 cts.	577 20
Amherst.....	722	456	722	456		288 80
Arichat.....			717	471		286 80
Pictou.....	293	200	464	477		185 60
	1105	836	3346	2841		1338 40

## SPIRITS (STRONG WATERS).

	Galls.	Value.	Galls.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	37	20	112	57	50 cts.	56 00

## SPIRITS (WINE).

	Doz.	Galls.	Value.	Doz.	Galls.	Value.	Rate of Duty.	Duty Collected.
	Halifax.....	108	1653	2905	984	22533	62345	
Amherst.....		138	263		138	263		34 50
Arichat.....					33	60		19 80
Pictou.....		65	97		131	229		78 60
	108	1856	3265	984	22835	62397		9415 20

## SUGAR REFINED.

	Lbs.		Lbs.			
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	105467	8984	226141	29008	2 cts.	4522 82
Pictou.....	1033	103	1033	103		20 66
	106500	9087	227174	29111		4543 48

## SALT.

	Bush.	Value.	Bush.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	22479	2247	22479	2247	Free.	

## STONE (MANUFACTURED).

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	1	581	1	581	10 p. c.	58 10

## STONE (UNMANUFACTURED).

	No.	Value.	No.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	2000	120	2000	120	Free.	

GENERAL STATEMENT OF IMPORTS.—GREAT BRITAIN.

TEA (BLACK).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Lbs. 149658	\$ 52873	Lbs. 521513	\$ 161217	6 cts.	\$31290 78
Amherst.....	662	238	662	238		39 72
Antigonish.....			7181	1971		430 86
Arichat.....			387	116		23 22
Great Bras d'Or.....			1040	345		62 40
Liverpool.....	880	352				
North Sydney.....			172	48		10 32
Pictou.....	11378	5689	13318	6562		799 08
Port Hood.....			1970	788		118 20
Pugwash.....			1948	603		116 88
Yarmouth.....			2074	758		124 44
	162578	59152	550265	172646		33015 90

TEA (GREEN).

Halifax.....	Lbs.		Lbs.	202	101	11 cts.	22 22
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TOBACCO (MANUFACTURED).

Halifax.....	Lbs. 820	230	Lbs. 1590	524	5 cts.	79 50
Amherst.....	1633	436	1633	436		81 65
	2453	666	3223	960		161 15

TOBACCO (SNUFF AND CIGARS).

Halifax.....	Pkgs. 6	360	Pkgs. 16	945	20 p. c.	189 00
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WOODWARE (MANUFACTURED).

Halifax.....	Pkgs. 8	594	Pkgs. 8	594	10 p. c.	59 40
Pictou.....	864	323	864	323		32 30
	872	917	872	917		91 70

WOODWARE (UNMANUFACTURED).

Halifax.....	Tons. 35	Pcs. 656	1075	Tons. 35	Pcs. 656	1075	Free.
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UNENUMERATED (AT 10 PER CENT).

Halifax.....	Pkgs. 700	1575	Pkgs. 700	1575	10 p. c.	157 50
Antigonish.....			11	59		5 90
Liverpool.....	3	183	3	183		18 30
Pictou.....	105	156	105	156		15 60
Yarmouth.....				196		19 60
	708	1924	819	2169		216 90

UNENUMERATED (FREE).

Halifax.....	Pkgs. 106	4897	Pkgs. 106	4897	Free.	
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## GENERAL STATEMENT OF IMPORTS.

## CANADA.

## ALE AND PORTER.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Galls.		Galls.			
Halifax.....	344	\$ 173	344	\$ 173	6 cts.	\$ 20 64
Pictou.....	80	30	80	30		4 80
	424	203	424	203		25 44

## ANIMALS.

	Horse.		Horse.		
Halifax.....	1	200	1	200	Free.

## BEEF AND PORK.

	Bbls.		Bbls.		
Arichat.....	28	560	28	560	Free.
Port Hawkesbury.....	3	60	3	60	
Port Mulgrave.....	3	66	3	66	
	34	686	34	686	

## BREAD (PILOT OR NAVY).

	Pkgs.	Lbs.		Pkgs.	Lbs.	
Arichat.....		12000	480		12000	480
Canso.....		3000	96		3000	96
Port Hawkesbury.....	10		40	10		40
	10	15000	616	10	15000	616

## BUTTER AND LARD.

	Lbs.		Lbs.		
Halifax.....	412	88	412	88	Free.
Arichat.....	800	160	800	160	
	1212	248	1212	248	

## CHEESE.

	Lbs.		Lbs.		
Pictou.....	9381	1407	9381	1407	Free.

## COFFEE (GREEN).

	Lbs.		Lbs.		
Halifax.....			833	125	4 cts. 33 32

## COTTON, LINEN, SILK, AND WOOLEN MANUFACTURES.

	Pkgs.		Pkgs.		
Halifax.....	20	581	20	456	10 p. c. 45 60

## DRUGS AND DYE STUFFS.

	Pkgs.		Pkgs.		
Halifax.....	5	71	5	71	10 p. c. 7 10

## DRUGS AND PATENT MEDICINES.

	Pkgs.		Pkgs.		
Halifax.....	22	514	22	514	20 p. c. 102 80

## GENERAL STATEMENT OF IMPORTS.—CANADA.

## EARTHENWARE, GLASS, AND CHINA.

PORTS.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 68	\$ 525	Pkgs. 68	\$ 525	10 p. c.	\$ 52 50
Canso.....	17	32	17	32		3 20
	85	557	85	557		55 70

## FLOUR (WHEAT).

	Bbls.		Bbls.		
Halifax.....	5460	30000	5460	30000	Free.
Arichat.....	1050	7350	1050	7350	
Canso.....	525	3087	525	3087	
Pictou.....	4837	33859	4837	33859	
Port Hawkesbury.....	1215	8402	1215	8402	
Port Mulgrave.....	200	1250	200	1250	
St. Mary's River.....	1611	10212	1611	10212	
	14898	94160	14898	94160	

## FLOUR (OTHER).

	Bbls.		Bbls.		
Halifax.....	125	500	125	500	Free.
Canso.....	5	71	5	71	
Port Hawkesbury.....	215	910	215	910	
	345	1481	345	1481	

## FRUIT (GREEN).

	Pkgs.		Pkgs.		
Halifax.....	182	748	182	748	Free.
Port Hawkesbury.....	4	12	4	12	
	186	760	186	760	

## FRUIT (RAISINS).

	Lbs.		Lbs.		
Halifax.....			189	30	2 cts. 3 78

## FISH (DRY).

	Lbs.		Lbs.		
Halifax.....	523700	15711	523700	15711	Free.

## FISH (HERRING AND ALEWIVES).

	Bbls.		Bbls.		
Halifax.....	2594	5188	2594	5188	Free.
Pictou.....	288	1152	288	1152	
	2882	6340	2882	6340	

## FISH (SALMON AND TROUT).

	Bbls.		Bbls.		
Halifax.....	656	6560	656	6560	Free.

## GENERAL STATEMENT OF IMPORTS.—CANADA.

## FISH (MACKEREL AND SHAD).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Bbls. 2896	\$ 23168	Bbls. 2896	\$ 23168	Free.	

## GROCERIES.

	Lbs.	Pkgs.		Lbs.	Pkgs.		Rate of Duty.	Duty Collected.
Halifax.....	.....90	.....40	.....90	.....188	.....477	10 p. c.	47 70	
Pictou.....	.....60	.....910	.....60	.....910	.....60	.....	6 00	
	910	40	150	910	188	537	53 70	

## GRAIN.

	Bush.		Bush.		Rate of Duty.	Duty Collected.
Halifax.....	.....5521	.....4993	.....5521	.....4993	Free.	
Canso.....	.....60	.....60	.....60	.....60	.....	
	5581	5053	5581	5053		

## HARDWARE.

	Pkgs.		Pkgs.		Rate of Duty.	Duty Collected.
Halifax.....	.....115	.....1445	.....121	.....1485	10 p. c.	148 50
Arichat.....	.....10	.....110	.....10	.....110	.....	11 00
Pictou.....	.....8	.....415	.....8	.....415	.....	41 50
Port Hawkesbury.....	.....2	.....17	.....2	.....17	.....	1 70
	135	1987	141	2027		202 70

## HIDES AND SKINS (UNDRESSED).

	Pkgs.	No.		Pkgs.	No.	Rate of Duty.	Duty Collected.
Halifax.....	.....8	.....1766	.....5350	.....8	.....1766	.....5350	Free.

## LEATHER MANUFACTURES.

	Pkgs.		Pkgs.		Rate of Duty.	Duty Collected.
Halifax.....	.....137	.....12187	.....140	.....12988	10 p. c.	1298 80
Canso.....	.....1	.....12	.....1	.....12	.....	1 20
Pictou.....	.....6	.....737	.....6	.....737	.....	73 70
Port Mulgrave.....	.....1	.....10	.....1	.....10	.....	1 00
	145	12946	148	13747		1374 70

## LEATHER (SOLE).

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
Halifax.....	.....17356	.....4157	.....35262	.....8843	4 cts.	1410 48
Canso.....	.....1407	.....95	.....1407	.....95	.....	56 28
	18763	4252	36669	8938		1466 76

## MOLASSES.

			Galls.		Rate of Duty.	Duty Collected.
Halifax.....	.....	.....	.....1864	.....466	5 cts.	93 20

GENERAL STATEMENT OF IMPORTS.—CANADA.

OIL (LINSEED, &c.)

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Pictou.....	Pkgs. 8	\$ 16	Pkgs. 8	\$ 16	10 p. c.	\$ 1 60

OIL (FISH OIL).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Galls. 10350	4140	Galls. 10350	4140	Free.	
Pictou.....	250	125	250	125		
	10600	4265	10600	4265		

SPIRITS (BRANDY AND CORDIALS).

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	Galls. 220	419	220	419	90 cts.	198 36

SPIRITS (GENEVA AND WHISKEY).

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	Galls. 283	118	283	118	70 cts.	198 10
Pictou.....	10	10	10	10		7 00
	10	10	293	128		205 10

SPIRITS (RUM).

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	Galls. 1850	980	Galls. 3476	1406	40 cts.	1390 40

SPIRITS (WINE).

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	Galls. 28	28	Galls. 197	271		96 85

STONE (MANUFACTURED).

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax..... <i>brick</i>	No. 20000	200	No. 20000	200	10 p. c.	20 00

TEA (BLACK).

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	Lbs. 160	64	Lbs. ....	.....		

TOBACCO (MANUFACTURED).

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	Lbs. 5328	850	Lbs. 14158	3176	5 cts.	707 90
Canso.....	479	72	479	72		23 95
	5807	922	14637	3248		731 85

## GENERAL STATEMENT OF IMPORTS.—CANADA.

## TOBACCO (SNUFF AND CIGARS).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	Pkgs.		Pkgs.	\$ 609	20 p. c.	\$ 121 80

## VEGETABLES (ONIONS).

	Bbls.	Lbs.	Value.	Bbls.	Lbs.	Value.	Rate of Duty.
	Quantity.	Value.		Quantity.	Value.		
Pictou.....		2160	65		2160	65	Free.
Port Hawkesbury.....	10		20	10		20	
	10	2160	85	10	2160	85	

## WOODWARE (MANUFACTURED).

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	275	548	323	648	10 p. c.	64 80
Pictou.....	61	251	61	251		25 10
	336	799	384	899		89 90

## UNENUMERATED (10 PER CENT).

Ports.	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	5	280	7	325	10 p. c.	32 50

## UNENUMERATED (FREE).

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.
	Quantity.	Value.	Quantity.	Value.	
Canso.....	7	14	7	14	Free.
Pictou.....	1	50	1	50	
	8	64	8	64	

## NEW BRUNSWICK.

## ALE AND PORTER.

	Galls.	Value.	Galls.	Value.	Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Amherst .....	60	\$ 9	60	\$ 9	6 cts.	\$ 3 60
Annapolis .....	5	2	5	2		30
Bridgetown .....	26	18	26	18		1 56
Digby.....	57	24	57	24		3 42
Joggins .....	10	9	10	9		60
Margaretsville.....	10	3	10	3		60
Sandy Cove.....	6	2	6	2		36
Truro.....	23	8	23	8		1 38
Westport .....	12	8	12	8		72
Weymouth.....	43	60	43	60		2 58
Yarmouth .....	190	50	190	50		11 40
	442	193	442	193		26 52

GENERAL STATEMENT OF IMPORTS.—NEW BRUNSWICK.

ARMS AND AMMUNITION.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Digby.....	Pkgs. 4	\$ 20	Pkgs. 4	\$ 20	10 p. c.	\$ 2 20

BEEF AND PORK.

	Bbls.		Bbls.		
Advocate Harbor .....	4	65	4	65	Free.
Apple River .....	3	44	3	44	
Barrington .....	14	228	14	228	
Bear River.....	1	28	1	28	
Bellevieu Cove .....	1	25	1	25	
Jiggins .....	7	125	7	125	
Parrsborough .....	2	49	2	49	
Ratchford's River.....	2	27	2	27	
Thorne's Cove.....	1	25	1	25	
Westport .....	10	179	10	179	
Yarmouth .....	40	720	40	720	
	85	1515	85	1515	

BREAD (FINE).

	Lbs.		Lbs.			
Amherst .....	300	30	300	30	1 ct.	3 00
Annapolis .....	378	28	378	28		3 78
Bear River .....	22	2	22	2		22
Bridgetown .....	404	41	404	41		4 04
Clementsport.....	184	15	183	15		1 83
Digby.....	604	58	604	58		6 04
French Cross.....	141	12	141	12		1 41
Port Gilbert .....	60	5	60	5		60
Weymouth .....	471	42	471	42		4 71
Windsor.....	253	22	253	22		2 53
Yarmouth .....	294	20	294	20		2 94
	3110	275	3110	275		31 10

BREAD (PILOT OR NAVY).

	Lbs.	Pkgs.		Lbs.	Pkgs.	
Bridgetown .....		2	10		2	Free.
Parrsborough .....		3	8		3	
Westport .....	160		7	160		
Yarmouth .....	560		43	560		
	720	5	68	720	5	68

BUTTER AND LARD.

	Lbs.		Lbs.		
Halifax.....	844	170	844	170	Free.
Horton.....	53	12	53	12	
Parrsborough .....	160	32	160	32	
Thorne's Cove.....	210	44	210	44	
Westport .....	900	225	900	225	
Yarmouth.....	340	80	340	80	
	2517	563	2517	563	



## GENERAL STATEMENT OF IMPORTS.—NEW BRUNSWICK.

## CANDLES (TALLOW).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.		Lbs.			
Amherst.....	150	\$ 21	150	\$ 21	3 cts.	\$ 4 50
Annapolis.....	179	25	179	25		5 37
Clementsport.....	52	8	52	8		1 56
Digby.....	292	44	292	44		8 76
French Cross.....	80	11	80	11		2 40
Joggins.....	259	39	259	39		7 77
Port Williams.....	172	25	172	25		5 16
Truro.....	102	16	102	16		3 06
Thorne's Cove.....	78	12	78	12		2 34
Weymouth.....	143	15	143	15		4 29
	1507	216	1507	216		45 21

## CHEESE.

	Lbs.		Lbs.		
Barrington.....	129	18	129	18	Free.

## CINNAMON AND CASSIA.

	Lbs.		Lbs.		
Bear River.....	5	2	5	2	5 cts. 25
Bridgetown.....	25	11	25	11	1 25
Clementsport.....	3	1	3	1	15
Joggins.....	21	9	21	9	1 05
Weymouth.....	4	2	4	2	20
	58	25	58	25	2 90

## CLOCKS.

	P'kgs.		P'kgs.		
Digby.....	1	11	1	11	20 p. c. 2 20
Yarmouth.....	1	9	1	9	1 80
	2	20	2	20	4 00

## COAL.

	Chalds.		Chalds.		
Halifax.....	110	660	110	660	Free.
Annapolis.....	10	57	10	57	
Barrington.....	$\frac{1}{2}$	3	$\frac{1}{2}$	3	
Bear River.....	4	22	4	22	
Bellevien Cove.....	3	15	3	15	
Bridgetown.....	15	90	15	90	
Canada Creek.....	$\frac{1}{2}$	3	$\frac{1}{2}$	3	
Clementsport.....	$3\frac{1}{2}$	18	$3\frac{1}{2}$	18	
Cornwallis.....	17	100	17	100	
French Cross.....	$1\frac{1}{2}$	10	$1\frac{1}{2}$	10	
Harborville.....	1	6	1	6	
Horton.....	11	77	11	77	
Maitland.....	43	218	43	218	
Margaretsville.....	4	21	4	21	
Port Acadia.....	4	22	4	22	
Port Gilbert.....	$7\frac{1}{2}$	45	$7\frac{1}{2}$	45	
Ratchford's River.....	3	21	3	21	
Sandy Cove.....	2	12	2	12	
Thorne's Cove.....	3	16	3	16	
Truro.....	2	9	2	9	
Weymouth.....	16	86	16	86	
Yarmouth.....	73	436	73	436	
	364 $\frac{1}{2}$	1947	364 $\frac{1}{2}$	1947	

GENERAL STATEMENT OF IMPORTS.—NEW BRUNSWICK.

COFFEE (GREEN).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.	\$	Lbs.	\$		
Halifax.....	1750	437	5199	996	4 cts.	\$ 207 96
Annapolis.....	35	6	35	6		1 40
Bear River.....	40	9	40	9		1 60
Bridgetown.....	10	2	10	2		40
Parrsborough.....	130	33	130	33		5 20
Thorne's Cove.....	12	3	12	3		48
Yarmouth.....	80	15	80	15		3 20
	2057	505	5506	1064		220 24

COFFEE (GROUND).

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Amherst.....	50	11	50	11	5 cts.	2 50
Annapolis.....	33	6	33	6		1 65
Clementsport.....	5	1	5	1		25
Digby.....	22	6	22	6		1 10
Port Williams.....	30	5	30	5		1 50
	140	29	140	29		7 00

CORDAGE AND CANVAS.

Ports.	Pkgs.		Pkgs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	29	435	3	285	5 p. c.	14 25
Annapolis.....	5	64	5	64		3 20
Bear River.....	15	202	15	202		10 10
Belleveu Cove.....	39	1570	39	1570		78 50
Canada Creek.....	4	193	4	193		9 65
Digby.....	11	321	11	321		16 05
Port Acadia.....	89	1460	89	1460		73 00
Sandy Cove.....	5	320	5	320		16 00
Westport.....	32	514	33	514		25 70
Weymouth.....	18	275	18	275		13 75
Windsor.....	11	119	11	119		5 95
Yarmouth.....	232	3773	232	3773		188 65
	490	9246	464	9096		454 80

COTTON WARP.

Ports.	Pkgs.		Pkgs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Amherst.....	52	498	52	498	5 p. c.	24 90
Annapolis.....	13	276	13	276		13 80
Belleveu Cove.....	12	36	12	36		1 80
Bridgetown.....	2	49	2	49		2 45
Clementsport.....	14	89	14	89		4 45
Digby.....	19	447	19	447		22 35
Joggins.....	1	9	1	9		45
Parrsborough.....	4	119	4	119		5 95
Port Acadia.....	1	19	1	19		95
Port Gilbert.....	1	50	1	50		2 50
Port Williams.....	3	38	3	38		1 90
Westport.....	1	6	1	6		30
Weymouth.....	11	220	11	220		11 00
Wilmot.....	1	40	1	40		2 00
Yarmouth.....	21	891	21	891		44 55
	156	2787	156	2787		139 3

## GENERAL STATEMENT OF IMPORTS.—NEW BRUNSWICK.

## COTTON, LINEN, SILK, AND WOOLLEN MANUFACTURES.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 7	\$ 301	Pkgs. 7	\$ 301	10 p. c.	\$ 30 10
Amherst.....	64	7409	64	7409		740 90
Annapolis.....	129	13155	129	13155		1315 50
Apple River.....	1	12	1	12		1 20
Bear River.....	65	8716	65	8716		871 60
Bellevue Cove.....	7	90	7	90		9 00
Bridgetown.....	65	10919	65	10919		1091 90
Canada Creek.....	7	956	7	956		95 60
Clementsport.....	12	2173	12	2173		217 30
Digby.....	163	15180	163	15180		1518 00
French Cross.....	6	1006	6	1006		100 60
Harbourville.....	19	3542	19	3542		354 20
Horton.....	2	23	2	23		2 30
Joggins.....	42	4642	42	4642		464 20
Margaretsville.....	20	1403	20	1403		140 30
Parrsborough.....	14	2545	14	2545		254 50
Port Acadia.....	11	1731	11	1731		173 10
Port Gilbert.....	11	4420	11	4420		442 00
Port Williams.....	3	586	3	586		58 60
Ratchford's River.....	1	129	1	129		12 90
Sandy Cove.....	15	792	15	792		79 20
Thorne's Cove.....	7	492	7	492		49 20
Westport.....	57	4703	57	4703		470 30
Weymouth.....	41	4363	41	4363		436 30
Wilmot.....	11	1107	11	1107		110 70
Windsor.....	4	678	4	678		67 80
Yarmouth.....	185	34652	185	34652		3465 20
	969	125725	969	125725		12572 50

## CONFECTIONERY.

	Pkgs.		Pkgs.			
Annapolis.....	3	26	3	26	20 p. c.	5 20
Bear River.....	2	8	2	8		1 60
Canada Creek.....	1	4	1	4		80
Clementsport.....	1	8	2	8		1 60
Digby.....	5	65	5	65		13 00
Joggins.....	1	30	1	30		6 00
Parrsborough.....	1	10	1	10		2 00
Weymouth.....	4	8	4	8		1 60
Windsor.....	4	88	4	88		17 60
	22	247	22	247		49 40

## DRUGS (PATENT MEDICINES).

	Pkgs.		Pkgs.			
Halifax.....	1	\$ 10	1	\$ 10	20 p. c.	\$ 2 00
Amherst.....	2	25	2	25		5 00
Annapolis.....	1	31	1	31		6 20
Bridgetown.....	3	63	3	63		12 60
Digby.....	12	194	12	194		38 80
French Cross.....	1	10	1	10		2 00
Joggins.....	1	3	1	3		60
Yarmouth.....	1	56	1	56		11 20
	22	392	22	392		78 40

GENERAL STATEMENT OF IMPORTS.—NEW BRUNSWICK.

DRUGS AND DYE STUFFS.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Pkgs.		Pkgs.			
Amherst .....	47	\$ 305	47	\$ 305	10 p. c.	\$ 30 50
Annapolis .....	21	383	21	383		38 30
Bear River .....	3	8	3	8		80
Bridgetown .....	3	63	3	63		6 30
Clementsport .....	3	12	3	12		1 20
Digby .....	11	298	11	298		29 80
French Cross .....	1	5	1	5		50
Harborville .....	5	44	5	44		4 40
Joggins .....	5	134	5	134		13 40
Parrsborough .....	2	11	2	11		1 10
Thorne's Cove .....	2	15	2	15		1 50
Weymouth .....	3	30	3	30		3 00
Wilmot .....	1	6	1	6		60
Windsor .....	3	146	3	146		14 60
Yarmouth .....	17	440	17	440		44 00
	127	1900	127	1900		190 00

EARTHENWARE, GLASS, AND CHINA.

	Pkgs.		Pkgs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Annapolis .....	41	436	41	436	10 p. c.	43 60
Barrington .....	1	3	1	3		30
Bear River .....	7	324	7	324		32 40
Bridgetown .....	5	101	5	101		10 10
Clementsport .....	23	213	23	213		21 30
Digby .....	15	317	15	317		31 70
Five Islands .....	1	2	1	2		20
French Cross .....	5	128	5	128		12 80
Harborville .....	8	196	8	196		19 60
Joggins .....	2	4	2	4		40
Margaretsville .....	3	97	3	97		9 70
Parrsborough .....	2	19	2	19		1 90
Port Acadia .....	3	70	3	70		7 00
Port Gilbert .....	5	92	5	92		9 20
Port Williams .....	2	15	2	15		1 50
Ratchford's River .....	1	24	1	24		2 40
Thorne's Cove .....	1	2	1	2		20
Westport .....	2	108	2	108		10 80
Weymouth .....	16	127	16	127		12 70
Wilmot .....	11	26	11	26		2 60
Yarmouth .....	22	368	22	368		36 80
	176	2672	176	2672		267 20

FLOUR (WHEAT).

	Bbls.		Bbls.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Advocate Harbor .....	150	1050	150	1050	Free.	
Amherst .....	114	820	114	820		
Annapolis .....	641	4565	641	4565		
Apple River .....	78	528	78	528		
Barrington .....	97	652	97	652		
Bear River .....	132	953	132	953		
Bridgetown .....	169	1121	169	1121		
Canada Creek .....	169	1195	169	1195		
Clementsport .....	40	292	40	292		
Digby .....	479	3353	479	3353		
French Cross .....	275	1932	275	1932		

## GENERAL STATEMENT OF IMPORTS.—NEW BRUNSWICK.

## FLOUR (WHEAT).—CONTINUED.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Bbls.		Bbls.			
Harborville .....	102	\$ 750	102	\$ 750	Free.	
Horton .....	72	511	72	511		
Joggins .....	308	2153	308	2153		
Maitland .....	63	441	63	441		
Margaretsville .....	152	1062	152	1062		
Parrsborough .....	198	1428	198	1428		
Port Williams .....	176	1245	176	1245		
Ratchford's River .....	108	770	108	770		
Sandy Cove .....	44	308	44	308		
Thorne's Cove .....	102	767	102	767		
Westport .....	246	1747	246	1747		
Weymouth .....	71	520	71	520		
Wilmot .....	50	360	50	360		
Yarmouth .....	63	386	63	386		
	4099	28909	4099	28909		

## FLOUR (OTHER).

	Bbls.		Bbls.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Advocate Harbor .....	16	72	16	72	Free.	
Annapolis .....	172	698	172	698		
Apple River .....	27	115	27	115		
Barrington .....	8	35	8	35		
Bear River .....	10	40	10	40		
Bridgetown .....	11	44	11	44		
Canada Creek .....	1	4	1	4		
Clementsport .....	4	20	4	20		
Digby .....	55	275	55	275		
Harborville .....	9	41	9	41		
Joggins .....	21	89	21	89		
Maitland .....	4	18	4	18		
Parrsborough .....	108	443	108	443		
Port Williams .....	2	8	2	8		
Ratchford's River .....	10	43	10	43		
Thorne's Cove .....	11	117	11	117		
Westport .....	23	100	23	100		
Weymouth .....	29	118	29	118		
	521	2280	521	2280		

## FRUIT (RAISINS).

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Amherst .....	308	44	308	44	2 cts.	\$ 6 16
Annapolis .....	369	43	369	43		7 38
Bear River .....	132	14	132	14		2 64
Bridgetown .....	50	6	50	6		1 00
Canada Creek .....	28	5	28	5		56
Clementsport .....	36	5	36	5		72
Digby .....	458	66	458	66		9 16
French Cross .....	49	8	49	8		98
Harborville .....	40	6	40	6		80
Parrsborough .....	100	14	100	14		2 00
Port Williams .....	12	2	12	2		24
Sandy Cove .....	25	4	25	4		50
Weymouth .....	240	40	240	40		4 80
Wilmot .....	20	2	20	2		40
Yarmouth .....	25	4	25	4		50
	1892	263	1892	263		37 84

GENERAL STATEMENT OF IMPORTS.—NEW BRUNSWICK.

FRUIT (GREEN OR DRIED).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Bbls.		Bbls.			
Halifax .....	6	\$ 40	6	\$ 40	Free.	
Advocate Harbor .....	2	35	2	35		
Barrington .....	6	26	6	26		
Five Islands .....	1	1	1	1		
Joggins .....	13	98	13	98		
Maitland .....	2	14	2	14		
Parrsborough .....	3	33	3	33		
Yarmouth .....	29	145	29	145		
	62	392	62	392		

FRUIT (OTHER).

	Pkg.		Pkg.		10 p. c.	
	Quantity.	Value.	Quantity.	Value.		
Amherst .....	1	11	1	11		\$1 10
Annapolis .....	14	44	14	44		4 40
Bridgetown .....	2	26	2	26		2 60
Digby .....	13	100	13	100		10 00
Joggins .....	1	17	1	17		1 70
Parrsborough .....	3	43	3	43		4 30
Weymouth .....	2	8	2	8		80
Wilmot .....	1	4	1	4		40
	37	253	37	253		25 30

FISH (DRY).

	Lbs.		Lbs.		Free.
	Quantity.	Value.	Quantity.	Value.	
Cornwallis .....	9296	332	9296	332	
Harborville .....	100	4	100	4	
Horton .....	896	32	896	32	
Joggins .....	13440	570	13440	570	
Parrsborough .....	5912	209	5912	209	
	29644	1147	29644	1147	

FISH (HERRING AND ALEWIVES).

	Bbls.		Bbls.		Free.
	Quantity.	Value.	Quantity.	Value.	
Halifax .....	680	1360	680	1360	
Advocate Harbor .....	6	30	6	30	
Apple River .....	8	40	8	40	
Canada Creek .....	15	60	15	60	
Cornwallis .....	82	246	82	246	
Horton .....	25	128	25	128	
Parrsborough .....	44	214	44	214	
Ratchford's River .....	5	31	5	31	
	865	2109	865	2109	

FISH (MACKEREL).

	Bbls.	Value.	Bbls.	Value.	Free.
Halifax .....	853	6824	853	6824	

FISH (SALMON AND TROUT).

	Bbls.	Value.	Bbls.	Value.	Free.
Halifax .....	41	410	41	410	

## GENERAL STATEMENT OF IMPORTS.—NEW BRUNSWICK.

## FISH (SHELL FISH).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Bush. 300	\$ 185	Bush. 300	\$ 185	Free.	

## GROCERIES.

	Pkgs.		Pkgs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Annapolis.....	14	64	14	64	10 p. c.	\$ 6 40
Canada Creek.....	1	2	1	2		20
Clementsport.....	5	76	5	76		7 60
Digby.....	33	187	33	187		18 70
French Cross.....	2	9	2	9		90
Horton.....	7	27	7	27		2 70
Joggins.....	7	48	7	48		4 80
Parrsborough.....	18	82	18	82		8 20
Port Williams.....	2	7	2	7		70
Ratchford's River.....	9	26	9	26		2 60
Truro.....	7	42	7	42		4 20
Thorne's Cove.....	2	9	2	9		90
Weymouth.....	24	137	24	137		13 70
Yarmouth.....	111	1362	111	1362		136 20
	242	2078	242	2078		207 80

## GINGER AND PEPPER.

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Amherst.....	38	6	38	6	4 cts.	1 52
Annapolis.....	145	34	145	34		5 80
Bear River.....	45	7	45	7		1 80
Bridgetown.....	15	3	15	3		60
Clementsport.....	25	4	25	4		1 00
Digby.....	156	31	156	31		6 24
French Cross.....	79	14	79	14		3 16
Joggins.....	93	17	93	17		3 72
Parrsborough.....	28	5	28	5		1 12
Sandy Cove.....	2	1	2	1		08
Westport.....	10	2	10	2		40
Weymouth.....	39	7	39	7		1 56
Yarmouth.....	220	45	220	45		8 80
	895	176	895	176		35 80

## GRAIN (RICE).

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Bear River.....	200	15	200	15	Free.	
Digby.....	1000	50	1000	50		
Joggins.....	671	31	671	31		
Parrsborough.....	240	12	240	12		
Weymouth.....	1054	56	1054	56		
	3165	164	3165	164		

## GRAIN (OTHER).

	Bush.		Bush.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	147	120	147	120	Free.	
Parrsborough.....	14	7	14	7		
Weymouth.....	98	49	98	49		
	259	176	259	176		

## GENERAL STATEMENT OF IMPORTS. — NEW BRUNSWICK.

## HARDWARE (10 PER CENT).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pcs. and Pkgs. 88	\$ 2034	Pcs. and Pkgs. 89	\$ 1606	10 p. c.	\$ 160 60
Advocate Harbor.....	3	24	3	24		2 40
Amherst.....	80	1621	80	1621		162 10
Annapolis.....	149	1429	149	1429		142 90
Antigonish.....	2	20	2	20		2 00
Bear River.....	22	793	22	793		79 30
Bellevieu Cove.....	5	48	5	48		4 80
Bridgetown.....	20	359	20	359		35 90
Canada Creek.....	30	342	30	342		34 20
Clementsport.....	21	226	21	226		22 60
Cornwallis.....	104	297	104	297		29 70
Digby.....	42	2180	42	2180		218 00
Five Islands.....	1	1	1	1		10
French Cross.....	6	166	6	166		16 60
Harborville.....	8	80	8	80		8 00
Horton.....	8	55	8	55		5 50
Joggins.....	76	503	76	503		50 30
Maitland.....	1	1	1	1		10
Margaretsville.....	16	287	16	287		28 70
Parrsborough.....	43	494	43	494		49 40
Pictou.....	6	53	6	53		5 30
Port Acadia.....	5	96	5	96		9 60
Port Gilbert.....	10	236	10	236		23 60
Port Williams.....	4	43	4	43		4 30
Ratchford's River.....	9	141	9	141		14 10
Sandy Cove.....	3	53	3	53		5 30
Tangier.....	6	72	6	72		7 20
Thorne's Cove.....	54	21	54	21		2 10
Westport.....	14	181	14	181		18 10
Weymouth.....	53	607	53	607		60 70
Wilmot.....	16	123	16	123		12 30
Windsor.....	80	476	80	476		47 60
Yarmouth.....	130	3679	130	3679		367 90
	1115	16741	1116	16313		1631 30

## HARDWARE (5 PER CENT).

	Tons.	Pcs. & Pkgs.		Tons.	Pcs. & Pkgs.		Duty Collected.
	Halifax.....			2	587		
Advocate Harbor.....		4	36	4	36		1 80
Annapolis.....		1268	1340	1268	1340		67 00
Bear River.....			944		944		47 20
Bellevieu Cove.....	2		138	2	138		6 90
Bridgetown.....	40		349	40	349		17 45
Canada Creek.....		91	677		677		33 85
Cheverie.....	15		331	15	331		16 55
Clementsport.....		156	143	156	143		7 15
Cornwallis.....	91		3300	91	3300		165 00
Digby.....		17	777	17	777		38 85
French Cross.....	1		62	1	62		3 10
Harborville.....			509		509		25 45
Horton.....		9	37	9	37		1 85
Joggins.....		69	157	69	157		7 85
Londonderry.....		461	859	461	859		42 95
Maitland.....	39	18	1563	39	1563		78 15
Margaretsville.....	3		161	3	161		8 05
Parrsborough.....	10		472	10	472		23 60
Port Acadia.....		74	790	74	790		39 50



## GENERAL STATEMENT OF IMPORTS.—NEW BRUNSWICK.

## HARDWARE (5 PER CENT).—CONTINUED.

Ports.	Total Imports.		Entered for Home Consumption.*		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Port Gilbert .....	Tons. 24	Pcs. & Pkgs. 1 .. \$ 1215	Tons. 24	Pcs. & Pkgs. 1 .. \$ 1215	5 p. c.	\$ 60 75
Ratchford's River .....	2	106 .. 402	2	106 .. 402		20 10
Tangier .....	5	448	5	448		22 40
Thorne's Cove .....	3014	509	3014	509		25 45
Truro .....	10	360	10	360		18 00
Westport .....	4	18	4	18		90
Weymouth .....	6	360	6	360		18 00
Wilmot .....	9	367	9	367		18 35
Windsor .....	16	1647	16	1647		82 35
Yarmouth .....	198	6227	198	6227		311 35
	273	5492	273	5495	24846	1242 30

## HARDWARE (FREE).

	Lbs.	Pcs. & pkgs.	Value.	Lbs.	Pcs. & pkgs.	Value.	Free.
Bellevieu Cove .....		3	24		3	24	Free.
Bridgetown .....	7400		74	7400		74	
Parrsborough .....	3360		460	3360		460	
Westport .....		11	89		11	89	
Windsor .....		5	196		5	196	
Yarmouth .....		86	920		86	920	
	10760	105	1763	10760	105	1763	

## HATS AND CAPS.

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Weymouth .....	1	31	1	31	10 p. c.	3 10
Windsor .....	1	63	1	63		6 30
	2	94	2	94		9 40

## HIDES AND SKINS.

	No.	Value.	No.	Value.	Free.
French Cross .....	60	185	60	185	Free.

## INDIA RUBBER MANUFACTURES.

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Digby .....	2	82	2	82	10 p. c.	8 20

## JEWELRY, &amp;c.

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax .....	3	6257	3	6257	10 p. c.	625 70
Digby .....	2	207	2	207		20 70
Windsor .....	1	112	1	112		11 20
Yarmouth .....	16	978	16	978		97 80
	22	7554	22	7554		755 40

GENERAL STATEMENT OF IMPORTS.—NEW BRUNSWICK.

LEATHER MANUFACTURES.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Pkgs.		Pkgs.			
Halifax.....	5	\$ 93	5	\$ 93	10 p. c.	\$ 9 30
Amherst.....	1	63	1	63		6 30
Apple River.....	1	14	1	14		1 40
Bridgetown.....	1	52	1	52		5 20
Digby.....	10	317	10	317		31 70
Five Islands.....	1	1	1	1		10
Harborville.....	2	68	2	68		6 80
Parrsborough.....	1	24	1	24		2 40
Tangier.....	3	151	3	151		15 10
Weymouth.....	1	14	1	14		1 40
Yarmouth.....	21	1042	21	1042		104 20
	47	1839	47	1839		183 90

LEATHER (SOLE).

	Lbs.		Lbs.			
	Quantity.	Value.	Quantity.	Value.		
Annapolis.....	43	12	43	12	4 cts.	1 72
Bridgetown.....	37	10	37	10		1 48
Digby.....	19	5	19	5		76
Ratchford's River.....	25	7	25	7		1 00
	124	34	124	34		4 96

MOLASSES.

	Galls.		Galls.			
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	40	12	40	12	5 cts.	2 00
Advocate Harbor.....	13	5	13	5		65
Amherst.....	1434	563	1434	563		71 70
Annapolis.....	3273	1170	3273	1170		163 65
Apple River.....	130	52	130	52		6 50
Bear River.....	260	105	260	105		13 00
Bridgetown.....	650	246	650	246		32 50
Canada Creek.....	2167	788	2167	788		108 35
Clementsport.....	279	111	279	111		18 95
Cornwallis.....	134	50	134	50		6 70
Digby.....	556	222	556	222		27 80
Five Islands.....	26	10	26	10		1 30
French Cross.....	141	65	141	65		7 05
Hantsport.....	2229	669	2229	669		111 45
Harborville.....	857	342	857	342		42 85
Horton.....	110	44	110	44		5 50
Joggins.....	1161	443	1161	443		58 05
Margaretsville.....	851	313	851	313		42 55
Parrsborough.....	1705	649	1705	649		85 25
Port Gilbert.....	264	104	264	104		13 20
Port Williams.....	181	72	181	72		9 05
Ratchford's River.....	20	8	20	8		1 00
Sandy Cove.....	134	54	134	54		6 70
Tangier.....	200	65	200	65		10 00
Thorne's Cove.....	682	222	682	222		34 10
Truro.....	112	48	112	48		5 60
Westport.....	123	43	123	43		6 15
Wilmot.....	378	78	378	78		18 90
	18110	6558	18110	6553		905 50

## GENERAL STATEMENT OF IMPORTS.—NEW BRUNSWICK.

## NAVAL STORES.

PORTS.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.	Pkgs.	Lbs.	Pkgs.		
Bear River.....		1		1	5 p.c.	\$ 1 85
Bellevue Cove.....		1		1		30
Bridgetown.....		15		15		3 00
Clementsport.....	1000	2	1000	2		4 70
Digby.....		1		1		20
Londonderry.....		1		1		25
Maitland.....	2240		2240			7 50
Parrsborough.....	250		250			1 00
Port Gilbert.....	400		400			1 50
Ratchford's River.....		12		12		2 25
Truro.....		4		4		60
Thorne's Cove.....		2		2		25
Weymouth.....		12		8		2 90
	3890	51	3890	47		26 30

## OIL (LINSEED, &amp;c.)

	Galls.		Galls.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Clementsport.....	4	4	4	4	10 p.c.	40
Digby.....	157	157	157	157		15 70
French Cross.....	1	3	1	3		30
Margaretsville.....	40	36	40	36		3 60
Port Gilbert.....	80	70	80	70		7 00
Westport.....	30	33	30	33		3 30
Weymouth.....	60	62	60	62		6 20
Yarmouth.....	500	540	500	540		54 00
	872	905	872	905		90 50

## OIL (ROCK AND COAL.)

	Galls.		Galls.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	1716	945	191	95	7 cts.	13 37
Advocate Harbor.....	36	20	36	20		2 52
Amherst.....	362	199	362	199		25 34
Annapolis.....	191½	104	191½	104		13 40
Bear River.....	199	120	199	120		13 93
Bridgetown.....	3	2	3	2		22
Canada Creek.....	126	58	126	58		8 82
Clementsport.....	83½	49	83½	49		5 84
Digby.....	559	281	559	281		39 13
French Cross.....	83	40	83	40		5 81
Harborville.....	41	22	41	22		2 87
Horton.....	10	6	10	6		70
Joggins.....	39	20	39	20		2 73
Londonderry.....	39	23	39	23		2 73
Parrsborough.....	118	63	118	63		8 26
Pictou.....	303	150	303	150		21 21
Port Gilbert.....	41	20	41	20		2 87
Ratchford's River.....	122	70	122	70		8 54
Sandy Cove.....	3	2	3	2		21
Tangier.....	25	20	25	20		1 75
Westport.....	80	44	80	44		5 60
Weymouth.....	2	1	2	1		14
Wilmot.....	79	40	79	40		5 53
Windsor.....	27	13	27	13		1 89
	4288	2312	2763	1462		193 41

GENERAL STATEMENT OF IMPORTS.—NEW BRUNSWICK.

OIL (FISH OIL).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Galls.		Galls.			
French Cross.....	57	\$ 37	57	\$ 37	Free.	
Parrsborough.....	40	60	40	60		
	97	97	97	97		

PAPER MANUFACTURES.

	Pkgs.		Pkgs.			
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	1	3	1	3	10 p. c.	\$ 0 30
Bridgetown.....	3	14	3	14		1 40
Clementsport.....	2	41	2	41		4 10
Digby.....	7	260	7	260		26 00
Port Williams.....	1	6	1	6		60
	14	324	14	324		32 40

PAPER (PRINTING PAPER, BOOKS, &c.)

	Pkgs.		Pkgs.			
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	1	12	1	12	Free.	
Bear River.....	1	24	1	24		
Parrsborough.....	2	320	2	320		
Yarmouth.....	14	70	14	70		
	18	426	18	426		

PAINT AND PUTTY.

	Pkgs.		Pkgs.			
	Quantity.	Value.	Quantity.	Value.		
Canada Creek.....	1	41	1	41	10 p. c.	4 10
Digby.....	7	74	7	74		7 40
Port Gilbert.....	5	11	5	11		1 10
Port Williams.....	1	1	1	1		10
Westport.....	1	10	1	10		1 00
Weymouth.....	8	18	8	18		1 80
Wilmot.....	61	137	61	137		13 70
	84	292	84	292		29 20

SPIRITS (BRANDY AND CORDIALS).

	Galls.		Galls.			
	Quantity.	Value.	Quantity.	Value.		
Halifax.....			1525	2761	90 cts.	1372 86
Amherst.....	124	200	124	200		111 60
Bridgetown.....	35	37	35	37		31 50
Canada Creek.....	95	141	95	141		85 50
Digby.....	153	498	153	498		138 42
Joggins.....	37	58	37	58		33 30
Margaretsville.....	105	205	105	205		94 50
Sandy Cove.....	3	8	3	8		2 70
Truro.....	34	45	34	45		30 60
Weymouth.....	48	147	48	147		43 20
Windsor.....	180	230	180	230		162 72
Yarmouth.....	71	220	71	220		63 90
	886	1789	2412	4550		2170 80

## GENERAL STATEMENT OF IMPORTS.—NEW BRUNSWICK.

## SPIRITS (GENEVA AND WHISKEY).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Galls.		Galls.			
Halifax .....	14	\$ 10	2260	\$ 1129	70 cts.	\$ 1582 28
Amherst .....	279	219	279	219		195 30
Annapolis .....	80	40	80	40		56 00
Bridgetown .....	82	34	82	34		57 40
Canada Creek .....	157	105	157	105		109 90
Digby .....	369	368	360	368		252 00
Joggins .....	316	193	316	193		221 20
Margaretsville .....	203	285	203	285		142 10
Sandy Cove .....	5	5	5	5		3 50
Weymouth .....	164	160	164	160		114 80
Windsor .....	66	34	716	282		501 76
Yarmouth .....	129	210	129	210		90 30
	1756	1663	4752	3030		3326 54

## SPIRITS (RUM).

	Galls.		Galls.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Amherst .....	223	167	223	167	40 cts.	89 20
Annapolis .....	7½	9	7½	9		3 00
Bridgetown .....	297½	183	297½	183		119 00
Canada Creek .....	239	184	239	184		95 60
Digby .....	236	229	236	229		94 40
Joggins .....	113	68	113	68		45 20
Margaretsville .....	218	175	218	175		87 20
Sandy Cove .....	10	10	10	10		4 00
Weymouth .....	114	97	114	97		45 60
	1458	1122	1458	1122		583 20

## SPIRITS (STRONG WATERS).

	Galls.	Value.	Galls.	Value.	Rate of Duty.	Duty Collected.
Joggins .....	103	55	103	55	50 cts.	51 50

## SPIRITS (WINE).

	Doz.	Galls.	Value.	Doz.	Galls.	Value.	Duty Collected.
	Halifax .....	1	10	58	2019	1572	
Digby .....	4	93	4	62	93	43 40	
Margaretsville .....		33		33	41	19 80	
Weymouth .....		8		8	19	4 80	
Windsor .....	8	184	8	134	185	76 60	
Yarmouth .....		48		48	50	12 00	
	13	285	70	2304	1960	806 35	

## SUGAR (RAW).

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Amherst .....	11349	854	11349	854	1½ cts.	170 24
Annapolis .....	4387	366	4387	366		65 80
Bear River .....	1191	116	1191	116		17 86
Bridgetown .....	1556	111	1556	111		23 34
Canada Creek .....	250	20	250	20		3 75

GENERAL STATEMENT OF IMPORTS.—NEW BRUNSWICK.

SUGAR (RAW).—CONTINUED.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.		Lbs.			
Clementsport. . . . .	285	\$ 29	285	\$ 29	1½ cts.	\$ 4 27
Digby. . . . .	454	45	454	45		6 81
Five Islands . . . . .	10	1	10	1		15
French Cross. . . . .	502	42	502	42		7 53
Harborville . . . . .	1134	95	1134	95		17 01
Horton. . . . .	10	1	10	1		15
Joggins . . . . .	1570	141	1570	141		23 55
Parrsborough . . . . .	4349	370	4349	370		65 24
Port Gilbert . . . . .	230	21	230	21		3 45
Sandy Cove. . . . .	150	12	150	12		2 25
Thorne's Cove. . . . .	20	2	20	2		30
Truro. . . . .	957	96	957	96		14 35
Weymouth . . . . .	598	56	598	56		8 97
Wilmot . . . . .	100	8	100	8		1 50
Yarmouth . . . . .	9090	900	9090	900		136 35
	38192	3286	38192	3286		572 87

SUGAR (REFINED).

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Amherst . . . . .	5908	573	5908	573	2 cts.	118 16
Annapolis . . . . .	411	52	411	52		8 22
Bear River. . . . .	401	43	401	43		8 02
Clementsport. . . . .	15	2	15	2		30
Digby. . . . .	666	94	666	94		13 32
Joggins. . . . .	220	20	220	20		4 40
Westport . . . . .	242	36	242	36		4 84
Weymouth . . . . .	100	13	100	13		2 00
	7963	833	7963	833		159 26

SALT.

	Bush.		Bush.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax . . . . .	5400	700	5400	700	Free.	
Annapolis. . . . .	639	138	639	138		
Bear River . . . . .	325	74	325	74		
Bridgetown . . . . .	667	132	667	132		
Canada Creek. . . . .	336	109	336	109		
Cheverie . . . . .	40	4	40	4		
Clementsport. . . . .	225	48	225	48		
Cornwallis. . . . .	900	300	900	300		
Five Islands . . . . .	150	51	150	51		
French Cross. . . . .	177	50	177	50		
Hantsport . . . . .	387	139	387	139		
Harborville. . . . .	393	98	393	98		
Horton. . . . .	1128	293	1128	293		
Joggins . . . . .	255	61	255	61		
Margaretsville. . . . .	825	200	825	200		
Parsborough . . . . .	345	105	345	105		
Port Williams. . . . .	230	57	230	57		
Thorne's Cove. . . . .	153	40	153	40		
Truro. . . . .	1440	655	1440	655		
Westport . . . . .	664	78	664	78		
Weymouth. . . . .	126	36	126	36		
Wilmot . . . . .	390	152	390	152		
Windsor. . . . .	2971	701	2971	701		
	18166	4221	18166	4221		

## GENERAL STATEMENT OF IMPORTS.—NEW BRUNSWICK.

## STONE (MANUFACTURED).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax..... <i>brick</i>	Brick No. 2	\$ 74	Brick No. 2	\$ 74	10 p. c.	\$ 7 40
Barrington .....	3100	31	3100	31		3 10
Bridgetown .....	6	30	6	30		3 00
Clementsport .....	3	25	3	25		2 50
French Cross .....	3	30	3	30		3 00
Londonderry .....	1	4	1	4		40
Maitland .....	1000	10	1000	10		1 00
Port Acadia .....	200	2	200	2		20
Ratchford's River .....	1200	11	1200	11		1 10
	5500	15	5500	15		21 70

## STONE (UNMANUFACTURED).

	Tons.	Casks.	Value.	Tons.	Casks.	Value.	Duty.
Halifax.....	150	835	1500	150	835	1500	Free.
Advocate Harbor .....		8	11		8	11	
Annapolis .....		80	80		80	80	
Barrington .....		35	42		35	42	
Bear River .....		74	82		74	82	
Bellevieu Cove .....		2	3		2	3	
Bridgetown .....		45	45		45	45	
Canada Creek .....		23	23		23	23	
Clementsport .....		27	35		27	35	
Cornwallis .....		380	380		380	380	
Digby .....		82	82		82	82	
Five Islands .....		2	2		2	2	
French Cross .....		16	16		16	16	
Harborville .....		32	40		32	40	
Horton .....		239	264		239	264	
Londonderry .....		208	252		208	252	
Maitland .....		14	16		14	16	
Margaretsville .....		55	77		55	77	
Parrsborough .....		31	39		31	39	
Pictou .....		367	284		367	284	
Port Acadia .....		7	9		7	9	
Port Gilbert .....		2	2		2	2	
Port Williams .....		5	5		5	5	
Ratchford's River .....		31	39		31	39	
Truro .....		22	33		22	33	
Thorne's Cove .....		8	8		7	8	
Westport .....		8	11		8	11	
Weymouth .....		43	49		43	49	
Wilmot .....		38	47		38	47	
Windsor .....		150	185		150	185	
Yarmouth .....		1024	920		1024	920	
	150	3893	4581	150	3892	4581	

## TEA (BLACK).

	Lbs.	Value.	Lbs.	Value.	Duty.
Halifax .....			1536	460	6 cts. 92 16
Annapolis .....	1114	524	1114	524	66 84
Apple River .....	25	12	25	12	1 50
Bear River .....	201	70	201	70	12 06
Bridgetown .....	361	126	361	126	21 66
Canada Creek .....	374	140	374	140	22 44
Clementsport .....	12	6	12	6	72

## GENERAL STATEMENT OF IMPORTS.—NEW BRUNSWICK.

## TEA (BLACK)—CONTINUED.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.		Lbs.			
Digby.....	2716	\$ 1186	2716	\$ 1186	6 cts.	\$ 162 96.
Five Islands.....	18	7	18	7		1 08.
French Cross.....	757	265	757	265		45 42.
Harborville.....	417	146	417	146		25 02.
Joggins.....	1054	513	1054	513		63 24.
Margaretsville.....	227	82	227	82		13 62.
Parrsborough.....	216	90	216	90		12 96.
Port Gilbert.....	140	52	140	52		8 40.
Port Williams.....	731	256	731	256		43 86.
Ratchford's River.....	76	30	76	30		4 56.
Sandy Cove.....	45	16	45	16		2 70.
Tangier.....	320	250	320	250		19 20.
Thorne's Cove.....	117	39	117	39		7 02.
Truro.....	166	71	166	71		9 96.
Westport.....	633	231	633	231		37 98.
Weymouth.....	331	131	331	131		19 86.
Wilmot.....	459	138	459	138		27 54.
Yarmouth.....	1798	660	1798	660		107 88.
	12308	5041	13844	5501		830 64.

## TOBACCO (MANUFACTURED).

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....			720	144	5 cts.	36 00.
Amherst.....	1202	266	1202	266		60 10.
Annapolis.....	455½	132	455½	132		22 77.
Bear River.....	481	130	481	130		24 05.
Bellevue Cove.....	106	29	106	29		5 30.
Bridgetown.....	101	30	101	30		5 05.
Canada Creek.....	115	38	115	38		5 75.
Clementsport.....	130½	47	130½	47		6 53.
Digby.....	651	262	651	262		32 55.
French Cross.....	324	88	324	88		16 20.
Harborville.....	221	62	221	62		11 05.
Joggins.....	623	167	623	167		31 15.
Margaretsville.....	118	40	118	40		5 90.
Port Gilbert.....	118	35	118	35		5 90.
Ratchford's River.....	10	3	10	3		50.
Sandy Cove.....	65	20	65	20		3 25.
Tangier.....	100	30	100	30		5 00.
Thorne's Cove.....	63	19	63	19		3 15.
Westport.....	412	138	412	138		20 60.
Weymouth.....	304	92	304	92		15 20.
Wilmot.....	100	40	100	40		5 00.
Yarmouth.....	24	10	24	10		1 20.
	5724	1678	6444	1822		322 20.

## TOBACCO (SNUFF AND CIGARS).

	Pkgs.		Pkgs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	1	54	1	55	20 p. c.	11 00.
Port Williams.....	1	1	1	1		20.
Truro.....	5	6	5	6		1 20.
Weymouth.....	4	9	4	9		1 80.
Windsor.....	1	12	1	12		2 40.
	12	82	12	83		16 60.



## GENERAL STATEMENT OF IMPORTS.—NEW BRUNSWICK.

## VEGETABLES (ONIONS).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Bbls.		Bbls.			
Advocate Harbor	2	\$ 5	2	\$ 5	Free.	
Bear River	3	9	3	9		
French Cross	1	4	1	4		
Harborville	1	3	1	3		
Horton	9	15	9	15		
Joggins	1	3	1	3		
Ratchford's River	1	2	1	2		
Yarmouth	4	20	4	20		
	22	61	22	61		

## WOODWARE (MANUFACTURED).

	P'kgs.		P'kgs.		10 p. c.	
	Quantity.	Value.	Quantity.	Value.		
Halifax	16	167	16	167		\$ 16 70
Advocate Harbor	5	17	5	17		1 70
Annapolis	16	118	16	118		11 80
Barrington	2	2	2	2		20
Bear River	10	30	10	30		3 00
Belleveu Cove	1	15	1	15		1 50
Bridgetown	3	27	3	27		2 70
Canada Creek	2	9	2	9		90
Clementsport	1	3	1	3		30
Digby	37	377	37	377		37 70
French Cross	2	17	2	17		1 70
Horton	5	50	5	50		5 00
Joggins	2	5	2	5		50
Parrsborough	7	83	7	83		8 30
Port Acadia	2	40	2	40		4 00
Port Williams	6	14	6	14		1 40
Ratchford's River	5	31	5	31		3 10
Truro	15	240	15	240		24 00
Weymouth	5	14	5	14		1 40
Windsor	6	211	6	211		21 10
Yarmouth	19	180	19	180		18 00
	167	1650	167	1650		165 00

## WOODWARE (UNMANUFACTURED).

	Pieces.	Shingles	Lumb.		Pieces.	Shingles	Lumb.		
	No.	Laths.	M.		No.	Laths.	M.		
Halifax		1808	132	4956		1808	132	4956	Free.
Advocate Harbor	4		6½	58	4		6½	58	
Annapolis			6	105			6	105	
Arichat		870	140	2550		870	140	2550	
Barrington		63½	19½	381		63½	19½	381	
Canada Creek			13½	52			13½	52	
Clementsport		6½	19½	70		6½	19½	70	
Cornwallis		50	114	892		50	114	892	
Digby		20	7½	265		20	7½	265	
Hantsport			11½	186			11½	186	
Harborville	1	9	2	29	1	9	2	29	
Horton	568		68	461	568		68	461	
Londonderry			3	88			3	88	
Maitland		31	8	362		31	8	362	
Margaretsville		2		6		2		6	
North Sydney	865		18	1604	865		18	1604	
Parrsborough		5		6		5		6	

GENERAL STATEMENT OF IMPORTS.—NEW BRUNSWICK.

WOODWARE (UNMANUFACTURED).—CONTINUED.

Ports.	Total Imports.			Entered for Home Consumption.			Rate of Duty.	Duty Collected.	
	Quantity.	Value.		Quantity.	Value.				
	Pieces. No.	Shingles Laths. M.	Lamb. M.		Pieces. No.	Shingles Laths. M.	Lamb. M.		
Pictou .....	1356	179	80	\$ 1128	1356	179	80	\$ 1128	Free.
Port Acadia .....		25		51		25		51	
Port Hawkesbury .....	2072			2000	2072			2000	
Port Williams .....		2		4		2		4	
Ratchford's River .....			3	48			3	48	
Thorne's Cove .....	1	7	2	53	1	7	2	53	
Westport .....		80		75		80		75	
Windsor .....			83	907			83	907	
Yarmouth .....		428	5	1150		428	5	1150	
	4867	2646	742	17487	4867	3586	732	17487	

UNENUMERATED (10 PER CENT).

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Amherst .....		5378		5378	10 p. c.	\$ 537 80
Bellevieu Cove .....	2	10	2	10		1 00
Bridgetown .....	11	180	11	180		18 00
Thorne's Cove .....	1	2	1	2		20
	14	5570	14	5570		557 00

UNENUMERATED (FREE).

	Value.	Value.	Rate of Duty.
Apple River .....	258	258	Free.
Cornwallis .....	252	252	
Londonderry .....	120	120	
Pictou .....	1215	1215	
Windsor .....	328	328	
	2173	2173	

NEWFOUNDLAND.

COTTON, LINEN, SILK, AND WOOLLEN MANUFACTURES.

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax .....	7	806	7	806	10 p. c.	80 60
Sydney .....	3	234	3	234		23 40
	10	1040	10	1040		104 00

DRUGS AND DYE STUFFS.

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax .....	1	20	1	20	10 p. c.	2 00

FLOUR (WHEAT).

	Bbls.	Value.	Bbls.	Value.	Rate of Duty.
Baddeck .....	10	75	10	75	Free.
Little River .....	4	28	4	28	
	14	103	14	103	

## APPENDIX No. 2.—TRADE RETURNS.

## GENERAL STATEMENT OF IMPORTS.—NEWFOUNDLAND.

## FISH (DRY).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Lbs. 600000	\$ 18000	Lbs. 600000	\$ 18000	Free.	

## FISH (HERRING).

	Bbls.	Value.	Bbls.	Value.	
Halifax.....	15353	31806	15353	31806	Free.
Antigonish.....	36	144	36	144	
Baddeck.....	371	1329	371	1329	
Great Bras d'Or.....	90	216	90	216	
Little River.....	88	410	88	410	
Pictou.....	300	1200	300	1200	
Yarmouth.....	1333	4000	1333	4000	
	17571	39105	17571	39105	

## FISH (SALMON).

	Bbls.	Value.	Bbls.	Value.	
Halifax.....	498	4980	498	4980	Free.

## FISH (MACKEREL).

	Bbls.	Value.	Bbls.	Value.	
Halifax.....	58	464	58	464	Free.

## FISH (SHAD AND HALIBUT).

	Bbls.	Value.	Bbls.	Value.	
Baddeck.....	29	116	29	116	Free.

## HARDWARE (10 PER CENT).

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	20	328	20	328	10 p. c.	\$ 32 80
Arichat.....	5	38	5	38		3 80
	25	366	25	366		36 60

## HARDWARE (5 PER CENT).

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	45	1980	45	1980	5 p. c.	99 00

## HIDES AND SKINS.

	No.	Value.	No.	Value.	
Halifax.....	2164	3913	2164	3913	Free.

## JEWELRY.

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	1	341	1	341	10 p. c.	34 10

## GENERAL STATEMENT OF IMPORTS.—NEWFOUNDLAND.

## MOLASSES.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Galls. 23819	\$ 7145	Galls. 4391	\$ 1302	5 cts.	\$ 219 55
St. Ann's.....	74	25	74	25		3 70
Yarmouth.....	7539	2361	7539	2361		376 95
	31432	9531	12004	3688		600 20

## OIL (FISH OIL).

Halifax.....	Galls. 14097	5678	Galls. 14097	5678	Free.	
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## SPIRITS (BRANDY AND CORDIALS).

North Sydney.....	Galls. 27	70	Galls. 213	420	90 cts.	191 70
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## SPIRITS (GENEVA AND WHISKEY).

North Sydney.....	Galls. 62	48	Galls. 1156	690	70 cts.	809 20
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## SPIRITS (RUM).

Halifax.....	Galls.		Galls. 90	36	40 cts.	36 00
North Sydney.....			4463	2717		1785 20
			4553	2753		1821 20

## SPIRITS (WINE).

Halifax.....	Galls. 134	285	Doz. 21	Galls. 134	579		112 90
North Sydney.....	56	110		56	110		33 60
	190	395	21	190	689		146 50

## SUGAR (RAW).

Yarmouth.....	Lbs. 3641	255	Lbs. 3641	255	1½ cts.	54 61
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## SUGAR (REFINED).

St. Ann's.....	Lbs. 1313	130	Lbs. 1313	130	2 cts.	26 26
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## SALT.

Antigonish.....	Bush. 344	89	Bush. 344	89	Free.	
Arichat.....	1000	200	1000	200		
Baddeck.....	896	186	896	186		
Little River.....	56	13	56	13		
	2296	488	2296	488		

## GENERAL STATEMENT OF IMPORTS.—NEWFOUNDLAND.

## STONE (UNMANUFACTURED).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax..... <i>slate</i>	No. 14800	\$ 700	No. 14800	\$ 700	Free.	

## TEA (BLACK).

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
St. Ann's.....	94	31	94	31	6 cts.	\$ 5 64
Yarmouth.....	308	107	308	107	.....	18 48
	402	138	402	138		24 12

## TOBACCO (MANUFACTURED).

	Lbs.	Value.	Lbs.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	61	15	61	15	5 cts.	3 05

## PRINCE EDWARD ISLAND.

## ALE AND PORTER.

	Galls.	Value.	Galls.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	60	60	60	60	6 cts.	\$ 3 60

## ANIMALS AND POULTRY.

	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Louisourg.....	Poultry..... 110	24	110	24	Free.	
Pictou.....	Hogs..... 89	836	89	836	.....	
Port Medway.....	Hogs..... 21	102	21	102	.....	
Tangier.....	Oxen..... 2	60	2	60	.....	
	222	1022	222	1022		

## BEEF AND PORK.

	Bbls.	Value.	Bbls.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	931	20510	931	20510	Free.	
Barrington.....	4	32	4	32	.....	
Louisbourg.....	7	165	7	165	.....	
Pictou.....	7	116	7	116	.....	
Port Medway.....	10	190	10	190	.....	
Ragged Islands.....	2	24	2	24	.....	
Tatamagouche.....	23	423	23	423	.....	
Yarmouth.....	75	1415	75	1415	.....	
	1059	22875	1059	22875		

## BUTTER AND LARD.

	Lbs.	Value.	Lbs.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	2860	428	2860	428	Free.	
Barrington.....	380	81	380	81	.....	
Lunenburg.....	300	60	300	60	.....	
Mahone Bay.....	50	11	50	11	.....	
Ragged Islands.....	80	18	80	18	.....	
Yarmouth.....	480	96	480	96	.....	
	4150	694	4150	694		

GENERAL STATEMENT OF IMPORTS.—PRINCE EDWARD ISLAND.

COTTON, LINEN, SILK, AND WOOLEN MANUFACTURES.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 19	\$ 420	Pkgs. 2	\$ 20	10 p. c.	\$ 2 00

DRUGS AND DYE STUFFS.

Pictou.....	Pkgs. 9	273	Pkgs. 10	293	10 p. c.	29 30
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EARTHENWARE.

Pictou.....	Pkgs. 94	296	Pkgs. 94	296	10 p. c.	29 60
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FLOUR.

	Bbls.	Value.	Bbls.	Value.	Duty.
Halifax.....	721	4567	721	4567	Free.
Barrington.....	3	17	3	17	.....
Yarmouth.....	90	90	90	90	.....
	724	4674	724	4674	

FISH (DRY).

Halifax.....	Lbs. 12000	360	Lbs. 12000	360	Free.
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FISH (HERRING).

	Bbls.	Value.	Bbls.	Value.	Duty.
Halifax.....	30	60	30	60	Free.
Port Medway.....	10	30	10	30	.....
	40	90	40	90	

FISH (MACKEREL).

	Bbls.	Value.	Bbls.	Value.	Duty.
Halifax.....	46	368	46	368	Free.
Port Medway.....	9841	98410	9841	98410	.....
	9887	98778	9887	98778	

FISH (SHELL FISH.)

	Bush.	Pkgs.	Value.	Bush.	Pkgs.	Value.	Duty.
Halifax.....	670	385	385	670	385	385	Free.
Lunenburg.....	20	30	30	20	30	30	.....
Yarmouth.....	68	68	68	68	68	68	.....
	670	88	433	670	88	433	

## GENERAL STATEMENT OF IMPORTS.—PRINCE EDWARD ISLAND.

## GRAIN (OTHER THAN RICE).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Bush.		Bush.			
Halifax.....	161044	\$ 61063	161044	\$ 61063	Free.	
Arichat.....	4475	1910	4475	1910		
Barrington.....	3463	1212	3463	1212		
Cow Bay.....	670	335	670	335		
Mahone Bay.....	115	34	115	34		
Pictou.....	4756	1900	4756	1900		
Port Hawkesbury.....	60	24	60	24		
Port Medway.....	3140	1506	3140	1506		
Port Mulgrave.....	1337	468	1337	468		
Ragged Islands.....	1200	230	1200	230		
Tangier.....	250	125	250	125		
Tatamagouche.....	1300	520	1300	520		
Wallace.....	1950	975	1950	975		
Yarmouth.....	12000	4084	12000	4084		
	195760	74386	195760	74386		

## HARDWARE (10 PER CENT).

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Pictou.....	171	2669	171	2669	10 p. c.	266 90
Port Hawkesbury.....	9	113	9	113		11 30
	180	2782	180	2782		278 20

## HARDWARE (5 PER CENT).

	Lbs.	Pkgs.	Value.	Lbs.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Pictou.....	16358	100	875	16358	100	875	5 p. c.	43 75

## HIDES AND SKINS.

	No.	Value.	No.	Value.	Rate of Duty.	Duty Collected.
Pictou.....	287	855	287	855	Free.	

## LEATHER MANUFACTURES.

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Pictou.....	3	318	3	318	10 p. c.	31 80

## OIL (FISH OIL).

	Galls.	Value.	Galls.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	60	36	60	36	Free.	

## PAPER MANUFACTURES AND STATIONERY.

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Pictou.....	4	107	4	107	10 p. c.	10 70

## PAPER (PRINTING PAPER, BOOKS, &amp;c.)

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Pictou.....	5	395	5	395	Free.	

## GENERAL STATEMENT OF IMPORTS.—PRINCE EDWARD ISLAND.

## SUGAR (REFINED).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.		Lbs.			
Halifax.....	600	\$ 72	243	\$ 40	2 cts.	\$ 4 86
Pictou.....	6296	630	6296	630		125 92
	6896	702	6539	670		130 78

## SALT.

	Bush.		Bush.		
Tatamagouche .....	72	26	72	26	Free.

## TEA (BLACK).

	Lbs.		Lbs.		
Port Hawkesbury .....	52	21	52	21	6 cts. 3 12

## TOBACCO (MANUFACTURED).

	Lbs.		Lbs.		
Halifax .....			3119	780	5 cts. 155 95

## VEGETABLES.

	Bush.		Bush.		
Halifax.....	104153	26038	104153	26038	Free.
Arichat.....	6742	2022	6742	2022	
Barrington.....	244	48	244	48	
Canso.....	1750	875	1750	875	
Cow Bay.....	1300	515	1300	515	
Liverpool.....	6680	1945	6680	1945	
Louisburg.....	1600	320	1600	320	
Lunenburg.....	1318	395	1318	395	
Mahone Bay.....	1200	300	1200	300	
Pictou.....	1907	556	1907	556	
Port Hawkesbury.....	5460	2128	5460	2128	
Port Medway.....	1260	472	1260	472	
Port Mulgrave.....	3511	1109	3511	1109	
Port Richmond.....	100	40	100	40	
Ragged Islands.....	1330	384	1330	384	
Tangier.....	1800	720	1800	720	
Wallace.....	245	127	245	127	
Yarmouth.....	6570	1314	6570	1314	
	147170	39308	147170	39308	

## WOODWARE (UNMANUFACTURED).

	Shingles. M.	Lumber. M.		Shingles. M.	Lumber. M.		
Arichat .....	75	30	375	75	30	375	Free.

## UNENUMERATED (FREE).

	Eggs. Doz.		Eggs. Doz.		
Cow Bay.....	100	17	100	17	Free.



## GENERAL STATEMENT OF IMPORTS.

## BRITISH WEST INDIES.

## CANDLES.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax . . . . .	Lbs.		Lbs.	\$ 465	8 cts.	\$ 90 40
			1130			

## CHEESE.

Halifax . . . . .	Lbs.		Lbs.	83	1 ct.	4 15
			415			

## COFFEE (GREEN).

	Lbs.	Value.	Lbs.	Value.	Rate of Duty.	Duty Collected.
Halifax . . . . .	107704	16423	37698	5653	4 cts.	1507 92
Liverpool . . . . .	225	55	100	30		4 00
Lunenburg . . . . .	1015	144	1015	144		40 60
Mahone Bay . . . . .	300	61	300	61		12 00
Ragged Islands . . . . .	175	27	175	27		7 00
Yarmouth . . . . .	674	101	674	101		26 96
	110093	16811	39962	6016		1598 48

## CORDAGE AND CANVAS.

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax . . . . .			50	305	5 p. c.	15 25
Liverpool . . . . .	54	1257	54	1257		62 85
	54	1257	104	1562		78 10

## COTTON, LINEN, SILK, AND WOOLEN MANUFACTURES.

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax . . . . .			242	21369	10 p. c.	2136 90
Yarmouth . . . . .	7	85	7	85		8 50
	7	85	249	21454		2145 40

## DRUGS AND DYE STUFFS.

	Tons.	Pkgs.	Value.	Tons.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax . . . . .	4½	25	698	4½	108	2061	10 p. c.	206 10
Liverpool . . . . .		5	35		5	35		3 50
	4½	30	733	4½	113	2096		209 60

## EARTHENWARE, GLASS, AND CHINA.

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax . . . . .			152	398	10 p. c.	39 80
Yarmouth . . . . .	5	22	5	22		2 20
	5	22	157	420		42 00

## FRUIT.

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax . . . . .	86	385	86	385	10 p. c.	38 50
LaHave . . . . .	2	15	2	15		1 50
Yarmouth . . . . .	7	50	7	50		5 00
	95	450	95	450		45 00

## GENERAL STATEMENT OF IMPORTS.—BRITISH WEST INDIES.

## GROCERIES.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 52	\$ 420	Pkgs. 223	\$ 2565	10 p. c.	\$ 256 50
Belleveu Cove.....	1	1	1	1		10
	53	421	224	2566		256 60

## GINGER AND PEPPER (GROUND).

	Lbs.		Lbs.			
Halifax.....			1520	121	4 cts.	60 80

## HARDWARE (10 PER CENT).

	Pkgs.		Pkgs.			
Halifax.....	58	775	137	5529	10 p. c.	552 90

## HARDWARE (5 PER CENT).

	Pkgs.		Pkgs.			
Halifax.....	5	141	242	964	5 p. c.	48 20

## HARDWARE (FREE).

Yarmouth.....		650		650	Free.	

## HIDES AND SKINS.

	No.		No.			
Halifax.....	227	432	227	432	Free.	
Liverpool.....	408	494	408	494		
Yarmouth.....	270	156	270	156		
	905	1082	905	1082		

## LEATHER MANUFACTURES.

	Pkgs.		Pkgs.			
Halifax.....	1	62	42	3823	10 p. c.	382 30

## LEATHER (SOLE).

	Lbs.					
Halifax.....	1000	250				

## MOLASSES.

	Galls.		Galls.			
Halifax.....	167160	42182	49160	9787	5 cts.	2458 00
Annapolis.....	1567	251	1567	251		78 85
Arichat.....			1137	340		56 85
Baddeck.....			235	88		11 75
Bear River.....	2694	500	2694	500		134 70
Belleveu Cove.....	1624	317	1624	317		81 20
La Have.....	482	154	572	175		28 60
Liverpool.....	51327	21223	21896	9828		1094 80
Lunenburg.....	15423	4351	9568	2522		478 40
Mahone Bay.....	1328	345	1328	345		66 40
Margaretsville.....	283	113	283	113		14 15

## GENERAL STATEMENT OF IMPORTS.—BRITISH WEST INDIES.

## MOLASSES.—CONTINUED.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Galls.		Galls.			
North Sydney.....			1848	\$ 530	5 cts.	\$ 92 40
Port Medway.....	1431	\$ 581	1431	581		71 55
Ragged Islands.....	15190	3011	15190	3011		759 50
Sandy Cove.....	90	21	90	21		4 50
Sydney.....			319	120		15 95
Tatamagouche.....			129	53		6 45
Westport.....	300	75	300	75		15 00
Weymouth.....	2378	472	2378	472		118 90
Wilmot.....	1945	500	1945	500		97 25
Yarmouth.....	25590	7674	31211	9488		1560 55
	288812	81770	144905	39117		7245 25

## OIL (COAL).

	Galls.		Galls.			
Halifax.....	920	460	274	109	7 cts.	19 18

## OIL (LINSEED).

	Galls.		Galls.			
Halifax.....			120	76	10 p. c.	7 60

## PAPER MANUFACTURES.

			Pkgs.			
Halifax.....			64	2592	10 p. c.	259 20

## SPIRITS (BRANDY).

	Galls.		Galls.			
Halifax.....			1641	3081	90 cts.	1477 08

## SPIRITS (GENEVA AND WHISKEY).

	Galls.		Galls.			
Halifax.....	644	590	4775	2507	70 cts.	3342 50
Yarmouth.....	43	24	43	24		30 10
	687	614	4818	2531		3372 60

## SPIRITS (RUM).

	Galls.		Galls.			
Halifax.....	141464	69184	164526	66763	40 cts.	65810 40
Baddeck.....			1390	773		556 00
Liverpool.....	144	86	474	400		189 60
Lunenburg.....	761	376	921	459		368 40
Port Hood.....			468	585		187 20
Sydney.....			2211	1200		884 40
Tatamagouche.....			427	245		170 80
Yarmouth.....	239	96	7862	4110		3144 80
	142608	69742	178279	74535		71311 60

## SPIRITS (WINE).

	Galls.		Galls.	Doz.		
Halifax.....	270	300	223½	290	1934	551 00

GENERAL STATEMENT OF IMPORTS.—BRITISH WEST INDIES.

SUGAR (RAW).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Lbs. 736005	\$ 51376	Lbs. 527515	\$ 36922	1½ cts.	\$ 7912 72
Annapolis.....	4472	224	4472	224		67 08
Antigonish.....			3748	299		56 22
Bear River.....	1656	64	1656	64		24 84
Bellevien Cove.....	2140	98	2140	98		32 10
La Have.....	1260	73	1260	73		18 90
Liverpool.....	46742	3883	28235	2552		423 54
Lunenburg.....	10097	537	9905	528		143 57
Mahone Bay.....	18725	657	18725	657		205 87
Margaretsville.....	763	55	763	55		11 45
North Sydney.....			4590	224		68 85
Port Medway.....	1950	156	1950	156		29 25
Ragged Islands.....	5223	259	5223	259		78 34
Sandy Cove.....	400	16	400	16		6 00
Westport.....	300	20	300	20		4 50
Weymouth.....	4608	219	4608	219		69 12
Wilmot.....	5200	222	5200	222		78 00
Yarmouth.....	47615	3361	66320	3568		994 80
	882156	61220	682010	46156		10230 15

SUGAR (REFINED).

Halifax.....			Lbs. 54644	5464	2 cts.	1092 88
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SALT.

	Bush.		Bush.		
Halifax.....	47327	4830	47327	4830	Free.
Canso.....	3518	945	3518	945	
Liverpool.....	2534	700	2534	700	
Lunenburg.....	5448	490	5448	490	
Ragged Islands.....	14938	2073	14938	2073	
Yarmouth.....	12243	2243	12243	2243	
	86008	11281	86008	11281	

TEA (BLACK).

Halifax.....			Lbs. 559	164	6 cts.	33 54
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TEA (GREEN).

Halifax.....			Lbs. 228	114	11 cts.	25 08
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TOBACCO (MANUFACTURED).

Halifax.....			Lbs. 6189	964	5 cts.	309 45
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## GENERAL STATEMENT OF IMPORTS.—BRITISH WEST INDIES.

## TOBACCO (CIGARS, &amp;c.)

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....			Pkgs. 5	\$ 560	20 p. c.	\$ 112 00

## VEGETABLES (ONIONS).

	Lbs.	Value.	Lbs.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	1920	60	1920	60	½ ct.	9 60

## VEGETABLES (OTHER).

	Pkgs.	Bush.	Value.	Pkgs.	Bush.	Value.	Rate of Duty.
Halifax.....	25	54	187	25	54	187	Free.

## WOODWARE (UNMANUFACTURED).

	Tons.	Value.	Tons.	Value.	Rate of Duty.
Halifax.....	115	897	115	897	Free.

## UNENUMERATED.

	Cocoa. Lbs.	Value.	Cocoa. Lbs.	Value.	Rate of Duty.
Halifax.....	8000	1000	8000	1000	Free.
Ragged Islands.....	340	40	640	40	.....
	8340	1040	8340	1040	

## ANTWERP.

## EARTHENWARE, GLASS, ETC.

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	1672	2807	1532	2007	10 p. c.	200 70

## GROCERIES.

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	50	260	60	369	10 p. c.	36 90

## HARDWARE (5 PER CENT).

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	235	591	235	591	5 p. c.	29 55

## SPIRITS (BRANDY AND CORDIALS).

	Galls.	Value.	Galls.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	20	50	20	40	90 cts.	18 00

GENERAL STATEMENT OF IMPORTS.—ANTWERP.

SPIRITS (WINE).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Doz. 385	\$ 1555	Doz. 392	\$ 3076	.....	\$ 968 00

SUGAR (REFINED).

Halifax.....	Lbs. 2000	.....200	Lbs. 2242	.....225	2 cts.	44 85
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TOBACCO (CIGARS).

Halifax.....	Pkgs. 1	.....223	Pkgs. 1	.....223	20 p. c.	44 60
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BRAZIL.

COFFEE (GREEN).

Halifax.....	.....	.....	Lbs. 3072	.....461	4 cts.	122 88
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FRANCE.

GROCERIES.

Halifax.....	.....	.....	Pkgs. 40	.....246	10 p. c.	24 60
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SPIRITS (BRANDY AND CORDIALS).

Halifax.....	Galls. ....	.....	Galls. 23563	.....42887	90 cts.	21206 70
Lunenburg.....	69	.....103	69	.....103	.....	62 10
	69	103	23632	42990		21268 80

SPIRITS (WINE).

Halifax.....	.....	.....	Doz. 217	Galls. 701	.....2772	.....	551 75
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HAMBURG.

ALE.

Halifax.....	.....	.....	Galls. 88	.....16	6 cts.	1 99
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## GENERAL STATEMENT OF IMPORTS.—HAMBURG.

## BREAD (FINE).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	Lbs. 1620	\$ 111				

## BREAD (PILOT AND NAVY).

Halifax .....	Pkgs. 200	614	Pkgs. 200	614	Free.	
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## CHEESE.

Halifax .....			Lbs. 162	35	1 ct.	\$1 62
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## CANDLES (OTHER THAN TALLOW).

Halifax .....	Lbs. 250	91	Lbs. 260	130	8 cts.	20 80
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## COTTON, LINEN, SILK, AND WOOLLEN MANUFACTURES.

Halifax .....			Pkgs. 1	32	10 p. c.	3 20
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## EARTHENWARE, GLASS, AND CHINA.

Halifax .....	Pkgs. 7	497	Pcs. 117	404	10 p. c.	40 40
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## GROCERIES.

Halifax .....	Pkgs. 80	766	Pkgs. 40	287	10 p. c.	28 70
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## NAVAL STORES.

Halifax .....			Bbls. 40	182	5 p. c.	9 10
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## SPIRITS (BRANDY).

Halifax .....	Galls. 331	511	Galls. 558	1116	90 cts.	502 20
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## SPIRITS (GENEVA AND WHISKEY).

Halifax .....	Galls. 1247	607	Galls. 1552	620	70 cts.	1086 40
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## SPIRITS (RUM).

Halifax .....			Galls. 55	28	40 cts.	22 00
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## SPIRITS (WINE).

Halifax .....	Doz. 146	Galls. 140	691	Galls. 34	216	57 00
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GENERAL STATEMENT OF IMPORTS.—HAMBURG.

SUGAR (REFINED).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Lbs. 750	\$ 86	Lbs. 875	\$ 131	2 cts.	17 50

STONE (MANUFACTURED).

Halifax.....			Brick. M. 14	135	10 p. c.	18 50
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TOBACCO (CIGARS).

Halifax.....	Pkgs. 6	344	Pkgs. 6	529	20 p. c.	105 80
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WOOD (MANUFACTURED).

Halifax.....	Pkgs. 5	1000	Pkgs. 17	2629	10 p. c.	262 90
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UNENUMERATED.

Halifax.....			Pkgs. 182	185	10 p. c.	18 50
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HOLLAND.

ALE AND PORTER.

Halifax.....	Galls. 154	260	Galls. 96	100	6 cts.	5 76
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COFFEE (GREEN).

Halifax.....			Lbs. 1809	318	4 cts.	72 36
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SPIRITS (BRANDY AND CORDIALS).

Halifax.....	Galls. 5	15	Galls. 30	65	90 cts.	27 00
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SPIRITS (GENEVA AND WHISKEY).

Halifax.....	Galls. 17704	7017	Galls. 34599	14910	70 cts.	24219 44
Baddeck.....			163	94		114 10
Lunenburg.....	85	38	127	61		88 90
Port Hood.....			83	166		58 10
Sydney.....			503	260		352 10
	17789	7055	35475	15491		24882 64

SPIRITS (RUM).

Halifax.....			Galls. 2624	1812	40 cts.	1049 60
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SPIRITS (STRONG WATERS).

Halifax.....	Galls. 60	40				
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## GENERAL STATEMENT OF IMPORTS.—HOLLAND.

## SPIRITS (WINE).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....			Doz. 4	\$ 32	\$2.50	\$ 10 00

## TOBACCO (CIGARS).

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	2	300	8	850	20 p. c.	170 00

## ITALY.

## NAVAL STORES.

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Arichat.....	10	240	10	240	5 p. c.	12 00

## MADERIA.

## FRUIT (RAISINS).

	Lbs.	Value.	Lbs.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	325879	55399	247142	42014	2 cts.	4942 84

## FRUIT (OTHER).

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	3030	3942	2806	3214	10 p. c.	321 40

## OIL (LINSEED, &amp;c.)

	Galls.	Value.	Galls.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	2150	1899	2000	1810	10 p. c.	181 00

## SPIRITS (WINE).

	Galls.	Value.	Galls.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	1200	1066	392	424		109 20
Liverpool.....			196	196		49 00
Sydney.....			31	31		18 60
	1200	1066	619	651		176 80

## MATAMORAS.

## COTTON, LINEN, SILK, AND WOOLLEN.

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax.....			16	1122	10 p. c.	112 20
Yarmouth.....	15	3000	15	3000		300 00
	15	3000	31	4122		412 20

## DRUGS AND DYE STUFFS.

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax.....			10	879	10 p. c.	87 90

## GENERAL STATEMENT OF IMPORTS.—MATAMORAS.

## GROCERIES.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Yarmouth .....	Pkgs. 53	\$ 660	Pkgs. 53	\$ 660	10 p. c.	\$ 66 00

## HARDWARE.

Halifax .....	Pkgs.		Pkgs. 5	200	10 p. c.	20 00
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## LEATHER MANUFACTURES.

Yarmouth .....	Pkgs. 9	370	Pkgs. 9	370	10 p. c.	37 00
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## LEATHER (SOLE).

Yarmouth .....	Lbs. 1800	240	Lbs. 1800	240	4 cts.	72 00
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## SPIRITS (BRANDY AND CORDIALS).

Halifax .....			Galls. 420	646	90 cts.	378 54
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## SPIRITS (GENEVA AND WHISKEY).

Halifax .....			Galls. 105	63	70 cts.	78 50
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## SPIRITS (RUM).

Halifax .....			Galls. 1226	613	40 cts.	490 40
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## WOODWARE (MANUFACTURED).

Yarmouth .....	Pkgs. 31	530	Pkgs. 31	530	10 p. c.	53 00
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## (UNENUMERATED).

Halifax .....	Pkgs. 451	45100				
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## PORTUGAL.

## FRUIT (OTHER THAN RAISINS).

Halifax .....	Pkgs. 48	38	Pkgs. 48	38	10 p. c.	3 80
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## GENERAL STATEMENT OF IMPORTS.—PORTUGAL.

## SPIRITS (WINE).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Galls.		Doz.	Galls.		
Lunenburg.....	36	\$ 79	2	9758	\$ 18008	\$ 3282 20
	36	79	2	9794	18087	21 60
						3303 80

## SALT.

Halifax.....	Bush.	21120	1800	Bush.	21120	1800	Free.
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## UNENUMERATED.

Halifax.....	Pkgs.	20	100	Pkgs.	20	100	Free.
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## SPAIN.

## FRUIT (RAISINS).

Halifax.....	Lbs.	148560	14856	Lbs.	53461	8019	2 cts.	1069 22
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## FRUIT (OTHER).

Halifax.....	Pkgs.	404	1675	Pkgs.	299	387	10 p. c.	88 70
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## OIL (LINSEED, &amp;c.)

Halifax.....				Galls.	164	173	10 p. c.	17 30
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## SPIRITS (WINE).

Halifax.....				Galls.	1476	3858		720 75
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## SAINT DOMINGO.

## COFFEE (GREEN).

Halifax.....	Lbs.	42552	7438	Lbs.	7612	1141	4 cts.	304 48
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## DRUGS AND DYE STUFFS.

Halifax.....	Tons.	12	300					
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## GROCERIES.

Halifax.....	Pkgs.	17	200	Pkgs.	17	177	10 p. c.	17 70
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## WOOD (UNMANUFACTURED).

Halifax.....	Tons.	334	7000	Tons.	334	7000	Free.	
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## GENERAL STATEMENT OF IMPORTS.

## SAINT PIERRE AND MIQUELON.

## FLOUR (WHEAT).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Margaree .....	Bbls. 34	\$ 204	Bbls. 34	\$ 204	25 cts.	\$ 8 50

## FISH (HERRING AND ALEWIVES).

Halifax .....	Bbls. 102	255	Bbls. 102	255	Free.	
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## HIDES AND SKINS.

Halifax .....	Pkgs. 6	340	Pkgs. 6	340	Free.	
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## LEATHER MANUFACTURES.

St. Ann's .....	Pkgs. 1	24	Pkgs. 1	24	10 p. c.	2 40
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## MOLASSES.

St. Ann's .....	Galls. 102	34	Galls. 102	34	5 cts.	5 10
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## OIL (FISH OIL).

Halifax .....	Galls. 90	60	Galls. 90	60	Free.	
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## SPIRITS (WINE).

Halifax .....			Doz. 5	30		7 50
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## SUGAR (REFINED).

St. Ann's .....	Lbs. 200	20	Lbs. 200	20	2 cts.	4 00
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## TOBACCO (LEAF).

Margaree .....	Lbs. 300	75	Lbs. 300	75	Free.	
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## TOBACCO (MANUFACTURED).

Halifax .....			Lbs. 222	50	5 cts.	11 10
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## WOODWARE (UNMANUFACTURED).

Margaree .....	Shingles. M. 2	6	Shingles. M. 2	6	Free.	
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## GENERAL STATEMENT OF IMPORTS.

## DANISH WEST INDIES.

## FRUIT.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Pkgs.		Pkgs.			
Halifax .....	5	\$ 25	5	\$ 25	10 p. c.	\$ 2 50
Yarmouth .....	1	10	1	10		1 00
	6	35	6	35		3 50

## GROCERIES.

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax .....	Pkgs. 20	420				

## HIDES AND SKINS.

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax .....	No. 111	1200	No. 111	1200	Free.	

## MOLASSES.

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Yarmouth .....	Galls. 619	195	Galls. 619	195	5 cts.	30 95

## SPIRITS OR STRONG WATERS.

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax .....	Galls. 89	97	Galls. 79	87	50 cts.	39 50

## SUGAR (RAW.)

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax .....	Lbs. 1767	125	Lbs. 1767	125	1½ cts.	26 50
Yarmouth .....	12172	730	12172	730		182 58
	13939	855	13939	855		209 08

## SALT.

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax .....	Bush. 7235	950	Bush. 7235	950	Free.	
Liverpool .....	3702	1481	3702	1481		
Lunenburg .....	3945	473	3945	473		
Westport .....	500	50	500	50		
	15382	2954	15382	2954		

## FRENCH WEST INDIES.

## FRUIT.

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Sandy Cove .....	Pkgs. 1	1	Pkgs. 1	1	10 p. c.	10
Yarmouth .....	5	53	5	53		5 30
	6	54	6	54		5 40

GENERAL STATEMENT OF IMPORTS.—FRENCH WEST INDIES.

GROCERIES.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Belleveu Cove .....	Pkgs. 3	..... \$ 4	Pkgs. 3	..... \$ 4	10 p. c.	\$ 0 40

MOLASSES.

	Galls.		Galls.			
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	1440	.....504	1458	.....291	5 cts.	72 90
Bear River .....	319	.....60	319	.....60		15 95
Belleveu Cove.....	800	.....160	800	.....160		40 00
Port Medway.....	2248	.....899	2248	.....899		112 40
Yarmouth .....	9049	.....2714	25380	.....7614		1269 00
	13856	4337	30205	9024		1510 25

SUGAR (RAW).

	Lbs.		Lbs.			
	Quantity.	Value.	Quantity.	Value.		
Belleveu Cove.....	650	.....30	650	.....30	1½ cts.	9 75
Sandy Cove.....	200	.....10	200	.....10		3 00
Yarmouth .....	21028	.....1262	28878	.....1895		433 17
	21878	1302	29728	1935		445 92

SPANISH WEST INDIES.

COFFEE (GREEN).

	Lbs.	Value.	Lbs.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	45119	.....7265	11898	.....1786	4 cts.	475 92

COTTON, LINEN, SILK, AND WOOLLEN MANUFACTURES.

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	Pkgs. 3	.....350				

DRUGS AND DYE STUFFS.

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	Pkgs. 31	.....406	Pkgs. 12	.....36	10 p. c.	3 60

FRUIT.

	Pkgs.	No.	Value.	Pkgs.	No.	Value.	Rate of Duty.	Duty Collected.
	Halifax.....	3	5000	.....20	3	5000	.....20	10 p. c.
Yarmouth .....	3	5000	.....55	3	5000	.....55		2 50
	3	5000	75	3	5000	75		7 50

GROCERIES.

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax .....	Pkgs. 2	.....89	Pkgs. 179	.....1071	10 p. c.	107 10

HARDWARE (10 PER CENT).

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	Pkgs. 109	.....2000				

## GENERAL STATEMENT OF IMPORTS.—SPANISH WEST INDIES.

## INDIA RUBBER MANUFACTURES.

PORTS.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 4	\$ 300				

## LEATHER MANUFACTURES.

Halifax.....	Pkgs. 7	800				
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## MOLASSES.

	Galls.		Galls.				
Halifax.....	620064	160699	356176	\$ 71235	5 cts.	\$17808	80
Antigonish.....			1239	448		61	95
LaHave.....	25	5	25	5		1	25
Lunenburg.....	270	121	270	121		13	50
Pictou.....			698	349		34	90
Port Acadia.....	520	104	520	104		26	00
Port Hawkesbury.....	30291	12117	2214	886		110	70
Port Hood.....			270	108		13	50
Sydney.....			137	65		6	85
Yarmouth.....			10159	3051		507	95
	651170	173046	371708	76372		18585	40

## SPIRITS (RUM).

	Galls.		Galls.				
Halifax.....	109151	43660	96687	38675	40 cts.	38674	80
Baddeck.....			591	290		236	40
Great Bras d'Or.....			764	325		305	60
Lunenburg.....			145	68		58	00
Pictou.....			9000	9000		3609	00
Port Acadia.....	115	46	115	46		46	00
Port Hawkesbury.....			156	156		62	40
Port Hood.....			1511	1890		604	40
Pugwash.....			771	618		308	40
Sydney.....			1704	1300		681	60
	109266	43706	111444	52368		44577	60

## SUGAR (RAW).

	Lbs.		Lbs.				
Halifax.....	1233096	86315	1313485	91943	1½ cts.	19702	27
Antigonish.....			1110	81		16	65
Great Bras d'Or.....			1100	97		16	50
La Have.....	210	10	210	10		3	15
Pictou.....			8121	726		121	82
Port Acadia.....	460	21	460	21		6	90
Sydney.....			1110	60		16	65
Yarmouth.....	11428	800	90706	6350		1360	59
	1245194	87146	1416302	99288		21244	53

## TOBACCO (CIGARS, &amp;c.)

Halifax.....	Pkgs. 12	2157	Pkgs. 13	2250	20 p. c.	450	00
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## GENERAL STATEMENT OF IMPORTS.

## UNITED STATES.

## ALE AND PORTER.

PORTS.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Galls.		Galls.			
Halifax.....	216	\$ 90	216	\$ 106	6 cts.	\$ 12 96
Digby.....	20	8	20	8		1 20
Liverpool.....	100	35	100	35		6 00
Weymouth.....	75	31	75	31		4 50
Yarmouth.....	175	39	175	39		10 50
	586	203	586	219		35 16

## ANIMALS.

Clementsport.....	sheep.....	44	141	44	141	Free.	
Yarmouth.....	horses.....	7	600	7	600		
		51	741	51	741		

## BEEF AND PORK.

	Bbbs.		Bbbs.			
Halifax.....	2089	38542	2089	38542	Free.	
Do.....	553	6324	6	120	\$1	6 00
Advocate Harbor.....	1	24	1	24	Free.	
Annapolis.....	17	403	17	403		
Arichat.....	58	1162	58	1162		
Barrington.....	56	1312	56	1312		
Bear River.....	1	24	1	24		
Belleveu Cove.....	13	234	13	234		
Bridgetown.....	10	240	10	240		
Joggins.....	38	713	38	713		
Liverpool.....	29	580	29	580		
Port Acadia.....	7	192	7	192		
Port Gilbert.....	2	50	2	50		
Port Medway.....	36	875	36	875		
Port Mulgrave.....	3	49	3	49		
Port Richmond.....	8	302	8	302		
Ragged Islands.....	16	381	16	381		
Ratchford's River.....	1	25	1	25		
Shelburne.....	27	482	27	482		
Thorne's Cove.....	2	54	2	54		
Westport.....	3	72	3	72		
Weymouth.....	51	1296	51	1296		
Yarmouth.....	458	7759	458	7759		
Do.....	7	136	7	136	\$1	7 00
	3486	61231	2939	55027		13 00

## BREAD (FINE).

	Lbs.		Lbs.			
Halifax.....	9052	804	9052	804	1 ct.	90 52
Annapolis.....	300	30	300	30		3 00
Arichat.....	370	37	370	37		3 70
Barrington.....	803	60	803	60		8 03
Bear River.....	274	16	274	16		2 74
Belleveu Cove.....	250	23	250	23		2 50
Bridgetown.....	587	58	580	58		5 80
Canada Creek.....	100	12	100	12		1 00



## GENERAL STATEMENT OF IMPORTS.—UNITED STATES.

## BREAD (FINE).—CONTINUED.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.		Lbs.			
Clementsport.....	275	\$ 29	275	\$ 29	1 ct.	\$ 2 75
Cornwallis.....	378	37	378	37		3 78
Cow Bay.....	217	24	217	24		2 17
Digby.....	420	42	420	42		4 20
French Cross.....	58	5	58	5		58
Hantsport.....	154	11	154	11		1 54
Horton.....	493	50	493	50		4 93
Joggins.....	52	5	52	5		52
Little River.....	166	60	166	60		1 66
Liverpool.....	872	96	872	96		8 72
Lunenburg.....	162	9	162	9		1 62
Maitland.....	54	6	54	6		54
Margaretsville.....	125	16	125	16		1 25
North Sydney.....	1360	152	1360	152		13 60
Pictou.....	1272	191	1272	191		12 72
Port Acadia.....	640	52	640	52		6 40
Port Gilbert.....	230	19	230	19		2 30
Pubnico.....	51	6	51	6		51
Sandy Cove.....	50	4	50	4		50
Westport.....	151	14	151	14		1 51
Weymouth.....	1702	161	1702	161		17 02
Windsor.....	162	13	162	13		1 62
Yarmouth.....	3044	156	3044	156		30 44
	23824	2154	23817	2154		238 17

## BREAD (NAVY).

	Lbs.	Pkgs.		Lbs.	Pkgs.	
Halifax.....	3314	5050	3314	5050	Free.	
Annapolis.....	3	14	3	14		
Arichat.....	1560	78	1560	78		
Barrington.....	537	37	537	37		
Bellevue Cove.....	240	9	240	9		
Joggins.....	232	18	232	18		
Liverpool.....	307	21	307	21		
Londonderry.....	7	24	7	24		
Maitland.....	1	7	1	7		
North Sydney.....	10	32	10	32		
Parrsborough.....	2	8	2	8		
Port Acadia.....	12	53	12	53		
Port Mulgrave.....	12	62	12	62		
Port Richmond.....	1	14	1	14		
Ragged Islands.....	450	20	450	20		
Shelburne.....	6	20	6	20		
Sydney.....	2	6	2	6		
Westport.....	10	50	10	50		
Weymouth.....	14	72	14	72		
Windsor.....	1	11	1	11		
Yarmouth.....	53250	2482	53250	2482		
	56576	3395	56576	3395	8088	

## BURNING FLUID.

	Galls.		Galls.		
Halifax.....	125	127	10 cts.	12	50
Amherst.....	18	14		1	85
Yarmouth.....	5	5			50
	23	19	148	146	14 85

GENERAL STATEMENT OF IMPORTS.—UNITED STATES.

BUTTER AND LARD.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 40017	\$ 7929	Pkgs. 40017	\$ 7929	Free.	
Arichat.....	..1470	..294	..1470	..294		
Barrington.....	..476	..110	..476	..110		
Bellevue Cove.....	..75	..10	..75	..10		
Bridgetown.....	..1	..20	..1	..20		
Joggins.....	..336	..173	..336	..173		
Liverpool.....	..900	..33	..900	..33		
Port Acadia.....	..105	..25	..105	..25		
Port Medway.....	..367	..91	..367	..91		
Ragged Islands.....	..622	..143	..622	..143		
Shelburne.....	..11	..95	..11	..95		
Weymouth.....	..12	..138	..12	..138		
Yarmouth.....	17300	3460	17300	3460		
Do.....	..190	..36	..190	..36	1½ cts.	3 32
	24	61982	24	61982		3 32

CANDLES (TALLOW).

	Lbs.		Lbs.		
Halifax.....	..50	..8	..50	..8	3 cts. 1 50
Annapolis.....	480	75	480	75	14 40
Arichat.....	..160	..24	..160	..24	4 80
Barrington.....	..60	..11	..60	..11	1 80
Bear River.....	..160	..15	..160	..15	4 80
Bridgetown.....	..331	..47	..331	..47	9 93
Canada Creek.....	..40	..6	..40	..6	1 20
Clementsport.....	..80	..12	..80	..12	2 40
Digby.....	..40	..6	..40	..6	1 20
Horton.....	..60	..9	..60	..9	1 80
Joggins.....	..40	..6	..40	..6	1 20
North Sydney.....	..400	..72	..400	..72	12 00
Port Acadia.....	..80	..12	..80	..12	2 40
Port Gilbert.....	..200	..29	..200	..29	6 00
Sandy Cove.....	..55	..4	..55	..4	1 65
Weymouth.....	..400	..63	..400	..63	12 00
Yarmouth.....	..320	..48	..320	..48	9 60
	2956	447	2956	447	88 68

CANDLES (OTHER).

	Lbs.		Lbs.		
Halifax.....	..1716	..600	..1686	..380	8 cts. 134 88
Port Acadia.....	..72	..23	..72	..23	5 76
Pubnico.....	..30	..10	..30	..10	2 40
Weymouth.....	..33	..11	..33	..11	2 64
Yarmouth.....	..18	..5	..18	..5	1 44
	1869	649	1839	429	147 12

CHEESE.

	Lbs.		Lbs.		
Halifax.....	..3554	..600	..3554	..600	Free.
Barrington.....	..1738	..280	..1738	..280	
Cow Bay.....	..1346	..194	..1346	..194	
Joggins.....	..481	..79	..481	..79	
Liverpool.....	..206	..44	..206	..44	
Londonderry.....	..78	..19	..78	..19	

## GENERAL STATEMENT OF IMPORTS.—UNITED STATES.

## CHEESE.—CONTINUED.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.	
	Quantity.	Value.	Quantity.	Value.			
North Sydney .....	Pkgs. 51	Lbs. ....	\$ 310	Pkgs. 51	Lbs. ....	\$ 310	Free.
Pictou .....	.....	1432	215	.....	1432	215	.....
Sydney .....	.....	65	11	.....	65	11	.....
Westport .....	.....	798	90	.....	798	90	.....
Weymouth .....	.....	85	14	.....	85	14	.....
Windsor .....	.....	300	30	.....	300	30	.....
Yarmouth .....	.....	21300	2400	.....	21300	2400	.....
	51	31383	4286	51	31383	4286	

## CINNAMON AND CASSIA (GROUND).

	Lbs.		Lbs.			
Bear River .....	25	4	25	4	5 cts.	\$1 25
Clementsport .....	12	9	12	9		60
Port Acadia .....	5	2	5	2		25
Sandy Cove .....	7	4	7	4		35
Weymouth .....	12	8	12	8		60
Yarmouth .....	12	7	12	7		60
	73	34	73	34		3 65

## CLOCKS.

	Pkgs.		Pkgs.			
Halifax .....	85	1367	85	1365	20 p. c.	273 00
Annapolis .....	1	5	1	5		1 00
Arichat .....	1	4	1	4		80
Barrington .....	4	33	4	33		6 60
Canso .....	6	110	6	110		22 00
Cow Bay .....	5	95	5	95		19 00
Harborville .....	1	4	1	4		80
La Have .....	6	45	6	45		9 00
Little River .....	5	82	5	82		16 40
Liverpool .....	15	311	15	311		62 20
Londonderry .....	3	52	3	52		10 40
North Sydney .....	13	130	13	130		26 00
Pictou .....	11	78	11	78		15 60
Port Acadia .....	2	6	2	6		1 20
Port Mulgrave .....	1	2	1	2		40
Sydney .....	4	62	4	62		12 40
Tatamagouche .....	1	16	1	16		3 20
Windsor .....	13	53	13	53		10 60
Yarmouth .....	2	100	2	100		20 00
	178	2539	179	2553		510 60

## COAL.

	Chalds.		Chalds.		
Halifax .....	197	1796	197	1796	Free.
Bridgetown .....	9	100	9	100	
Joggins .....	1	4	1	4	
Liverpool .....	20	496	20	496	
Parrsborough .....	2	16	2	16	
Pictou .....	63	848	63	848	
Truro .....	5	52	5	52	
Yarmouth .....	570	3390	570	3390	
	866½	6702	866½	6702	

GENERAL STATEMENT OF IMPORTS.—UNITED STATES.

COFFEE (GREEN).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.		Lbs.			
Halifax .....			8569	\$1286	4 cts.	\$342 76
Arichat .....	40	\$10	40	10		1 60
Yarmouth .....	20	4	20	4		80
	60	14	8629	1300		345 16

COFFEE (ROASTED, BURNED, OR GROUND).

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	5400	490	5880	972	5 cts.	294 00
Annapolis .....	120	14	120	14		6 00
Barrington .....	11	1	11	1		55
Bear River .....	66	10	66	10		3 30
Bridgetown .....	72	9	72	9		3 60
La Have .....	120	11	120	11		6 00
Liverpool .....	120	30	120	30		6 00
Louisburg .....	20	5	20	5		1 00
Londonderry .....	30	5	30	5		1 50
North Sydney .....			600	149		30 00
Pictou .....	186	35	186	35		9 30
Port Richmond .....	60	8	60	8		3 00
Pubnico .....	4	1	4	1		20
Sandy Cove .....	32	4	32	4		1 60
Weymouth .....	180	17	180	17		9 00
Yarmouth .....	1560	415	1560	415		78 00
	7981	1055	9061	1686		453 05

CORDAGE AND CANVAS.

	Pkgs.		Pkgs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	33	2149	133	5000	5 p. c.	250 00
Annapolis .....	10	99	10	99		4 95
Arichat .....	97	1510	97	1510		75 50
Barrington .....	1	5	1	5		25
Clementsport .....	2	10	2	10		50
Digby .....	3	32	3	32		1 60
Pictou .....	1	8	1	8		40
Shelburne .....	14	1200	14	1200		60 00
Weymouth .....	31	812	31	812		40 00
Yarmouth .....	1	28	1	28		1 40
	193	5853	293	8704		435 20

COTTON, LINEN, AND WOOLLEN MANUFACTURES.

	Pkgs.		Pkgs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	414	28939	397	26331	10 p. c.	2633 10
Amherst .....	16	738	16	738		73 80
Arichat .....	18	378	18	378		37 80
Barrington .....	24	753	24	753		75 30
Bridgetown .....	4	134	4	134		13 40
Cow Bay .....	2	130	2	130		13 00
Digby .....	4	174	4	174		17 40
Joggins .....	2	724	2	724		72 40
Liverpool .....	16	412	16	412		41 20
Londonderry .....	7	400	7	400		40 00
Maitland .....	1	45	1	45		4 50
Parrsborough .....	1	13	1	13		1 30
Pictou .....	19	451	19	451		45 10
Port Gilbert .....	1	53	1	53		5 30

## GENERAL STATEMENT OF IMPORTS.—UNITED STATES.

## COTTON, LINEN, &amp;c.—CONTINUED.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Pkgs.		Pkgs.			
Port Richmond.....	2	\$ 15	2	\$ 15	10 p. c.	\$ 1 50
Pugwash.....			20	488		48 80
Ratchford's River.....	3	46	3	46		4 60
Sydney.....	1	37	1	37		3 70
Tatamagouche.....			5	66		6 60
Weymouth.....	2	27	2	27		2 70
Yarmouth.....	55	4360	55	4360		436 00
	592	37829	600	35775		3577 50

## COTTON YARN.

	Pkgs.		Pkgs.			
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	18	1205	18	1205	5 p. c.	60 25
Annapolis.....	6	349	6	349		17 45
Weymouth.....	1	18	1	18		90
	25	1572	25	1572		78 60

## CONFECTIONERY.

	Pkgs.		Pkgs.			
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	24	940	24	940	20 p. c.	188 00
Barrington.....	9	96	9	96		19 20
Bridgetown.....	1	2	1	2		40
Digby.....	4	22	4	22		4 40
Westport.....	2	12	2	12		2 40
Weymouth.....	7	28	7	28		5 60
Windsor.....	1	7	1	7		1 40
Yarmouth.....	20	115	20	115		23 00
	68	1222	68	1222		244 40

## DRUGS AND PATENT MEDICINES.

	Pkgs.		Pkgs.			
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	136	3868	136	3868	20 p. c.	773 60
Amherst.....	5	58	5	58		11 60
Barrington.....	1	15	1	15		3 00
Bridgetown.....	8	88	8	88		17 60
Corwallis.....	2	33	2	33		6 60
Digby.....	2	47	2	47		9 40
Horton.....	6	42	6	42		8 40
Liverpool.....	4	57	4	57		11 40
Londonderry.....	1	9	1	9		1 80
Lunenburg.....	1	16	1	16		3 20
Pictou.....	6	95	6	95		19 00
Westport.....	1	5	1	5		1 00
Yarmouth.....	5	271	5	271		54 20
	178	4604	178	4604		920 80

## DRUGS AND DYE STUFFS.

	Lbs.	Pkgs.	Lbs.	Pkgs.		
	Quantity.	Value.		Quantity.		
Halifax.....		850		747	10 p. c.	893 70
Amherst.....		8		8		80 40
Annapolis.....		32		32		17 20
Arichat.....		10		10		12 00
Barrington.....	1048	12	1048	12		21 70
Bridgetown.....		10		10		22 00
Canada Creek.....		3		3		80

GENERAL STATEMENT OF IMPORTS.—UNITED STATES.

DRUGS AND DYE STUFFS.—CONTINUED.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.	Pkgs.	Lbs.	Pkgs.		
Clementsport.....	336	9	336	9	10 p. c.	\$7 00
Cow Bay.....		2		2		3 10
Digby.....	527	1	527	1		4 70
Horton.....		6		6		8 60
Little River.....		4		4		2 20
Liverpool.....		14		14		28 70
Londonderry.....		41		41		51 40
Lunenburg.....		1		1		1 10
Margaretsville.....		12		12		17 20
Pictou.....		142		142		105 70
Port Medway.....		1		1		40
Port Mulgrave.....		73		15		16 20
Pubnico.....		1		1		40
Ragged Islands.....		1		1		40
Westport.....		1		1		30
Weymouth.....		33		33		28 80
Windsor.....		5		3		4 10
Yarmouth.....	2170	56	2170	56		207 50
	4081	1328	4081	1165		1477 60

EARTHENWARE.

	Pkgs.		Pkgs.		
Halifax.....	696	9724	711	9963	10 p. c. 996 30
Amherst.....	27	143	27	143	14 30
Annapolis.....	7	66	7	66	6 60
Barrington.....	20	135	20	135	13 50
Bear River.....	2	85	2	85	8 50
Bridgetown.....	16	254	16	254	25 40
Canso.....	6	120	6	120	12 00
Clementsport.....	5	26	5	26	2 60
Digby.....	12	269	12	269	26 90
French Cross.....	2	8	2	8	80
Hantsport.....	13	185	13	185	18 50
Harborville.....	6	50	6	50	5 00
Horton.....	3	43	3	43	4 30
Joggins.....	1	8	1	8	80
LaHave.....	1	25	1	25	2 50
Little River.....	12	147	12	147	14 70
Liverpool.....	36	330	36	330	33 00
Londonderry.....	28	588	28	588	58 80
Margaretsville.....	8	100	8	100	10 00
North Sydney.....	1	8	1	8	80
Parrsborough.....	1	3	1	3	30
Pictou.....	50	840	50	840	84 00
Port Acadia.....	9	183	9	183	18 30
Port Mulgrvae.....	2	20	2	20	2 00
Pubnico.....	1	5	1	5	50
Pugwash.....	1	7	1	7	70
Shelburne.....	2	11	2	11	1 10
Tatamagouche.....			8	88	8 80
Thorne's Cove.....	1	2	1	2	20
Truro.....	1	33	1	33	3 30
Tusket.....	2	7	2	7	70
Westport.....	2	12	2	12	1 20
Weymouth.....	9	136	9	136	13 60
Windsor.....	15	296	15	296	29 60
Yarmouth.....	61	1690	61	1690	169 00
	1058	16552	1082	15886	1588 60

## GENERAL STATEMENT OF IMPORTS.—UNITED STATES.

## FLOUR (WHEAT).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity	Value.		
	Bbls.		Bbls.			
Halifax .....	109871	\$659226	101345	\$608070	Free.	
Advocate Harbor.....	75	525	75	525	.....	
Amherst .....	1244	10146	1244	10146	.....	
Annapolis.....	915	6859	915	6859	.....	
Do. ....	5	47	5	47	25 cts.	\$1 25
Apple River.....	10	80	10	80	Free.	
Arichat .....	898	6297	898	6297	.....	
Barrington .....	1542	11828	1542	11828	.....	
Bear River .....	1115	4265	1115	4265	.....	
Bellevieu Cove.....	234	1702	234	1702	.....	
Bridgetown.....	1554	10368	1554	10368	.....	
Canada Creek .....	617	3915	617	3915	.....	
Do. ....	79	692	79	692	25 cts.	19 75
Canso.....	1000	6500	1000	6500	Free.	
Cheverie .....	424	3310	424	3310	.....	
Clementsport .....	692	4997	692	4997	.....	
Cornwallis .....	5466	32796	5466	32796	.....	
Do. ....	199	1194	199	1194	25 cts.	49 75
Cow Bay.....	1166	8304	1166	8304	Free.	
Digby .....	1349	9443	1349	9443	.....	
Five Islands .....	1143	4594	1143	4594	.....	
French Cross .....	182	1274	182	1274	.....	
Hantsport .....	721	4988	721	4988	.....	
Harbor-au-Bouche.....	540	5055	540	5055	.....	
Harborville.....	667	5019	667	5019	.....	
Horton.....	1596	10929	1596	10929	.....	
Do. ....	25	175	25	175	25 cts.	6 25
Joggins .....	964	6273	964	6273	Free.	
La Have .....	147	1113	147	1113	.....	
Little River .....	114	889	114	889	.....	
Liverpool .....	1955	13616	1955	13616	.....	
Do. ....	83	580	83	580	25 cts.	20 75
Londonderry .....	3569	24408	3569	24408	Free.	
Lunenburg .....	188	1295	118	1295	.....	
Mahone Bay.....	100	600	100	600	.....	
Maitland.....	1519	12291	1519	12291	.....	
Margaretsville .....	1433	9949	1433	9949	.....	
Do. ....	166	1162	166	1162	.....	
North Sydney.....	2373	14158	2373	14158	.....	
Parrsborough.....	1092	7297	1092	7297	.....	
Pictou .....	2821	19747	2821	19747	.....	
Port Acadia .....	888	6052	888	6052	.....	
Port Gilbert .....	1455	9014	1455	9014	.....	
Port Hawkesbury .....	16	160	16	160	.....	
Port Medway.....	343	2509	343	2509	.....	
Port Richmond .....	100	1000	100	1000	.....	
Pubnico.....	215	1588	215	1588	.....	
Ragged Islands .....	1072	6761	1072	6761	.....	
Ratchford's River .....	239	1667	239	1667	.....	
Sandy Cove.....	140	911	140	911	.....	
Shelburne.....	415	2915	415	2915	.....	
Sydney .....	1235	8362	1235	8362	.....	
Thorne's Cove .....	259	1897	259	1897	.....	
Truro.....	1481	10408	1481	10408	.....	
Tusket.....	364	3110	364	3111	.....	
Walton .....	400	2601	400	260	.....	
Westport.....	300	2177	300	2177	.....	
Weymouth.....	1701	12864	1701	12366	.....	

GENERAL STATEMENT OF IMPORTS.—UNITED STATES.

FLOUR (WHEAT.)—CONTINUED.

PORTS.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Bbls.		Bbls.			
Wilmot.....	729	\$4494	729	\$4494	Free.	
Do. ....	278	2438	278	2438	25 cts.	\$69 50
Windsor.....	4325	29132	4325	29132	Free.	
Yarmouth.....	9041	51160	9041	51160	Free.	
Do. ....	72	540	72	540	25 cts.	18 00
	174921	1089066	166395	1037910		185 25

FLOUR (OTHER.)

	Bbls.		Bbls.		
Halifax.....	13800	59643	13800	59643	Free.
Advocate Harbor.....	22	99	22	99	
Annapolis.....	283	1131	283	1131	
Arichat.....	50	250	50	250	
Barrington.....	531	1951	531	1951	
Bear River.....	35	136	35	136	
Bellevue Cove.....	90	396	90	396	
Bridgetown.....	228	912	228	912	
Canada Creek.....	50	102	50	102	
Canso.....	100	390	100	390	
Cheverie.....	21	88	21	88	
Clementsport.....	65	238	65	238	
Cornwallis.....	250	960	250	960	
Cow Bay.....	25	108	25	108	
Digby.....	153	765	153	765	
Five Islands.....	42	164	42	164	
Hantsport.....	108	658	108	658	
Horton.....	35	128	35	128	
Joggins.....	161	549	161	549	
LaHave.....	46	160	46	160	
Liverpool.....	1175	6113	1175	6113	
Londonderry.....	532	1770	532	1770	
Lunenburg.....	80	348	80	348	
Maitland.....	309	1294	309	1294	
Margaretsville.....	10	50	10	50	
Parrsborough.....	99	389	99	389	
Pictou.....	117	468	117	468	
Port Acadia.....	115	480	115	480	
Port Gilbert.....	361	1504	361	1504	
Port Medway.....	359	1407	359	1407	
Port Richmond.....	25	109	25	109	
Pubnico.....	39	166	39	166	
Ragged Islands.....	435	1699	435	1699	
Ratchford's River.....	25	106	25	106	
Shelburne.....	90	370	90	370	
Sydney.....	162	634	162	634	
Thorne's Cove.....	61	224	61	224	
Truro.....	159	581	159	581	
Tusket.....	127	501	127	501	
Walton.....	50	200	50	200	
Westport.....	54	257	54	257	
Weymouth.....	1069	4255	1069	4255	
Windsor.....	614	1975	614	1975	
Yarmouth.....	1880	9470	1880	9470	
	22742	103198	22742	103198	



## GENERAL STATEMENT OF IMPORTS.—UNITED STATES.

## FRUIT (GREEN OR DRIED).

Ports.	Total Imports.		Entered for home consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.	Pkgs.	Lbs.	Pkgs.		
Halifax .....	502		502		Free.	
Advocate Harbor.....	1		1			
Amherst.....	25		25			
Barrington.....	58		58			
Canso.....	13		13			
Cheverie.....	40		40			
Cow Bay.....	3		3			
Five Islands.....	1		1			
Joggins.....	21		21			
Liverpool.....	40		40			
Londonderry.....	42		42			
Maitland.....	19		19			
Pictou.....	107		107			
Port Acadia.....	6		6			
Port Medway.....	335		335			
Port Mulgrave.....	27		27			
Port Richmond.....	5		5			
Pubnico.....	6		6			
Ratchford's River.....	1		1			
Sandy Cove.....	5		5			
Shelburne.....	2		2			
Truro.....	52		52			
Weymouth.....	3		3			
Yarmouth.....	1120		1120			
	375	2059	375	2059		
		15598		15598		

## FRUIT (RAISINS.)

	Lbs.		Lbs.			
Halifax .....	4242	637	4242	637	2 cfs.	84 84
Amherst.....	1150	175	1150	175		23 00
Annapolis.....	775	109	775	109		15 50
Barrington.....	117	21	117	21		2 34
Cornwallis.....	200	25	200	25		4 00
Cow Bay.....	300	63	300	63		6 00
Digby.....	1673	242	1673	242		33 46
Joggins.....	125	18	125	18		2 50
Port Acadia.....	260	36	260	36		5 20
Port Gilbert.....	600	50	600	50		12 00
Pubnico.....	6	1	6	1		12
Ratchford's River.....	8	1	8	1		16
Weymouth.....	1789	226	1789	226		35 78
Yarmouth.....	2475	391	2475	391		49 50
	13720	1995	13720	1995		274 40

## FRUIT (OTHER.)

	Pkgs.		Pkgs.			
Halifax .....	561	4735	496	2950	10 p. c.	295 00
Annapolis.....	4	18	4	18		1 80
Barrington.....	11	31	11	31		3 10
Bridgetown.....	5	100	5	100		10 00
Cow Bay.....	5	69	5	69		6 90
Liverpool.....	6	41	6	41		4 10
Maitland.....	2	11	2	11		1 10
Port Gilbert.....	4	4	4	4		40
Tusket.....	1	7	1	7		70
Westport.....	1	7	1	7		70
Weymouth.....	6	23	6	23		2 30
Yarmouth.....	4	375	45	375		37 50
	651	5421	586	3636		363 60

GENERAL STATEMENT OF IMPORTS.—UNITED STATES.  
FISH (DRY).

PORTS.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.		Lbs.			
Halifax .....	208320	\$6105	208320	\$6105	Free.	
Annapolis .....	1100	40	1100	40	.....	
Five Islands .....	224	5	224	5	.....	
Horton .....	1120	36	1120	36	.....	
Joggins .....	3672	144	3672	144	.....	
	214436	6330	214436	6330		

FISH (HERRING).

	Bbbs.		Bbbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Annapolis .....	10	40	10	40	Free.	
Apple River .....	1	5	1	5	.....	
Ratchford's River .....	1	5	1	5	.....	
	12	50	12	50		

FISH (MACKEREL).

	Bbbs.		Bbbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Joggins .....	2	27	2	27	Free.	
Liverpool .....	250	3000	250	3000	.....	
Thorne's Cove .....	1	12	1	12	.....	
	253	3039	253	3039		

FISH (SHELL FISH).

	Bbbs.		Bbbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	909	3926	909	3926	Free.	
Barrington .....	97	143	97	143	.....	
Lunenburg .....	25	206	25	206	.....	
Port Mulgrave .....	83	185	83	185	.....	
	1064	4460	1064	4460		

GROCERIES.

PORTS.	Pkgs.		Pkgs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	2501	16981	943	4251	10 p. c.	\$425 10
Annapolis .....	2	20	4	20	.....	2 00
Arichat .....	17	47	17	47	.....	4 70
Barrington .....	22	81	22	81	.....	8 10
Bear River .....	8	28	8	28	.....	2 80
Bellevieu Cove .....	1	6	1	6	.....	60
Bridgetown .....	4	42	4	42	.....	4 20
Canada Creek .....	3	12	3	12	.....	1 20
Canso .....	12	41	12	41	.....	4 10
Clementsport .....	7	39	7	39	.....	3 90
Cow Bay .....	22	282	22	282	.....	28 20
Digby .....	14	95	14	95	.....	9 50
Horton .....	5	17	5	17	.....	1 70
Joggins .....	4	44	4	44	.....	4 40
Liverpool .....	3	18	3	18	.....	1 80
Londonderry .....	1	4	1	4	.....	40
Lunenburg .....	8	13	8	13	.....	1 30
Pictou .....	20	51	20	51	.....	5 20
Port Acadia .....	3	20	3	20	.....	2 00
Port Gilbert .....	1	6	1	6	.....	60
Port Medway .....	1	9	1	9	.....	90
Port Richmond .....	7	57	7	57	.....	5 70
Ratchford's River .....	4	25	4	25	.....	2 50
Westport .....	3	12	3	12	.....	1 20
Weymouth .....	40	208	40	208	.....	20 80
Windsor .....	6	84	6	84	.....	8 40
Yarmouth .....	185	2731	185	2731	.....	273 10
	2906	20833	1348	8193		819 30

## GENERAL STATEMENT OF IMPORTS.—UNITED STATES.

## GINGER AND PEPPER.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.		Lbs.			
Halifax .....			125	\$20	4 cts.	\$5 00
Annapolis .....	50	\$13	50	13		2 00
Bridgetown .....	50	9	50	9		2 00
Clementsport .....	122	31	122	31		4 88
Joggins .....	15	4	15	4		60
Liverpool .....	25	12	25	12		1 00
Port Gilbert.....	24	4	24	4		96
Sandy Cove.....	38	8	38	8		1 52
Weymouth .....	124	34	124	34		4 96
Yarmouth .....	75	14	75	14		3 00
	523	129	648	149		25 92

## GRAIN (RICE.)

	Lbs.	Pkgs.		Lbs.	Pkgs.	
Bellevue Cove.....	100		6	100		6 Free.
Cow Bay .....		4	79		4	79
Joggins .....		1	22		1	22
North Sydney .....		10	178		10	178
Weymouth .....	145		13	145		13
	245	15	298	245	15	298

## GRAIN (OTHER.)

	Bush.		Bush.	
Halifax .....	11666	7975	11666	7975 Free.
Barrington.....	252	309	252	309
Cow Bay .....	15	59	15	59
Joggins .....	16	21	16	21
Londonderry.....	12	19	12	19
Maitland .....	30	55	30	55
Port Acadia .....	148	148	148	148
Port Medway .....	38	75	38	75
Port Richmond.....	30	39	30	39
Pubnico .....	16	16	16	16
Shelburne .....	3	9	3	9
Weymouth .....	151	243	151	243
Windsor.....	26	64	26	64
Yarmouth .....	6005	4600	6005	4600
	18408	13632	18408	13632

## HARDWARE (10 PER CENT.)

	Pcs. & Pkgs.		Pcs. & Pkgs.	
Halifax .....	6747	57238	4171	50002 10 p. c. 5000 20
Advocate Harbor.....	2	9	2	9 90
Amherst.....	1300	7926	1300	7926 792 60
Annapolis .....	47	470	47	470 47 00
Arichat.....	29	318	29	318 31 80
Barrington.....	159	1046	159	1046 104 60
Bear River.....	7	210	7	210 21 00
Bellevue Cove.....	13	63	13	63 6 80
Bridgetown .....	24	1578	24	1578 157 80
Canada Creek.....	6	37	6	37 3 70
Canso .....	62	685	62	685 68 50
Chester.....	4	263	4	263 26 80
Cheverie.....	9	63	9	63 6 80
Clementsport .....	23	180	23	180 18 00
Cornwallis.....	171	1960	171	1960 196 00

GENERAL STATEMENT OF IMPORTS.—UNITED STATES.

HARDWARE (10 PER CENT).—CONTINUED.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Pcs. and Pkgs.		Pcs. and Pkgs.			
Cow Bay	13	\$ 377	13	\$ 377	10 p. c.	\$ 37 70
Digby	27	1368	27	1368		136 80
Five Islands	6	64	6	64		6 40
Glace Bay	23	351	23	351		35 10
Hantsport	57	453	57	453		45 30
Harbor-au-Bouche	4	80	4	80		8 00
Harborville	16	246	16	246		24 60
Horton	21	396	21	396		39 60
Joggins	24	524	24	524		52 40
La Have	92	934	92	934		93 40
Little River	313	2282	313	2282		228 20
Liverpool	258	3076	258	3076		307 60
Londonderry	468	4391	468	4391		439 10
Lunenburg	19	190	19	190		19 00
Maitland	57	654	57	654		65 40
Margaretsville	4	29	4	29		2 90
North Sydney	156	1501	156	1501		150 10
Parrsborough	35	199	35	199		19 90
Pictou	461	8186	462	8198		819 80
Port Acadia	34	218	34	218		21 80
Port Gilbert	10	191	10	191		19 10
Port Hawkesbury	1	56	1	56		5 60
Port Mulgrave	28	210	28	210		21 00
Pubnico	2	11	2	11		1 10
Ratchford's River	10	41	10	41		4 10
Shelburne	5	33	5	33		3 30
Sydney	40	264	40	264		26 40
Tatamagouche			10	186		18 60
Thorne's Cove	1	24	1	24		2 40
Truro	37	661	37	661		66 10
Westport	10	199	10	199		19 90
Weymouth	94	1020	94	1020		102 00
Wilmot	58	106	58	106		10 60
Windsor	182	3304	182	3304		330 40
Yarmouth	386	11362	386	11362		1136 20
	11555	115047	8990	108009		10800 90

HARDWARE (5 PER CENT).

	Pcs. and Pkgs.		Pcs. and Pkgs.			
Halifax	277	12311	346	13061	5 p. c.	653 05
Arichat	27	130	27	130		6 50
Barrington	1	40	1	40		2 00
Bellevieu Cove		599		599		29 95
Cow Bay	3	2676	3	2676		133 80
Glace Bay	3	29	3	29		1 45
Liverpool	3	447	3	447		22 35
Margaretsville	1	6	1	6		30
North Sydney	10	292	10	292		14 60
Pictou	20	197	20	197		9 85
Port Mulgrave	1	39	1	39		1 95
Shelburne	13	1656	13	1656		82 80
Sydney	1	180	1	180		9 00
Weymouth	3	23	3	23		1 15
Windsor	5	376	5	376		18 80
Yarmouth	173	3878	173	3878		193 90
	541	22879	610	23629		1181 45

## GENERAL STATEMENT OF IMPORTS.—UNITED STATES.

## HARDWARE (FREE).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pcs. and Pkgs. 2124	\$ 14990	Pcs. and Pkgs. 2124	\$ 14990	Free.	
LaHave.....	1	200	1	200		
Yarmouth.....	66	1190	66	1190		
	2191	16380	2191	16380		

## HATS AND CAPS.

	Pkgs.		Pkgs.			
Halifax.....	125	6426	120	6176	10 p. c.	\$ 617 60
Liverpool.....	1	82	1	82		8 20
Londonderry.....	1	67	1	67		6 70
Maitland.....	1	63	1	63		6 30
Pictou.....	5	373	5	373		37 30
Port Mulgrave.....	1	90	1	90		9 00
Weymouth.....	8	149	8	149		14 90
	142	7250	137	7000		700 00

## HIDES AND SKINS.

	No.		No.			
Halifax.....	1270	3702	1270	3702	Free.	
Pictou.....	355	2017	355	2017		
Windsor.....	100	198	100	198		
	1725	5917	1725	5917		

## INDIA RUBBER MANUFACTURES.

	Pkgs.		Pkgs.			
Halifax.....	80	2851	80	2851	10 p. c.	285 10
Port Mulgrave.....	1	49	1	49		4 90
Yarmouth.....	7	250	7	250		25 00
	88	3150	88	3150		315 00

## JEWELRY, &amp;c.

	Pkgs.		Pkgs.			
Halifax.....	50	3058	50	3058	10 p. c.	305 80
Barrington.....	3	192	3	192		19 20
Bridgetown.....	7	112	7	112		11 20
Shelburne.....	1	217	1	217		21 70
Windsor.....	3	43	3	43		4 80
Yarmouth.....	17	958	17	958		95 80
	81	4580	81	4580		458 00

## LEATHER MANUFACTURES.

	Pkgs.		Pkgs.			
Halifax.....	396	18582	309	13660	10 p. c.	1366 00
Barrington.....	18	357	18	357		85 70
Belleveu Cove.....	9	244	9	244		24 40
Bridgetown.....	3	155	3	155		15 50
Cornwallis.....	8	500	8	500		50 00
Cow Bay.....	12	540	12	540		54 00
Digby.....	3	44	3	44		4 40

GENERAL STATEMENT OF IMPORTS.—UNITED STATES.

LEATHER MANUFACTURES.—CONTINUED.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Five Islands.....	Pkgs. 1	\$ 43	Pkgs. 1	\$ 43	10 p. c.	\$ 4 30
Hantsport.....	1	216	1	216		21 60
Joggins.....	4	500	4	500		50 00
Liverpool.....	13	334	13	334		33 40
Londonderry.....	1	92	1	92		9 20
Parrsborough.....	1	2	1	2		20
Pictou.....	2	40	2	40		4 00
Port Acadia.....	1	5	1	5		50
Port Mulgrave.....	4	141	4	141		14 10
Ratchford's River.....	9	89	9	89		8 90
Truro.....	1	251	1	251		25 10
Westport.....	1	3	1	3		30
Weymouth.....	5	166	5	166		16 60
Windsor.....	2	49	2	49		4 90
Yarmouth.....	127	3244	127	3244		324 40
	622	25597	535	20675		2067 50

LEATHER (SOLE).

	Lbs.		Lbs.			
Halifax.....	23799	6952	25530	6384	4 cts.	1021 20
Amherst.....	8851	2477	8851	2477		354 04
Annapolis.....	593	168	593	168		23 72
Barrington.....	574	189	574	189		22 96
Bellevue Cove.....	173	55	173	55		6 92
Bridgetown.....	608	161	608	161		24 30
Canada Creek.....	66	11	66	11		2 64
Canso.....	746	194	746	194		29 84
Clementsport.....	245	77	245	77		9 80
Cornwallis.....	738	221	738	221		29 52
Cow Bay.....	458	139	458	139		18 32
Digby.....	1021	310	1021	310		40 84
Five Islands.....	328	103	328	103		13 12
Harbor-au-Bouche.....	43	18	43	18		1 72
Harborville.....	46	13	46	13		1 84
Joggins.....	634	179	634	179		25 36
La Have.....	86	27	86	27		3 44
Little River.....	373	120	373	120		14 92
Londonderry.....	590	189	590	189		23 60
Mahone Bay.....	97	29	97	29		3 88
Maitland.....	951	363	951	363		38 06
Margaretsville.....	183	34	183	34		7 32
Parrsborough.....	248	69	248	69		9 92
Port Acadia.....	784	237	784	237		31 36
Port Gilbert.....	439	128	439	128		17 56
Port Hood.....			1150	345		46 00
Port Mulgrave.....	20	6	20	6		80
Ragged Islands.....	246	75	246	75		9 84
Ratchford's River.....	72	23	72	23		2 88
Sandy Cove.....	150	37	150	37		6 00
Sydney.....	94	20	94	20		3 76
Thorne's Cove.....	86	22	86	22		3 44
Truro.....	40	12	40	12		1 60
Westport.....	45	14	45	14		1 80
Weymouth.....	1364	428	1364	428		54 56
Yarmouth.....	1028	195	1028	195		41 12
	45819	13295	48700	13072		1948 00

## GENERAL STATEMENT OF IMPORTS.—UNITED STATES.

## MOLASSES.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Galls.	\$	Galls.	\$		
Halifax.....	48	16	660	132	5 cts.	\$33 00
Arichat.....	264	86	264	86		13 20
Cornwallis.....	139	55	139	55		6 95
Joggins.....	520	233	520	233		26 00
Maitland.....	60	27	60	27		3 00
Parrsborough.....	951	319	951	319		47 55
Port Acadia.....	545	90	545	90		27 25
Port Gilbert.....	210	65	210	65		10 50
Port Mulgrave.....	115	60	115	60		5 75
Ratchford's River.....	58	30	58	30		2 90
Thorne's Cove.....	19	8	19	8		95
Tusket.....	10	3	10	3		50
Yarmouth.....	36	9	36	9		1 80
	2975	1001	3587	1117		179 35

## NAVAL STORES.

	Lbs.	Bbls.		Lbs.	Bbls.		Duty Collected.
Halifax.....		1038	4033		1038	4033	Free.
Barrington.....		18	17		18	17	Free.
Bellevue Cove.....	300	17	66	300	29	29	5 p. c. \$1 45
Clementsport.....		2	4		2	4	Free.
Harbor-au-Bouche.....		2	8		2	8	Free.
Little River.....		4	4		4	4	Free.
Londonderry.....		2	7		2	7	Free.
Margaretsville.....	1100		64	1100		64	5 p. c. 3 20
Port Gilbert.....	1400	4	170	1400		150	5 p. c. 7 50
Port Mulgrave.....		4	12		4	12	Free.
Port Richmond.....		2	7		2	7	Free.
Pubnico.....		9	23		9	23	Free.
Ratchford's River.....	250		12	250		12	5 p. c. 60
Shelburne.....	100		7	100		7	5 p. c. 35
Thorne's Cove.....	200	2	15	200		8	5 p. c. 40
Weymouth.....	650	3	59	650		51	5 p. c. 2 55
Yarmouth.....		133	566		133	566	Free.
	4000	1240	5074	4000	1214	5002	16 05

## OIL (ROCK AND COAL.)

	Galls.		Galls.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	111026	48958	97287	36745	7 cts.	6810 09
Amherst.....	2524	1235	2524	1235		176 68
Annapolis.....	1448	780	1448	780		101 36
Arichat.....	21	12	21	12		1 47
Barrington.....	2132	1206	2132	1206		149 24
Bear River.....	160	78	160	78		11 20
Bellevue Cove.....	198	106	198	106		13 86
Bridgetown.....	1668	833	1668	833		116 76
Canada Creek.....	206	103	206	103		14 42
Canso.....	430	194	430	194		30 10
Cheverie.....	2	1	2	1		14
Clementsport.....	441	220	441	220		30 87
Cornwallis.....	1919	959	1919	959		134 33
Cow Bay.....	212	125	212	125		14 84
Digby.....	1828	913	1828	913		127 96

GENERAL STATEMENT OF IMPORTS.—UNITED STATES.

OIL (ROCK AND COAL).—CONTINUED.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Galls.	\$	Galls.	\$		
Five Islands .....	112	63	112	63	7 cts.	\$ 7 84
French Cross .....	178	90	178	90		12 46
Harborville .....	195	104	195	104		13 65
Horton .....	841	406	841	406		58 87
Joggins .....	287	147	287	147		20 09
La Have .....	60	33	60	33		4 20
Little River .....	120	62	120	62		8 40
Liverpool .....	1965	1241	1965	1241		54 74
Louisburg .....	5	4	5	4		35
Londonderry .....	2933	1571	2933	1571		205 81
Lunenburg .....	120	79	120	79		8 40
Margaretsville .....	716	356	716	356		50 12
North Sydney .....	1201	741	1201	741		-84 07
Pictou .....	4391	2195	5166	2583		361 62
Port Acadia .....	290	162	290	162		20 30
Port Gilbert .....	266	132	266	132		18 62
Port Medway .....	145	70	145	70		10 15
Port Mulgrave .....	12	6	12	6		84
Port Richmond .....	82	53	82	53		5 74
Pubnico .....	207	113	207	113		14 49
Ragged Islands .....	740	407	740	407		51 80
Ratchford's River .....	203	130	203	130		14 21
Sandy Cove .....	220	107	220	107		15 40
Shelburne .....	401	170	401	170		28 07
Truro .....	613	330	613	330		42 91
Westport .....	297	139	297	139		20 79
Weymouth .....	987	492	987	492		69 09
Wilmot .....	240	137	240	137		16 80
Windsor .....	1515	711	1515	711		106 05
Yarmouth .....	9363	4680	9363	4680		655 41
	152920	70654	138773	58087		9714 11

OIL (FISH OIL).

	Galls.		Galls.		
Halifax .....	300	359	300	359	Free.
Cow Bay .....	240	481	240	481	
Joggins .....	156	246	156	246	
Port Richmond .....	60	153	60	153	
	756	1239	756	1239	

OIL (LINSEED, &c.)

	Galls.		Galls.		
Halifax .....	343	666	413	697	10 p. c.
Advocate Harbor .....	5	5	5	5	
Barrington .....	40	17	40	17	
Londonderry .....	66	77	66	77	
Pictou .....	39	46	39	46	
Port Richmond .....	80	82	80	82	
Ratchford's River .....	5	5	5	5	
Truro .....	147	200	147	200	
Wilmot .....	2	4	2	4	
	727	1102	797	1138	
					113 30



## GENERAL STATEMENT OF IMPORTS.—UNITED STATES.

## PAPER MANUFACTURES, &amp;c.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 576	\$ 4669	Pkgs. 576	\$ 4669	10 p. c.	\$ 466 90
Amherst.....	4	105	4	105		10 50
Annapolis.....	6	128	6	128		12 80
Arichat.....	4	27	4	27		2 70
Barrington.....	12	132	12	132		13 20
Canso.....	1	4	1	4		40
Cow Bay.....	11	35	11	35		3 50
Digby.....	2	74	2	74		7 40
Liverpool.....	19	159	19	159		15 90
Maitland.....	1	1	1	1		10
North Sydney.....	18	107	18	107		10 70
Parrsborough.....	1	6	1	6		60
Pictou.....	6	152	6	152		15 20
Thorne's Cove.....	1	19	1	19		1 90
Truro.....	1	22	1	22		2 20
Weymouth.....	1	4	1	4		40
Windsor.....	2	21	2	21		2 10
Yarmouth.....	47	726	47	726		72 60
	713	6391	713	6391		639 10

## PAPER (PRINTING), BOOKS, &amp;c.

	Pkgs.		Pkgs.		
Halifax.....	579	14631	579	14631	Free.
Annapolis.....	1	12	1	12	
Barrington.....	6	56	6	56	
Clementsport.....	1	3	1	3	
Five Islands.....	3	3	3	3	
Little River.....	1	13	1	13	
Pictou.....	4	374	4	374	
Sydney.....	1	28	1	28	
Windsor.....	1	32	1	32	
Yarmouth.....	245	1180	245	1180	
	842	16332	842	16332	

## PAINT AND PUTTY.

	Pkgs.		Pkgs.		
Halifax.....	56	1063	56	1063	10 p. c.
Advocate Harbor.....	3	5	3	5	
Bridgetown.....	5	33	5	33	
Port Acadia.....	2	113	2	113	
Port Hawkesbury.....	1	36	1	36	
Port Mulgrave.....	4	12	4	12	
Ratchford's River.....	1	1	1	1	
Weymouth.....	5	30	5	30	
Wilmot.....	1	5	1	5	
	78	1298	78	1298	129 80

## SPIRITS (BRANDY).

	Galls.		Galls.		
Halifax.....	8677	9826	2295	3442	90 cts.
					2065 50

## GENERAL STATEMENT OF IMPORTS.—UNITED STATES.

## SPIRITS (GENEVA AND WHISKEY).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Galls.		Galls.			
Halifax.....	31249	\$ 15779	775	\$ 387	70 cts.	\$ 542 50
Baddeck.....			126	69		88 20
Pictou.....	8	14	8	14		5 60
	31257	15793	909	470		686 30

## SPIRITS (RUM).

	Galls.		Galls.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	8755	5421	9628	4253	40 cts.	3851 20
Pictou.....	196	90	196	90		78 40
Port Mulgrave.....	453	236	453	236		181 20
Tatamagouche.....			124	60		49 60
	9404	5747	10401	4639		4160 40

## SPIRITS (STRONG WATERS).

	Galls.		Galls.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	2	1	2	1	50 cts.	1 00
Bridgetown.....	3½	3	3½	3		1 75
	5½	4	5½	4		2 75

## SPIRITS (WINE).

	Doz.	Galls.	Value.	Doz.	Galls.	Value.	Rate of Duty.	Duty Collected.
	Quantity.	Value.		Quantity.	Value.			
Halifax.....	112	7179	10230	189	8932	13017	25	2612 40
Yarmouth.....		1	1		1	1		25
	112	7180	10231	189	8933	13018		2612 65

## SUGAR (RAW.)

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	97909	6853	30053	2104	1½ cts.	450 79
Arichat.....	250	25	250	25		3 75
Barrington.....	75	10	75	10		1 12
Bellevue Cove.....	18	2	18	2		27
Cheverie.....	16	2	16	2		24
Cornwallis.....	1207	100	1207	100		18 10
Glace Bay.....	200	16	200	16		3 00
Joggins.....	2720	271	2720	271		40 80
Liverpool.....	540	37	540	37		8 10
Lunenburg.....	40	4	40	4		60
Maitland.....	836	60	836	60		12 54
Port Acadia.....	525	24	525	24		7 88
Port Gilbert.....	700	35	700	35		10 50
Pubnico.....	20	2	20	2		30
Ragged Islands.....	610	30	610	30		9 15
Weymouth.....	54	8	54	8		81
Yarmouth.....	12891	902	18101	1048		196 52
	118611	8381	50965	3778		764 47

## GENERAL STATEMENT OF IMPORTS.—UNITED STATES.

## SUGAR (REFINED).

PORTS.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.		Lbs.			
Halifax.....	32056	\$ 4432	10161	\$ 1025	2 cts.	\$ 203 22
Barrington.....	20	2	20	2		40
Chester.....	400	100	400	100		8 00
Pictou.....			4025	800		80 50
Sandy Cove.....	25	4	25	4		50
Westport.....	35	7	35	7		70
Weymouth.....	65	12	65	12		1 30
	32601	4557	14731	1950		294 62

## SALT.

	Bush.		Bush.		Free.
	Quantity.	Value.	Quantity.	Value.	
Barrington.....	19	15	19	15	
Bellevue Cove.....	2	1	2	1	
Joggins.....	18	13	18	13	
Liverpool.....	92	98	92	98	
Pubnico.....	9	11	9	11	
Weymouth.....	51	23	51	23	
Yarmouth.....	450	360	450	360	
	641	521	641	521	

## STONE (MANUFACTURED).

	Brick.		Brick.		10 p. c.	
	M.	Pkgs.	M.	Pkgs.		
Halifax.....	122	132	122	132		253 30
Advocate Harbor.....	2		2			1 60
Arichat.....	10		10			7 50
Barrington.....	6		6			5 60
Chester.....		3		3		90
Cheverie.....	1		1			40
Cow Bay.....	22	10	22	10		28 60
Hantsport.....	3		3			1 90
North Sydney.....	13		13			10 50
Parrsborough.....	4		4			2 20
Pictou.....	6		6			7 70
Port Acadia.....	1		1			1 10
Port Mulgrave.....	4		4			6 00
Pubnico.....	3		3			2 60
Sydney.....	6		6			5 20
Truro.....	1		1			60
Tusket.....	1		1			1 00
Windsor.....	10		10			1 80
Yarmouth.....	61		61			44 70
	276	145	276	145		383 20

## STONE (LIME).

	Pkgs.		Pkgs.		Free.
	Quantity.	Value.	Quantity.	Value.	
Halifax.....	7382	3722	7382	3722	
Barrington.....	82	115	82	115	
Bellevue Cove.....	5	5	5	5	
La Have.....	40	60	40	60	
Little River.....	16	59	16	59	
Liverpool.....	6	12	6	12	
Londonderry.....	71	421	71	421	

GENERAL STATEMENT OF IMPORTS.—UNITED STATES.

STONE (LIME).—CONTINUED.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Pictou .....	Pkgs. 16	\$ 85	Pkgs. 16	\$ 85	Free.	
Port Hawkesbury .....	3	4	3	4		
Port Mulgrave .....	13	20	13	20		
Pubnico .....	1	1	1	1		
Windsor .....	44	142	44	142		
Yarmouth .....	731	1379	731	1379		
	8410	6025	8410	6025		

TEA (BLACK).

	Lbs.		Lbs.			
Halifax .....	45266	14258	30049	9014	6 cts.	\$ 1802 94
Amherst .....	1600	563	1600	563		96 00
Annapolis .....	1281	325	1281	325		76 86
Arichat .....	19	6	19	6		1 14
Baddeck .....			261	86		15 66
Barrington .....	464	142	464	142		27 84
Bellevue Cove .....	138	42	138	42		8 28
Bridgetown .....	1225	429	1225	429		73 50
Canso .....	2004	488	2004	488		120 24
Clementsport .....	658	227	658	227		39 48
Cornwallis .....	1308	392	1308	392		78 48
Digby .....	965	386	965	386		57 90
Five Islands .....	200	73	200	73		12 00
French Cross .....	210	64	210	64		12 60
Harborville .....	483	152	483	152		28 98
Horton .....	484	176	484	176		29 04
Joggins .....	287	120	287	120		17 22
Little River .....	200	59	200	59		12 00
Liverpool .....	2045	780	3198	2918		191 88
Louisburg .....	4	2	4	2		24
Londonderry .....	3293	937	3293	937		197 58
Margaretsville .....	779	241	779	241		46 74
North Sydney .....	864	317	864	317		51 84
Parrsborough .....	377	101	377	101		22 62
Pictou .....	776	400	776	400		46 56
Port Acadia .....	452	160	452	160		27 12
Port Gilbert .....	503	173	503	173		30 18
Port Mulgrave .....	413	145	413	145		24 78
Port Richmond .....	432	179	432	179		25 92
Pubnico .....	509	163	509	163		30 54
Sandy Cove .....	509	194	509	194		30 54
Shelburne .....	172	82	172	82		10 32
Weymouth .....	2020	717	2020	717		121 20
Wilmot .....	458	141	458	141		27 48
Windsor .....	242	72	242	72		14 52
Yarmouth .....	11084	4476	11084	4476		665 04
	81724	27182	67921	24162		4075 26

TEA (GREEN).

Halifax .....	Lbs. 15000	2250	Lbs. 210	105	11 cts.	23 10
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## GENERAL STATEMENT OF IMPORTS.—UNITED STATES.

## TOBACCO (LEAF).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	Pkgs. 338349	Lbs. \$ 40205	Lbs. 338349	\$ 40205	Free.	
North Sydney .....	5	490		400		
Pictou .....	36282	5560	36282	5560		
	5	374631	374631	46165		

## TOBACCO (SNUFF AND CIGARS).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	Pkgs. 13	Lbs. 1515	Pkgs. 31	Lbs. 2379	20 p. c.	\$ 475 80
Annapolis .....	4	14	4	14		2 80
Glace Bay .....	1	10	1	10		2 00
Pictou .....	11	27	11	27		5 40
Windsor .....	1	27	1	27		5 40
Yarmouth .....	14	375				
	44	1968	48	2457		491 40

## TOBACCO (MANUFACTURED).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	Lbs. 159807	45614	Lbs. 186536	46634	5 cts.	9326 80
Amherst .....	2340	456	2340	456		117 00
Annapolis .....	365	116	365	116		18 25
Arichat .....	73	18	721	168		36 05
Barrington .....	668	176	668	176		33 40
Bellevue Cove .....	102	33	102	33		5 10
Bridgetown .....	462	139	462	139		23 10
Canada Creek .....	203	60	203	60		10 15
Clementsport .....	243	68	243	68		12 15
Cornwallis .....	717	275	717	275		35 85
Cow Bay .....	593	190	593	190		29 65
Digby .....	1145	458	1145	458		57 25
French Cross .....	621	190	621	190		31 05
Harborville .....	233	68	233	68		11 65
Horton .....	561	116	561	116		28 05
Joggins .....	909	238	909	238		45 45
Little River .....	200	46	200	46		10 00
Liverpool .....	1430	577	3309	1429		165 45
Londonderry .....	1072	240	1072	240		53 60
Margaretsville .....	1210	344	1210	344		60 50
North Sydney .....	2250	765	2250	765		112 50
Pictou .....	616	300	616	300		80 80
Port Acadia .....	771	238	771	238		38 55
Port Gilbert .....	229	67	229	67		11 45
Port Hawkesbury .....			104	11		5 20
Port Hood .....			1559	463		77 95
Port Mulgrave .....	10	6	10	6		50
Ratchford's River .....	20	9	20	9		1 00
Sandy Cove .....	452	120	452	120		22 60
Shelburne .....	243	73	243	73		12 15
Weymouth .....	2371	743	2371	743		118 55
Windsor .....	1213	338	1213	338		60 65
Yarmouth .....	8163	2654	8163	2654		408 15
	189292	54735	220211	57236		11010 55

GENERAL STATEMENT OF IMPORTS.—UNITED STATES.

VEGETABLES (ONIONS).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	Pkgs. 395400	\$ 8439	Pkgs. 389700	\$ 8268	Free.	
Barrington .....	.. 9206	.. 141	.. 9206	.. 141	..	
Bellevue Cove .....	.. 250	.. 6	.. 250	.. 6	..	
Bridgetown .....	.. 6	.. 11	.. 6	.. 11	..	
Canada Creek .....	.. 4	.. 8	.. 4	.. 8	..	
Canso .....	.. 300	.. 11	.. 300	.. 11	..	
Clementsport .....	.. 2100	.. 34	.. 2100	.. 34	..	
Cornwallis .....	.. 15	.. 35	.. 15	.. 35	..	
Do. ....	.. 3500	.. 35	.. 3500	.. 35	1½ cts.	\$ 17 50
Cow Bay .....	.. 15	.. 30	.. 15	.. 30	Free.	
Harborville .....	.. 12	.. 25	.. 12	.. 25	..	
Horton .....	.. 15	.. 33	.. 15	.. 33	..	
Joggins .....	.. 14	.. 400	.. 14	.. 400	..	
La Have .....	.. 5	.. 24	.. 5	.. 24	..	
Londonderry .....	.. 8	.. 17	.. 8	.. 17	..	
Maitland .....	.. 100	.. 4	.. 100	.. 4	..	
Margaretsville .....	.. 20	.. 41	.. 20	.. 41	..	
North Sydney .....	.. 24	.. 68	.. 24	.. 68	..	
Parrsborough .....	.. 1	.. 2	.. 1	.. 2	..	
Pictou .....	.. 5569	.. 190	.. 5569	.. 190	..	
Port Acadia .....	.. 25	.. 64	.. 25	.. 64	..	
Port Medway .....	.. 1	.. 2	.. 1	.. 2	..	
Port Mulgrave .....	.. 9	.. 22	.. 9	.. 22	..	
Port Richmond .....	.. 3	.. 8	.. 3	.. 8	..	
Pubnico .....	.. 140	.. 4	.. 140	.. 4	..	
Ratchford's River .....	.. 5	.. 12	.. 5	.. 12	..	
Sydney .....	.. 8	.. 19	.. 8	.. 19	..	
Thorne's Cove .....	.. 10	.. 20	.. 10	.. 20	..	
Truro .....	.. 4	.. 10	.. 4	.. 10	..	
Tusket .....	.. 600	.. 11	.. 600	.. 11	..	
Westport .....	.. 27	.. 15	.. 27	.. 15	..	
Weymouth .....	.. 22	.. 22	.. 22	.. 22	..	
Wilmot .....	.. 4	.. 9	.. 4	.. 9	..	
Windsor .....	.. 1730	.. 51	.. 1730	.. 51	..	
Yarmouth .....	.. 60	.. 425	.. 60	.. 425	..	
	317 423455	9898	317 417755	9727		17 50

VEGETABLES (OTHER).

Halifax .....	Pkgs. 1600	.. 480	Pkgs. 1600	.. 480	Free.
Annapolis .....	.. 68	.. 64	.. 68	.. 64	..
Barrington .....	.. 3	.. 10	.. 3	.. 10	..
Joggins .....	.. 27	.. 24	.. 27	.. 24	..
Liverpool .....	.. 409	.. 321	.. 409	.. 321	..
Lunenburg .....	.. 2	.. 2	.. 2	.. 2	..
Port Richmond .....	.. 5	.. 17	.. 5	.. 17	..
Yarmouth .....	.. 47	.. 700	.. 47	.. 700	..
	52 2109	1618	52 2109	1618	

## GENERAL STATEMENT OF IMPORTS.—UNITED STATES.

## WOODWARE (MANUFACTURED).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pcs. and Pkgs. 3964	\$ 22587	Pcs. and Pkgs. 3949	\$ 22026	10 p. c.	\$ 2202 60
Advocate Harbor.....	8	32	8	32		3 20
Amherst.....	367	3292	367	3292		329 20
Annapolis.....	29	183	29	183		18 30
Arichat.....	63	315	63	315		31 50
Barrington.....	1168	1738	1167	1687		168 70
Bear River.....	10	135	10	135		13 50
Belleveu Cove.....	12	3	12	3		30
Bridgetown.....	17	1044	17	1044		104 40
Canada Creek.....	36	165	36	165		16 50
Canso.....	199	476	199	476		47 60
Chester.....	1	4	1	4		40
Cheverie.....	12	105	12	105		10 50
Clementsport.....	63	127	63	127		12 70
Cornwallis.....	388	1647	388	1647		164 70
Cow Bay.....	257	952	257	952		95 20
Digby.....	18	345	18	345		34 50
Five Islands.....	26	111	26	111		11 10
French Cross.....	3	8	3	8		80
Hantsport.....	22	116	22	116		11 60
Harbor-au-Bouche.....	6	16	6	16		1 60
Harborville.....	35	144	35	144		14 40
Horton.....	1	8	1	8		80
Joggins.....	9	54	9	54		5 40
La Have.....	95	162	95	162		16 20
Liverpool.....	416	1667	416	1667		166 70
Little River.....	17	34	17	34		3 40
Londonderry.....	564	1690	564	1690		169 00
Lunenburg.....		161		161		16 10
Maitland.....	175	283	175	283		28 30
Margaretsville.....	11	117	11	117		11 70
North Sydney.....	264	1114	264	1114		111 40
Parrsborough.....	56	99	56	99		9 90
Pictou.....	831	2595	831	2595		259 50
Port Acadia.....	54	406	54	406		40 60
Port Gilbert.....	8	75	8	75		7 50
Port Medway.....	13	150	13	150		15 00
Port Mulgrave.....	145	203	145	203		20 30
Pubnico.....	28	98	28	98		9 80
Ragged Islands.....	1	13	1	13		1 30
Ratchford's River.....	23	188	23	188		18 80
Shelburne.....	170	703	170	703		70 30
Sydney.....	278	607	278	607		60 70
Tatamagouche.....			14	65		6 50
Thorne's Cove.....	1	8	1	8		80
Truro.....	11	223	11	223		22 30
Tusket.....	25	154	25	154		15 40
Walton.....	1	10	1	10		1 00
Westport.....	38	88	38	88		8 80
Weymouth.....	85	514	85	514		51 40
Wilnot.....	4	24	4	24		2 40
Windsor.....	673	893	673	893		89 30
Yarmouth.....	908	7274	908	7274		727 40
	4940	19759	4954	19824		1982 40

GENERAL STATEMENT OF IMPORTS.—UNITED STATES.

WOODWARE (UNMANUFACTURED).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.	
	Quantity.	Value.	Quantity.	Value.			
Halifax.....	Pcs. & pkgs. 282	Supf. ft. 7500	\$ 3055	Pcs. & pkgs. 282	Supf. ft. 7500	\$ 3055	Free.
Barrington.....	.....	407	23	.....	407	23	.....
Joggins.....	4	.....	16	4	.....	16	.....
Liverpool.....	.....	1600	45	.....	1600	45	.....
Port Mulgrave.....	.....	2000	25	.....	2000	25	.....
Ratchford's River.....	3000	.....	3	3000	.....	3	.....
Shelburne.....	.....	.....	357	.....	.....	357	.....
Tusket.....	4	.....	728	4	.....	728	.....
Yarmouth.....	.....	15000	613	.....	15000	613	.....
	3290	26507	4865	3290	26507	4865	

UNENUMERATED (AT 10 PER CENT).

	Pcs. and Pkgs.	Value.	Pcs. and Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	824	5790	453	2540	10 p. c.	\$ 254 00
Arichat.....	25	76	25	76	.....	7 60
Bellevieu Cove.....	33	37	33	37	.....	3 70
Bridgetown.....	5	67	5	67	.....	6 70
Canada Creek.....	1	4	1	4	.....	40
Canso.....	4	14	4	14	.....	1 40
Chester.....	1	61	1	61	.....	6 10
Horton.....	2000	32	2000	32	.....	3 20
Joggins.....	2	88	2	88	.....	8 80
Liverpool.....	18	156	18	156	.....	15 60
Londonderry.....	2	13	2	13	.....	1 30
Port Acadia.....	10	117	10	117	.....	11 70
Ragged Islands.....	1	6	1	6	.....	60
Sandy Cove.....	29	287	29	287	.....	28 70
	2954	6748	2584	3498		349 80

UNENUMERATED (FREE).

	Tons.	Lbs.	Pcs. & Pkg.	Value.	Tons.	Lbs.	Pcs. & Pkg.	Value.	Rate of Duty.
Halifax.....	.....	.....	1780	101498	.....	.....	1780	104498	Free.
Arichat.....	.....	.....	2	15	.....	.....	2	15	.....
Bridgetown.....	.....	.....	3	17	.....	.....	3	17	.....
Cow Bay.....	.....	.....	1	15	.....	.....	1	15	.....
Horton.....	.....	.....	9	136	.....	.....	9	136	.....
Joggins.....	3050	.....	32	401	3050	.....	32	401	.....
Liverpool.....	.....	.....	87	373	.....	.....	87	373	.....
Londonderry.....	.....	.....	1	4	.....	.....	1	4	.....
Port Acadia.....	.....	75	.....	22	.....	75	.....	22	.....
Windsor.....	175	.....	.....	224	175	.....	.....	224	.....
Yarmouth.....	.....	.....	.....	783	.....	.....	.....	783	.....
	175	8125	1915	108488	175	8125	1915	108488	



## GENERAL STATEMENT OF IMPORTS.

## A DETAILED ACCOUNT

*Of the Total Quantity and Value of the Principal Articles imported during the Six Months ended 31st March, 1866,—with the Quantity and Value entered for Home Consumption, and amount of Duty collected.*

## ALE AND PORTER.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Galls.		Galls.			
Great Britain.....	11998	\$ 7964	18054	\$ 9372	6 cts.	\$ 1083 24
Canada .....	424	203	424	203		25 44
New Brunswick.....	442	193	442	193		26 52
P. E. Island.....			60	30		3 60
Hamburg.....			33	16		1 98
Holland.....	154	260	96	100		5 76
United States.....	586	203	586	219		35 16
	13604	8823	19695	10133		1181 70

## ANIMALS.

	No.		No.		
Canada.....	1	200	1	200	Free.
P. E. Island.....	222	1022	222	1022	
United States.....	51	741	51	741	
	274	1963	274	1963	

## ARMS AND AMMUNITION.

	Pkgs.		Pkgs.		
Great Britain.....	1282	4020	1282	4020	10 p. c. 402 00
New Brunswick.....	4	20	4	20	2 00
	1286	4040	1286	4040	404 00

## BACON AND HAMS.

	Lbs.		Lbs.		
Great Britain.....	418	95	418	95	2 cts. 8 36

## BEEF AND PORK.

	Bbbs.		Bbbs.		
Canada.....	34	686	34	686	Free.
New Brunswick.....	85	1515	85	1515	
P. E. Island.....	1059	22875	1059	22875	
United States*.....	3486	61231	2939	55027	13 00
	4664	86307	4117	80103	13 00

## BREAD (FINE).

	Lbs.		Lbs.		
Great Britain.....			2744	192	1 ct. 27 44
New Brunswick.....	3110	275	3110	275	31 10
Hamburg.....	1620	111			
United States.....	23824	2154	23817	2154	238 17
	28554	2540	29671	2621	296 71

\* 13 barrels paid duty.

GENERAL STATEMENT OF IMPORTS.

BREAD (PILOT OR NAVY).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.	
	Quantity.	Value.	Quantity.	Value.			
Canada.....	Pkgs. 10	Lbs. 15000	... \$ 616	Pkgs. 10	Lbs. 15000	... \$ 616	Free.
New Brunswick.....	5	720	68	5	720	68	.....
Hamburg.....	200		614	200		614	.....
United States.....	3395	56576	8088	3395	56576	8088	.....
	3610	72296	9386	3610	72296	9386	

BURNING FLUID.

	Galls.	Value.	Galls.	Value.	Rate of Duty.	Duty Collected.
United States.....	23	19	148	146	10 cts.	14 85

BUTTER AND LARD.

	Pkgs.	Lbs.	Value.	Pkgs.	Lbs.	Value.	Rate of Duty.	Duty Collected.
	Canada.....		1212	248		1212	248	Free.
New Brunswick.....		2517	563		2517	563	.....	
P. E. Island.....		4150	694		4150	694	.....	
United States*.....	24	61982	12557	24	61982	12557	.....	3 32
	24	69861	14062	24	69861	14062		3 32

CANDLES (TALLOW).

	Lbs.	Value.	Lbs.	Value.	Rate of Duty.	Duty Collected.
Great Britain.....			480	48	3 cts.	14 40
New Brunswick.....	1507	216	1507	216	.....	45 21
United States.....	2956	447	2956	447	.....	88 68
	4463	663	4943	711		148 29

CANDLES (OTHER).

	Lbs.	Value.	Lbs.	Value.	Rate of Duty.	Duty Collected.
Great Britain.....	228	115	1304	330	8 cts.	104 32
British West Indies.....			1130	465	.....	90 40
Hamburg.....	250	91	260	130	.....	20 80
United States.....	1869	649	1839	429	.....	147 12
	2347	855	4533	1354		362 64

CHEESE.

	Pkgs.	Lbs.	Value.	Pkgs.	Lbs.	Value.	Rate of Duty.	Duty Collected.
	Great Britain.....		2650	564		3087	570	1 ct.
Canada.....		9381	1407		9381	1407	Free.	
New Brunswick.....		129	18		129	18	Free.	
British West Indies.....					415	83	1 ct.	4 15
Hamburg.....					162	35	1 ct.	1 62
United States.....	51	31383	4286	51	31383	4286	Free.	
	51	43543	6275	51	44557	6899		36 64

CHOCOLATE OR COCOA PASTE.

	Lbs.	Value.	Lbs.	Value.	Rate of Duty.	Duty Collected.
Great Britain.....	684	149	684	149	3 cts.	20 52

\* 36 lbs. entered for duty.

## GENERAL STATEMENT OF IMPORTS.

## CINNAMON AND CASSIA (GROUND).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.		Lbs.			
Great Britain.....	28	\$ 7	28	\$ 7	5 cts.	\$ 1 40
New Brunswick.....	58	25	58	25		2 90
United States.....	73	34	73	34		3 65
	159	66	159	66		7 95

## CLOCKS.

	Pkgs.		Pkgs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Great Britain.....	37	125	37	125	20 p. c.	25 00
New Brunswick.....	2	20	2	20		4 00
United States.....	178	2539	179	2553		510 60
	217	2684	218	2698		539 60

## COAL.

	Chald.		Tons.		Chald.		Tons.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.		
Great Britain..	481	1185	481	1185	481	1185	481	1185	Free.	
New Brunswick.....	364	1947	364	1947	364	1947	364	1947		
United States.....	867	6702	867	6702	867	6702	867	6702		
	1231	481	9834	1231	481	9834	1231	481		

## COFFEE (GREEN).

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Canada.....	833	125	833	125	4 cts.	33 32
New Brunswick.....	2057	505	5506	1064		220 24
British West Indies.....	110093	16811	39962	6016		1598 48
Brazil.....	3072	461	3072	461		122 88
Holland.....	1809	313	1809	313		72 86
St. Domingo.....	42552	7438	7612	1141		304 48
West Indies (Spanish).....	45119	7265	11898	1786		475 92
United States.....	60	14	8629	1300		345 16
	199881	32033	79321	12206		3172 84

## COFFEE (ROASTED, BURNED, OR GROUND).

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
New Brunswick.....	140	29	140	29	5 cts.	7 00
United States.....	7981	1055	9061	1686		453 05
	8121	1084	9201	1715		460 05

## CORDAGE AND CANVAS.

	Lbs.		Pkgs.		Lbs.		Pkgs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.		
Great Britain.....	23808	6244	126521	23808	7858	134072	5 p. c.	6703 60		
New Brunswick.....	490	9246	464	9096	464	9096		454 80		
British West Indies.....	54	1257	104	1562	104	1562		78 10		
United States.....	198	5853	293	8704	293	8704		485 20		
	23808	6981	142877	23808	8719	153434		7671 70		

GENERAL STATEMENT OF IMPORTS.  
COTTON, LINEN, SILK, AND WOOLLEN MANUFACTURES.

From whence Imported.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Great Britain .....	Pkgs. 2524	\$ 746609	Pkgs. 2582	\$ 788014	10 p. c.	\$78801 40
Canada .....	20	581	20	456		45 60
New Brunswick .....	969	125725	969	125725		12572 50
Newfoundland .....	10	1040	10	1040		104 00
P. E. Island .....	19	420	2	20		2 00
British West Indies .....	7	85	249	21454		2145 40
Hamburg .....			1	32		3 20
Matamoras .....	15	3000	31	4122		412 20
West Indies (Spanish) .....	3	350				
United States .....	592	37829	600	35775		3577 50
	4159	915639	4464	976638		97663 80

## COTTON WARP.

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Great Britain .....	180	36473	192	37413	5 p. c.	1870 65
New Brunswick .....	156	2787	156	2787		139 35
United States .....	25	1572	25	1572		78 60
	361	40832	373	41772		2088 60

## CONFECTIONERY.

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Great Britain .....	53	1432	141	3114	20 p. c.	622 80
New Brunswick .....	22	247	22	247		49 40
United States .....	68	1222	68	1222		244 40
	143	2901	231	4583		916 60

## DRUGS (PATENT MEDICINES).

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Great Britain .....	13	256	13	256	20 p. c.	51 20
Canada .....	22	514	22	514		102 80
New Brunswick .....	22	392	22	392		78 40
United States .....	178	4604	178	4604		920 80
	235	5766	235	5766		1153 20

## DRUGS AND DYE STUFFS.

	Tons.	Lbs.	Pkgs.	Value.	Tons.	Lbs.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Great Britain .....			773	14116			847	18896	10 p. c.	1889 60
Canada .....			5	71			5	71		7 10
New Brunswick .....			127	1900			127	1900		190 00
Newfoundland .....			1	20			1	20		2 00
P. E. Island .....			9	273			10	293		29 30
British West Indies .....	4½		30	733	4½		113	2096		209 60
Matamoras .....							10	879		87 90
St. Domingo .....	12			300						
West Indies (Spanish) .....			31	406			12	36		3 60
United States .....			4081	13228			4081	1165		1477 60
	16½	4081	2804	35167	4½	4081	2290	38967		3896 70

GENERAL STATEMENT OF IMPORTS.  
EARTHENWARE, GLASS, AND CHINA.

From whence Imported.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Pcs. and Pkgs.		Pcs. and Pkgs.			
Great Britain.....	7600	\$ 29924	6194	\$ 30681	10 p. c.	\$ 3068 10
Canada.....	85	557	85	557		55 70
New Brunswick.....	176	2672	176	2672		267 20
P. E. Island.....	94	296	94	296		29 60
British West Indies.....	5	22	157	420		42 00
Antwerp.....	1672	2807	1532	2007		200 70
Hamburg.....	7	497	117	404		40 40
United States.....	1058	16552	1082	15886		1588 60
	10697	53327	9437	52923		5292 30

FLOUR (WHEAT).

	Bbls.		Bbls.			
Canada.....	14898	94160	14898	94160	Free.	
New Brunswick.....	4099	28909	4099	28909		
Newfoundland.....	14	103	14	103		
St. Pierre.....	34	204	34	204	25 cts.	8 50
United States*.....	174921	1089066	166395	1037910		185 25
	193966	1212442	185440	1161286		193 75

FLOUR (OTHER THAN WHEAT).

	Bbls.		Bbls.			
Great Britain.....	13	85	13	85	Free.	
Canada.....	345	1481	345	1481		
New Brunswick.....	521	2280	521	2280		
P. E. Island.....	724	4674	724	4674		
United States.....	22742	103198	22742	103198		
	24345	111718	24345	111718		

FRUIT (APPLES, PEARS, &c.)

	Lbs.	Pkgs.		Lbs.	Pkgs.		
Canada.....	186	760	186	760	Free.		
New Brunswick.....	62	392	62	392			
United States.....	375	2059	375	2059	15598		
	375	2307	375	2307	16750		

FRUIT (RAISINS).

	Lbs.		Lbs.			
Great Britain.....			3545	45	2 cts.	70 90
Canada.....			189	30		3 78
New Brunswick.....	1892	263	1892	263		37 84
Madeira.....	325879	55399	247142	42014		4942 84
Spain.....	148560	14856	53461	8019		1069 22
United States.....	13720	1995	13720	1995		274 40
	490051	72513	319949	52366		6398 98

\* 741 barrels entered for duty.

GENERAL STATEMENT OF IMPORTS.

FRUIT (ALL OTHER, INCLUDING NUTS).

From whence Imported.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.	
	Quantity.	Value.	Quantity.	Value.			
Great Britain.....	No. 333	.. \$ 3672	No. 547	.. \$ 5581	10 p. c.	\$ 558 10	
New Brunswick.....	.. 37	.. 253	.. 37	.. 253	.....	25 30	
British West Indies .....	.. 95	.. 450	.. 95	.. 450	.....	45 00	
Madeira.....	.. 3030	.. 3942	.. 2806	.. 3214	.....	321 40	
Portugal.....	.. 48	.. 38	.. 48	.. 38	.....	3 80	
Spain.....	.. 404	.. 1675	.. 299	.. 387	.....	38 70	
West Indies (Dutch).....	.. 6	.. 35	.. 6	.. 35	.....	3 50	
Do. (French).....	.. 6	.. 54	.. 6	.. 54	.....	5 40	
Do. (Spanish).....	.. 5000	.. 3 75	.. 5000	.. 3 75	.....	7 50	
United States.....	.. 651	.. 5421	.. 586	.. 3636	.....	363 60	
	5000	4613	15615	5000	4433	13723	1372 30

FISH (DRY CODFISH AND SCALE FISH).

	Lbs.		Lbs.		
Canada.....	523700	.. 15711	523700	.. 15711	Free.
New Brunswick.....	29644	.. 1147	29644	.. 1147	.....
Newfoundland.....	600000	.. 18000	600000	.. 18000	.....
P. E. Island.....	12000	.. 360	12000	.. 360	.....
United States.....	214436	.. 6330	214436	.. 6330	.....
	1379780	41548	1379780	41548	

FISH (HERRING AND ALEWIVES).

	Bbls.		Bbls.		
Canada.....	2882	.. 6340	2882	.. 6340	Free.
New Brunswick.....	865	.. 2109	865	.. 2109	.....
Newfoundland.....	17571	.. 39105	17571	.. 39105	.....
P. E. Island.....	40	.. 90	40	.. 90	.....
St. Pierre.....	102	.. 255	102	.. 255	.....
United States.....	12	.. 50	12	.. 50	.....
	21472	47949	21472	47949	

FISH (SALMON AND TROUT).

	Bbls.		Bbls.		
Canada.....	656	.. 6560	656	.. 6560	Free.
New Brunswick.....	41	.. 410	41	.. 410	.....
Newfoundland.....	498	.. 4980	498	.. 4980	.....
	1195	11950	1195	11950	

FISH (HALIBUT, TROUT, &c.)

	Bush.	Bbls.		Bush.	Bbls.		
Canada.....	.. 2896	.. 23168	.. 2896	.. 23168	Free.		
New Brunswick.....	300	.. 853	300	.. 853	.. 7009	.....	
Newfoundland.....	.. 87	.. 580	.. 87	.. 580	.....		
P. E. Island.....	670	.. 9975	670	.. 9975	.. 99211	.....	
United States.....	.. 1317	.. 7499	.. 1317	.. 7499	.....		
	970	15128	187467	970	15128	187467	

## GENERAL STATEMENT OF IMPORTS.

## GROCERIES.

From whence Imported.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.		
	Quantity.	Value.	Quantity.	Value.				
Great Britain .....	Lbs. 4830	Pkgs. 1528	\$ 9872	Lbs. 4830	Pkgs. 2350	\$ 11973	10 p. c.	\$ 1197 30
Canada .....	910	40	150	910	188	537		53 70
New Brunswick .....		242	2078		242	2078		207 80
British West Indies .....		53	421		224	2566		256 60
Antwerp .....		50	260		60	369		36 90
France .....					40	246		24 60
Hamburg .....		80	766		40	287		28 70
Matamoras .....		53	660		53	660		66 00
St. Domingo .....		17	200		17	177		17 70
West Indies (Danish) .....		20	420					
Do. (French) .....		3	4		3	4		40
Do. (Spanish) .....		2	89		179	1071		107 10
United States .....		2906	20833		1348	8193		819 30
	5740	4994	35753	5740	4744	23161		2316 10

## GINGER, PEPPER, AND PIMENTO (GROUND).

	Lbs.		Lbs.			
New Brunswick .....	895	176	895	176	4 cts.	35 80
British West Indies .....			1520	121		60 80
United States .....	523	129	648	149		25 92
	1418	305	3063	446		122 52

## GRAIN (RICE).

	Lbs.	Pkgs.		Lbs.	Pkgs.		
Great Britain .....		3630	10853		3630	10853	Free.
New Brunswick .....	3165		164	3165		164	
United States .....	245	15	298	245	15	298	
	3410	3645	11315	3410	3645	11315	

## GRAIN (OTHER THAN RICE).

	Bush.		Bush.		
Canada .....	5581	5053	5581	5053	Free.
New Brunswick .....	259	176	259	176	
P. E. Island .....	195760	74386	195760	74386	
United States .....	18408	13632	18408	13632	
	220008	93247	220008	93247	

## HARDWARE (10 PER CENT.)

	Pcs. and Pkgs.		Pcs. and Pkgs.			
Great Britain .....	7347	101126	6671	94417	10 p. c.	9441 70
Canada .....	135	1987	141	2027		202 70
New Brunswick .....	1115	16741	1116	16313		1631 30
Newfoundland .....	25	366	25	366		36 60
P. E. Island .....	180	2782	180	2782		278 20
British West Indies .....	58	775	137	5529		552 90
Matamoras .....			5	200		20 00
West Indies (Spanish) .....	109	2000				
United States .....	11555	115047	8990	108009		10800 90
	20524	240824	17265	229643		22964 30

## GENERAL STATEMENT OF IMPORTS.

## HARDWARE (5 PER CENT.)

From whence Imported.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.		
	Quantity.	Value.	Quantity.	Value.				
Great Britain.....	Tons. 322	Pcs. & Pkgs. 67690	\$ 134196	Tons. 322	Pcs. & Pkgs. 65788	\$ 120198	5 p. c.	\$ 6009 90
New Brunswick.....	273	5492	24785	273	5495	24846		1242 30
Newfoundland.....		45	1980		45	1980		99 00
P. E. Island.....	8	100	875	8	100	875		43 75
British West Indies.....		5	141		242	964		48 20
Antwerp.....		235	591		235	591		29 55
United States.....		541	22879		610	23629		1181 45
	603	74108	185447	603	72515	173083		8654 15

## HARDWARE (FREE).

	Tons.	Pcs. & Pkgs.	Value.	Tons.	Pcs. & Pkgs.	Value.	Rate of Duty.
Great Britain.....	410	1491	78080	410	1492	98157	Free.
New Brunswick.....	5	105	1763	5	105	1763	
British West Indies.....			650			650	
United States.....		2191	16380		2191	16380	
	415	3787	96873	415	3788	96950	

## HATS AND CAPS.

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.
Great Britain.....	115	15431	118	15842	10 p. c.
New Brunswick.....	2	94	2	94	
United States.....	142	7250	137	7000	
	259	22775	257	22936	

## HIDES AND SKINS.

	Pkgs.	No.	Value.	Pkgs.	No.	Value.	Rate of Duty.
Canada.....	8	1766	5350	8	1766	5350	Free.
New Brunswick.....		60	185		60	185	
Newfoundland.....		2164	3913		2164	3913	
P. E. Island.....		287	855		287	855	
West Indies (British).....		905	1082		905	1082	
St. Pierre and Miquelon.....	6		340	6		340	
West Indies (Danish).....		1111	1200		1111	1200	
United States.....		1725	5917		1725	5917	
	14	8018	18842	14	8018	18842	

## INDIA RUBBER MANUFACTURES.

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.
Great Britain.....	127	5426	242	6041	10 p. c.
New Brunswick.....	2	82	2	82	
West Indies (Spanish).....	4	300			
United States.....	88	3150	88	3150	
	221	8958	332	9273	

## JEWELRY, WATCHES, TOYS, AND MUSICAL INSTRUMENTS.

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.
Great Britain.....	160	35250	159	35315	10 p. c.
New Brunswick.....	22	7554	22	7554	
Newfoundland.....	1	341	1	341	
United States.....	81	4580	81	4580	
	264	47725	263	47790	



## GENERAL STATEMENT OF IMPORTS.

## LEATHER MANUFACTURES AND FURS.

From whence Imported.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Great Britain.....	Pkgs. 345	\$ 51647	Pkgs. 367	\$ 55115	10 p. c.	\$ 5511 50
Canada.....	145	12946	148	13747		1374 70
New Brunswick.....	47	1839	47	1839		183 90
P. E. Island.....	3	318	3	318		31 80
West Indies (British).....	1	62	42	3823		382 30
Matamoras.....	9	370	9	370		37 00
St. Pierre and Miquelon.....	1	24	1	24		2 40
West Indies (Spanish).....	7	800				
United States.....	622	25597	535	20675		2067 50
	1180	93603	1152	95911		9591 10

## LEATHER (SOLE).

	Lbs.		Lbs.		
Great Britain.....	448	172	448	172	4 cts. 17 92
Canada.....	18763	4252	36669	8938	1466 76
New Brunswick.....	124	34	124	34	4 96
West Indies (British).....	1000	250			
Matamoras.....	1800	240	1800	240	72 00
United States.....	45819	13295	48700	13072	1948 00
	67954	18243	87741	22456	3509 64

## MOLASSES AND TREACLE.

	Galls.		Galls.		
Great Britain.....	101	46	101	46	5 cts. 5 05
Canada.....			1864	466	93 20
New Brunswick.....	18110	6553	18110	6553	905 50
Newfoundland.....	31432	9531	12004	3688	600 20
West Indies (British).....	288812	81770	144905	39117	7245 25
St. Pierre and Miquelon.....	102	34	102	34	5 10
West Indies (Danish).....	619	195	619	195	30 95
Do. (French).....	13856	4337	30205	9024	1510 25
Do. (Spanish).....	651170	173046	371708	76372	18585 40
United States.....	2975	1001	3587	1117	179 35
	1007177	276513	583205	136612	29160 25

## NAVAL STORES, INCLUDING OAKUM.

	Lbs.	Pkgs.		Lbs.	Pkgs.		
Great Britain.....		1087	2323		1087	2323	5 p. c. 116 15
New Brunswick.....	3890	51	537	3890	47	526	26 30
Hamburg.....					40	182	9 10
Italy.....		10	240		10	240	12 00
United States.....	4000	1240	5074	4000	1214	5002	16 05
	7890	2388	8174	7890	2398	8273	179 60

## OIL (ROCK AND COAL OIL).

	Galls.		Galls.		
New Brunswick.....	4288	2312	2763	1462	7 cts. 193 41
West Indies (British).....	920	460	274	109	19 18
United States.....	152920	70654	138773	58087	9714 11
	158128	73426	141810	59658	9926 70

## GENERAL STATEMENT OF IMPORTS.

## OIL (LINSEED, &amp;c.)

From whence Imported.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.		
	Quantity.	Value.	Quantity.	Value.				
Great Britain.....	Pkgs. 8	Galls. 2334	\$ 2419	Pkgs. 16	Galls. 5281	\$ 4595	10 p. c.	459 50
Canada.....	8		16	8		16		1 60
New Brunswick.....		872	905		872	905		90 50
West Indies (British).....					120	76		7 60
Madeira.....		2150	1899		2000	1810		181 00
Spain.....					164	173		17 30
United States.....		727	1102		797	1133		113 30
	16	6083	6341	24	9234	8708		870 80

## OIL (FISH OIL).

	Galls.		Galls.		
Canada.....	10600	4265	10600	4265	Free.
New Brunswick.....	97	97	97	97	
Newfoundland.....	14097	5678	14097	5678	
P. E. Island.....	60	36	60	36	
St. Pierre and Miquelon...	90	60	90	60	
United States.....	756	1239	756	1239	
	25700	11375	25700	11375	

## PAPER MANUFACTURES, INCLUDING STATIONERY.

	Pkgs.		Pkgs.		
Great Britain.....	258	10163	271	11024	10 p. c.
New Brunswick.....	14	324	14	324	
P. E. Island.....	4	107	4	107	
West Indies (British).....			64	2592	
United States.....	713	6391	713	6391	
	989	16985	1066	20438	

## PAPER, PRINTED BOOKS, &amp;c.

	Pkgs.		Pkgs.		
Great Britain.....	230	16148	230	16148	Free.
New Brunswick.....	18	426	18	426	
P. E. Island.....	5	395	5	395	
United States.....	842	16332	842	16332	
	1095	33301	1095	33301	

## PAINT AND PUTTY.

	Pkgs.		Pkgs.		
Great Britain.....	553	8790	616	10558	10 p. c.
New Brunswick.....	84	292	84	292	
United States.....	78	1298	78	1298	
	715	10880	778	12148	

## GENERAL STATEMENT OF IMPORTS.

## SPIRITS (BRANDY AND CORDIALS).

From whence Imported.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Galls.	\$	Galls.	\$		
Great Britain.....	5604	8288	16395	29611	90 cts.	\$14756 40
Canada.....			220	419		198 36
New Brunswick.....	886	1789	2412	4550		2170 80
Newfoundland.....	27	70	213	420		191 70
West Indies (British).....			1641	3081		1477 08
Antwerp.....	20	50	20	40		18 00
France.....	69	103	23632	42990		21268 80
Hamburg.....	331	511	558	1116		502 20
Holland.....	5	15	30	65		27 00
Matamoras.....			421	646		378 54
United States.....	8677	9826	2295	3442		2065 50
	15619	20652	47838	86380		43054 38

## SPIRITS (GENEVA AND WHISKEY).

From whence Imported.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Galls.	\$	Galls.	\$		
Great Britain.....	4712	3303	40515	23142	70 cts.	28360 68
Canada.....	10	10	293	128		205 10
New Brunswick.....	1756	1663	4752	3030		3326 54
Newfoundland.....	62	48	1156	690		809 20
British West Indies.....	637	614	4818	2531		3372 60
Hamburg.....	1247	607	1552	620		1086 40
Holland.....	17789	7055	35475	15491		24832 64
Matamoras.....			105	63		73 50
United States.....	31257	15793	909	470		636 30
	57520	29093	89575	46165		62702 96

## SPIRITS (RUM).

From whence Imported.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Galls.	\$	Galls.	\$		
Great Britain.....	1105	836	3346	2841	40 cts.	1338 40
Canada.....	1850	980	3476	1406		1390 40
New Brunswick.....	1458	1122	1458	1122		583 20
Newfoundland.....			4553	2753		1821 20
West Indies (British).....	142608	69742	173279	74535		71311 60
Hamburg.....			55	28		22 00
Holland.....			2624	1312		1049 60
Matamoras.....			1226	613		490 40
West Indies (Spanish).....	109266	43706	111444	52368		44577 60
United States.....	9404	5747	10401	4639		4160 40
	265691	122133	316862	141617		126744 80

## SPIRITS (STRONG WATERS).

From whence Imported.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Galls.	\$	Galls.	\$		
Great Britain.....	37	20	112	57	50 cts.	56 00
New Brunswick.....	103	55	103	55		51 50
Holland.....	60	40				
West Indies (Danish).....	89	97	79	87		39 50
United States.....	5½	4	5½	4		2 75
	294½	216	299½	208		149 75

GENERAL STATEMENT OF IMPORTS.

SPIRITS (WINE.)

From whence Imported.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Doz.	Galls.	Doz.	Galls.		
Great Britain.....	108	1856	984	22835	\$62897	\$9415 20
Canada.....		28		197	271	96 85
New Brunswick.....	13	285	70	2304	1960	806 85
Newfoundland.....		190	21	190	689	146 50
West Indies (British)...		270	223	290	1934	551 00
Antwerp.....	385		392		3076	968 00
France.....			217	701	2772	551 75
Hamburg.....	146	140		34	216	57 00
Holland.....			4		32	10 00
Maderia.....		1200		619	651	176 80
Portugal.....		36	2	9794	18087	3308 80
Spain.....				1476	3858	720 75
St. Pierre.....			5		30	7 50
United States.....	112	7180	189	8933	13018	2612 65
	764	11185	2107	47373	109491	19424 15

SUGAR (RAW.)

	Lbs.		Lbs.			
New Brunswick.....	38192	3286	38192	3286	1½ cts.	572 87
Newfoundland.....	3641	255	3641	255		54 61
West Indies (British)...	882156	61220	682010	46156		10230 15
Do. (Danish).....	13939	855	13939	855		209 08
Do. (French).....	21878	1302	29728	1935		445 92
Do. (Spanish).....	1245194	87146	1416302	99288		21244 53
United States.....	118611	8381	50965	3778		764 47
	2323611	162445	2234777	155553		33521 63

SUGAR (REFINED.)

	Lbs.		Lbs.			
Great Britain.....	106500	9087	227174	29111	2 cts.	4543 48
New Brunswick.....	7963	833	7963	834		159 26
Newfoundland.....	1313	130	1313	130		26 26
P. E. Island.....	6896	702	6539	670		130 78
West Indies (British)...			54644	5464		1092 88
Antwerp.....	2000	200	2242	225		44 85
Hamburg.....	750	86	875	181		17 50
St. Pierre and Miquelon.	200	20	200	20		4 00
United States.....	32601	4557	14731	1950		294 62
	158223	15615	315681	38535		6313 63

SALT.

	Bush.		Bush.			
Great Britain.....	22479	2247	22479	2247	Free.	
New Brunswick.....	18166	4221	18166	4221		
Newfoundland.....	2296	488	2296	488		
P. E. Island.....	72	26	72	26		
West Indies (British)...	86008	11231	86008	11231		
Portugal.....	21120	1800	21120	1800		
West Indies (Danish)...	15382	2954	15382	2954		
United States.....	641	521	641	521		
	166164	23533	166164	23533		

## GENERAL STATEMENT OF IMPORTS.

## STONE (MANUFACTURED.)

From whence Imported.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.	
	Quantity.	Value.	Quantity	Value.			
Great Britain .....	No. Brick. Ps. & Pks. .... 1	.....\$581	No. Brick. Ps. & Pks. .... 1	.....\$581	10 p. c.	\$58 10	
Canada .....	.20000	.....200	.20000	.....200	.....	20 00	
New Brunswick.....	.5500	....15	.5500	....15	.....	21 70	
Hamburg .....	.....	.....	.14000	.....135	.....	13 50	
United States.....	276000	...145	276000	...145	.....	383 20	
	301500	161	4830	325500	161	4965	496 50

## STONE (UNMANUFACTURED.)

	Tons	Pcs.	Pkgs.	Value.	Tons	Pcs.	Pkgs.	Value.	Duty
Great Britain.....	.....	.2000	.....	.....120	.....	.2000	.....	.....120	Free.
New Brunswick.....	150	.....	.3893	.....4581	150	.....	.3893	.....4581	.....
Newfoundland.....	.....	14800	.....	.....700	.....	14800	.....	.....700	.....
United States.....	.....	.....	.8410	.....6025	.....	.....	.8410	.....6025	.....
	150	16800	12303	11426	150	16800	12303	11426	

## TEA (BLACK.)

	Lbs.	Value.	Lbs.	Value.	Duty	Total
Great Britain.....	.....162578	.....59152	.....550265	.....172646	6 cts.	38015 90
Canada .....	.....160	.....64	.....	.....	.....	
New Brunswick.....	.....12308	.....5041	.....13844	.....5501	.....	830 64
Newfoundland.....	.....402	.....138	.....402	.....138	.....	24 12
P. E. Island .....	.....52	.....21	.....52	.....21	.....	3 12
West Indies (British)...	.....	.....	.....559	.....164	.....	83 54
United States.....	.....81724	.....27182	.....67921	.....24162	.....	4075 26
	257224	91598	683043	202632		37982 58

## TEA (GREEN.)

	Lbs.	Value.	Lbs.	Value.	Duty	Total
Great Britain.....	.....	.....	.....202	.....101	11 cts	22 22
West Indies (British)...	.....	.....	.....228	.....114	.....	25 08
United States.....	.....15000	.....2250	.....210	.....105	.....	23 10
	15000	2250	640	320		70 40

## TOBACCO (LEAF.)

	Lbs.	Value.	Lbs.	Value.	Duty	Total
St. Pierre and Miquelon.	.....300	.....75	.....300	.....75	Free.	
United States.....	.....374631	.....46165	.....374631	.....46165	.....	
	374931	46240	374931	46240		

## TOBACCO (MANUFACTURED.)

	Lbs.	Value.	Lbs.	Value.	Duty	Total
Great Britain.....	.....2453	.....666	.....3223	.....960	5 cts	161 15
Canada .....	.....50807	.....922	.....14637	.....3248	.....	781 85
New Brunswick.....	.....5724	.....1678	.....6444	.....1822	.....	822 20
Newfoundland.....	.....	.....	.....61	.....15	.....	3 05
P. E. Island .....	.....	.....	.....3119	.....780	.....	155 95
West Indies (British)...	.....	.....	.....6189	.....964	.....	309 45
St. Pierre and Miquelon.	.....	.....	.....222	.....50	.....	11 10
United States.....	.....189292	.....54535	.....220211	.....57286	.....	11010 55
	203276	58001	254106	65075		12705 80

GENERAL STATEMENT OF IMPORTS.

TOBACCO (CIGARS AND SNUFF).

From whence Imported.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Pkgs.		Pkgs.			
Great Britain.....	6	\$360	16	\$945	20 p. c.	\$189 00
Canada .....			7	609		121 80
New Brunswick.....	12	82	12	88		16 60
West Indies (British)...			5	560		112 00
Antwerp .....	1	223	1	223		44 60
Hamburg .....	6	344	6	529		105 80
Holland.....	2	300	8	850		170 00
West Indies (Spanish) ..	12	2157	13	2250		450 00
United States.....	44	1968	48	2457		491 40
	83	5434	116	8506		1701 20

VEGETABLES (ONIONS).

	Pkgs.	Lbs.		Pkgs.	Lbs.		
Canada .....	10	2160	85	10	2160	85	Free.
New Brunswick.....	22		61	22		61	
West Indies (British)...		1920	60		1920	60	1½ cts.
United States.....	317	423455	9898	317	417755	9727	
	349	427535	10104	349	421885	9933	27 10

VEGETABLES (OTHER).

	Pkgs.	Bush.		Pkgs.	Bush.		
P. E. Island .....		147170	39308		147170	39308	Free.
West Indies (British)...	25	54	187	25	54	187	
United States.....	52	2109	1618	52	2109	1618	
	77	149333	41113	77	149333	41113	

WOODWARE (MANUFACTURED).

	Pcs. and Pkgs.		Pcs. and Pkgs.			
Great Britain.....	872	917	872	917	10 p. c.	91 70
Canada .....	336	799	384	899		89 90
New Brunswick.....	167	1650	167	1650		165 00
Hamburg .....	5	1000	17	2629		262 90
Matamoras .....	31	580	31	580		58 90
United States.....	4940	19759	4954	19824		1982 40
	6351	24655	6425	26449		2644 90

WOODWARE (UNMANUFACTURED).

	Tons.	M.	Pcs.		Tons.	M.	Pcs.	
Great Britain.....	.85	*	.656	1075	.85	*	.656	Free.
New Brunswick.....	3388	4867	17487	3388	4867	17487		
P. E. Island .....	.105		875	.105		875		
West Indies (British)...	.115		897	.115		897		
St. Domingo.....	.334		7000	.334		7000		
St. Pierre and Miquelon.	.2		6	.2		6		
United States.....	.26	3290	4865	.26	3290	4865		
	484	3521	3313	484	3521	3313		

\* This column represents Shingles, Laths, and Lumber.

## GENERAL STATEMENT OF IMPORTS.

## UNENUMERATED (10 PER CENT.)

From whence Imported.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Pkgs.		Pkgs.			
Great Britain.....	708	\$1914	819	\$2169	10 p c.	\$216 90
Canada .....	5	280	7	325		32 50
New Brunswick.....	14	5570	14	5570		557 00
Hamburg .....			182	185		18 50
United States.....	2954	6748	2584	3498		349 80
	3681	14512	3606	11747		1174 70

## UNENUMERATED (FREE.)

	Lbs.	Pkgs.		Lbs.	Pkgs.		
Great Britain.....		106	4397		106	4397	Free.
Canada .....		8	64		8	64	
New Brunswick.....			2173			2173	
P. E. Island .....			17			17	
West Indies (British)...	8340		1040	8340		1040	
Matamoras .....		451	45100				
Portugal .....		29	100		20	100	
United States.....			103488			103488	
	8340	585	156379	8340	134	111279	

AN ABSTRACT

Of the Total Quantity and Value of the Principal Articles imported during the Six Months ended 31st March, 1866,—with the Quantity and Value entered for Home Consumption, and amount of Duty collected.

ARTICLES.	Total Imports.		Entered for home consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Ale and Porter.....	galls. 13604	\$8823	..... 19695	\$ 10133	6 cts.	\$1181 70
Animals .....	No. 274	....1963	..... 274	.... 1963	Free.	
Arms and Ammunition..	pkgs. 1286	....4040	..... 1286	.... 4040	10 p. c.	404 00
Bacon and Hams.....	lbs. 418	.... 95	..... 418	.... 95	2 cts.	8 36
Beef and Pork .....	bbls. 4664	....86307	..... 4117	....80103	.....	18 00
Bread, fine.....	lbs. 28554	....2540	..... 29671	.... 2621	1 cent.	296 71
Do. Navy....	pkgs. 3610	.... 72296	..... 72296	.... 9386	Free.	
Burning Fluid.....	galls. 23	.... 19	..... 148	.... 146	10 cts.	14 85
Butter and Lard.....	pkgs. 24	.... 69861	..... 24	.... 69861	.....	8 32
Candles, Tallow.....	lbs. 4463	.... 663	..... 4943	.... 711	3 cts.	148 29
Do. other .....	lbs. 2347	.... 855	..... 4533	.... 1354	8 cts.	362 64
Cheese .....	pkgs. 51	.... 43543	..... 51	.... 44557	.....	36 64
Chocolate or Cocoa Paste	lbs. 684	.... 149	..... 684	.... 149	3 cts.	20 52
Cinnamon or Cassia....	lbs. 159	.... 66	..... 159	.... 66	5 cts.	7 95
Clocks.....	pkgs. 217	.... 2684	..... 218	.... 2698	20 p. c.	539 60
Coal .....	chalds. 1231	.... 481	..... 1231	.... 481	Free.	
Coffee, Green .....	lbs. 199881	.... 32033	..... 79821	.... 12206	4 cts.	3172 84
Do. Roasted.....	lbs. 8121	.... 1084	..... 9201	.... 1715	5 cts.	460 05
Cordage and Canvas...lbs	23808	.... 6981	..... 23808	.... 8719	5 p. c.	7671 70
Cotton, Linen, Silk, &c..	pkgs. 4159	.... 915639	..... 4464	.... 976638	10 p. c.	97663 80
Cotton Warp, &c., .....	pkgs. 361	.... 40832	..... 378	.... 41772	5 p. c.	2088 60
Confectionery .....	pkgs. 143	.... 2901	..... 231	.... 4583	20 p. c.	916 60
Drugs, &c.....	tons 16½	.... 4081	..... 4½	.... 4081	.....	2290
Do. Patent Medicines..	pkgs. 235	.... 5766	..... 235	.... 5766	20 p. c.	1158 20
Earthenware, glass, China	pkgs. 10697	.... 53327	..... 9437	.... 52923	10 p. c.	5292 30
Flour, Wheat.....	bbls. 193966	.... 1212442	..... 185440	.... 1161286	.....	193 75
Do. all other.....	bbls. 24345	.... 111718	..... 24345	.... 111718	Free.	
Fruit, Apples, Pears....	lbs. 375	.... 2307	..... 375	.... 2307	Free.	
Do. Raisins.....	lbs. 490051	.... 72513	..... 319949	.... 52366	2 cts.	6398 98
Do. all other, incl. Nuts..	No. 5000	.... 4613	..... 5000	.... 4433	10 p. c.	1372 30
Fish, dry.....	lbs. 1379780	.... 41548	..... 1379780	.... 41548	Free.	
Herring and Alewives...	bbls. 21472	.... 47949	..... 21472	.... 47949	Free.	
Salmon and Trout.....	bbls. 1195	.... 11950	..... 1195	.... 11950	Free.	
Mackerel, Shad, &c., bush	970	.... 15128	..... 970	.... 15128	.....	137467
Groceries.....	lbs. 5740	.... 4994	..... 5740	.... 4744	10 p. c.	2816 10
Ginger, Pepper, Pimento	lbs. 1418	.... 305	..... 3063	.... 446	4 cts.	122 52
Grain, incl. Rice.....	lbs. 3410	.... 3645	..... 3410	.... 3645	Free.	
Grain, other than Rice..	bush. 220008	.... 98247	..... 220008	.... 98247	Free.	
Hardware, 1st .....	pcs & pkgs. 20524	.... 240824	..... 17265	.... 229643	10 p. c.	22964 80
Do. 2nd .....	tons 603	.... 74108	..... 603	.... 72515	5 p. c.	8654 15
Do. 3rd .....	tons 415	.... 3787	..... 415	.... 3788	Free.	
Hats and Caps.....	pkgs. 259	.... 22775	..... 257	.... 22936	10 p. c.	2293 60
Hides & Skins, undressed	pkgs. 14	.... 8018	..... 14	.... 8018	Free.	
I. Rubber manufactures..	pkgs. 221	.... 8958	..... 332	.... 9273	10 p. c.	927 30
Jewelry, Watches & Toys	pkgs. 264	.... 47725	..... 263	.... 47790	10 p. c.	4779 00
Leather ma'fac., incl. furs	pkgs. 1180	.... 98603	..... 1152	.... 95911	10 p. c.	9591 10
Do. Sole .....	lbs. 67954	.... 18243	..... 87741	.... 22456	4 cts.	3509 64
Molasses and Treacle....	galls. 1007177	.... 276513	..... 583205	.... 136612	5 cts.	29160 25
*Naval Stores, oakum..lb	7890	.... 2388	..... 7890	.... 2398	5 p. c.	179 60
Oil, Rock and Coal.....	galls. 158128	.... 78426	..... 141810	.... 59658	7 cts.	9926 70
Do. Fish.....	galls. 25700	.... 11375	..... 25700	.... 11375	Free.	
Do. Linseed, &c.,...pkgs.	16	.... 6083	..... 24	.... 9234	10 p. c.	870 80

\* A portion only of amount entered for Home Consumption liable for duty.



GENERAL STATEMENT OF IMPORTS.

ABSTRACT—CONTINUED.

ARTICLES.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Paper Mfs., in. stationery	pkgs. 896	\$16985	.....1066	\$20438	10 p c	\$2048 80
Do. Printed books.....	pkgs. 1095	... 33301	.....1095	... 33301	Free	
Paint and Putty.....	pkgs. 715	...10380	.....778	...12148	10 p c	1214 80
Spirits, Brandy & Cordials	galls. 15619	... 20652	.....47838	... 86380	90 cts	43054 38
Do. Geneva & Whiskey.	galls. 57520	... 29093	.....89575	... 46165	70 cts	62702 96
Do. Rum.....	galls. 265691	..122133	.....316862	..141617	40 cts	126744 80
Do. Spirits or Stg. waters	galls. 294	.....216	.....299	.....203	50 cts	149 75
Do. Wine..... doz.	764 galls. 11185	...18008	2107.....47373	..109491	.....	19424 15
Sugar, Raw.....	lbs. 2323611	..162445	.....2234777	..155553	1½ cts	33521 63
Do. Refined.....	lbs. 158223	...15615	.....315681	... 38535	2 cts	6313 63
Salt.....	bush. 166164	...23538	.....166164	... 4965	Free	
Stone mn'fd. brick 301500	pcs. & pkgs. 161	... 4830	325500.....161	... 4965	10 p c	496 50
Do. unm'f. inc. lime. tns 150	ps 16800 p 12303	...11426	150 16800 12303	...11426	Free	
Tea, Black.....	lbs 257224	...91598	.....633043	..202632	6 cts	37982 58
Do. Green.....	lbs 15000	...2250	.....640	...320	11 cts	70 40
Tobacco, Leaf.....	lbs 374931	...46240	.....374931	...46240	Free	
Do. Manufactured....	lbs 203276	...58001	.....254106	...65075	5 cts	12705 30
Do. Cigars and Snuff..	pkgs 83	...5434	.....116	...8506	20 p c	1701 20
Vegetables, onions. pkgs	349 427535	...10104	349.....421835	...9933	.....	27 10
Do. all other..... pkgs	77 bush 149333	...41113	77.....149333	...41113	.....	
Woodware, manufact'd.	pkgs 6351	...24655	.....6425	...26449	10 p c	2644 90
Do. unm'fd... tons 384	27356M ps 3946	...31705	484. 27355. 3946	...31705	.....	
Unenumerated articles..	pkgs 3681	...14512	.....3606	...11747	10 p c	1174 70
Do. do.....	lbs 8340 pkgs 585	..156379	8340.....134	..111279	.....	
Totals.....	.....	5245691	.....	5339959	.....	581086 04

JAMES McDONALD,  
Financial Secretary.

Financial Secretary's Office,  
Halifax, 31st March, 1866. }

## A DETAILED ABSTRACT

Of the Total Quantity and Value of the Principal Articles imported from each Country during the Six Months ended 31st March, 1866,—with the Quantity and Value entered for Home Consumption, and amount of Duty collected.

## GREAT BRITAIN.

ARTICLES.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Ale and Porter .....	galls. 11998	\$7964	.....18054	...\$9372	6 cts.	\$1083 24
Arms and Ammunition..	pcs.& pkgs. 1282	....4020	.....1282	....4020	10 p. c.	402 00
Bacon and Hams .....	lbs. 418	.....95	.....418	.....95	2 cts.	8 36
Bread, fine.....	lbs. ....	.....	.....2744	.....192	1 ct.	27 44
Candles, Tallow .....	lbs. ....	.....	.....480	.....48	3 cts.	14 40
Do. other.....	lbs. ....288	....115	.....1304	....330	8 cts.	104 32
Cheese .....	lbs. 2650	....564	.....3087	....570	1 ct.	30 87
Chocolate or Cocoa Paste	lbs. 684	....149	.....684	....149	3 cts.	20 52
Cinnamon or Cassia.....	lbs. 28	.....7	.....28	.....7	5 cts.	1 40
Clocks.....	pkgs. 37	....125	.....37	....125	20 p. c.	25 00
Coal.....	tons 481	....1185	.....481	....1185	Free.	
Confectionery .....	pkgs. 53	....1432	.....141	....3114	20 p. c.	622 30
Cordage and Canvas.....	lb 23808 pk6244	..126521	23808.....7858	..134072	5 p. c.	6703 60
Cotton, Linen, Silk, &c...	pkgs. 2524	..746609	.....2582	..788014	10 p. c.	78801 40
Cotton Warp, &c.....	pkgs. 180	..86473	.....192	..37413	5 p. c.	1870 65
Drugs & Patent Medicines	pkgs. 13	....256	.....13	....256	20 p. c.	51 20
Do. Dye Stuffs .....	pkgs. 773	..14116	.....847	..18896	10 p. c.	1889 60
Earthenware, Glass, China	pkgs. 7600	..29924	.....6194	..30681	10 p. c.	3068 10
Flour.....	bbls. 13	....85	.....13	....85	Free.	
Fruit, Raisins .....	lbs. ....	.....	.....3545	....45	2 cts.	70 90
Do. all other, incl'dg. nuts	pkgs. 333	....8672	.....547	....5581	10 p. c.	558 10
Groceries .....	lbs.4830 pk1528	....9872	4830.....2350	..11973	10 p. c.	1197 30
Grain, including Rice....	bush. 3630	....70853	.....3630	....10853	Free.	
Hardware, 1st .....	pcs.&pkgs. 7347	..101126	.....6671	..94417	10 p. c.	9441 70
2d..lbs.643740	do. 67690	..134196	643740...65788	..120198	5 p. c.	6000 90
3d ... tons 410	do. 1491	..78080	410.....1492	..78157	Free.	
Hats and Caps.....	do. 115	..15431	.....118	..15842	10 p. c.	1584 20
India Rubber manuf'tres.	do. 127	..5426	.....242	..6041	10 p. c.	604 10
Jewelry, inc. watches, toys	do. 160	..85250	.....159	..85315	10 p. c.	3531 50
Leather manuf., incl. Furs	do. 345	..51647	.....367	..55115	.....	5511 50
Do. Sole.....	lbs. 448	....172	.....448	....172	4 cts.	17 92
Molasses and Treacle....	galls. 101	....46	.....101	....46	5 cts.	5 05
Naval Stores, incl. Oakum	pkgs. 1087	....2323	.....1087	....2323	5 p. c.	116 15
Oil, Linseed, &c.....	pkgs.8 gls.2384	....2419	16.....5281	....4595	10 p. c.	459 50
Paper Mfs. inc. Stationery	pkgs. 258	..10163	.....271	..11024	10 p. c.	1102 40
Do. Printed Books, &c.	pkgs. 230	..16148	.....230	..16148	Free.	
Paint and Putty .....	pkgs. 553	....8790	.....616	..10558	10 p. c.	1055 80
Spirits, Brandy & Cordials	galls. 5604	....8288	.....16395	....29611	90 cts.	14756 40
Do. Geneva and Whiskey	do. 4712	....3308	.....40515	....23142	70 cts.	23360 68
Do. Rum .....	do. 1105	....836	.....2346	....2341	40 cts.	1338 40
Do. Spirits or Stg. Waters	do. 37	....20	.....112	....57	50 cts.	56 00
Do. Wine.....doz. 108	do. 1856	....3265	984.....22835	..62897	.....	9415 20
Sugar, Refined .....	lbs. 106500	....9087	.....227174	....29111	2 cts.	4543 48
Salt .....	bush. 22479	....2247	.....22479	....2247	Free.	
Stone, manufactured ....	pkg. 1	....581	.....1	....581	10 p. c.	58 10
Do. unmanuf., incl. Lime.	No. 2000	....120	.....2000	....120	Free.	
Tea, Black.....	lbs. 162578	....59152	.....550265	..172646	6 cts.	33015 90
Do. Green .....	lbs. ....	.....	.....202	....101	11 cts.	22 22
Tobacco, manufactured..	lbs. 2453	....666	.....3223	....960	5 cts.	161 15
Do. Cigars and Snuff....	pkgs. 6	....360	.....16	....945	20 p. c.	189 00
Woodware, manufact'd..	pkgs. 872	....917	.....872	....917	10 p. c.	91 70
Do. unmanufact'd .....	tons 35 pcs. 656	....1075	35.....656	....1075	Free.	
Unenumerated articles...	pkgs. 708	....1914	.....819	....2169	10 p. c.	216 90
Do. do.	pkgs. 106	....4397	.....106	....4397	Free.	
		1551482		1840844		218216 05

## GENERAL STATEMENT OF IMPORTS.

## CANADA.

ARTICLES.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Ale and Porter.....	galls. 424	\$203	424	\$203	6 cts	\$25 44
Animals .....	horse 1	200	1	200	Free	
Beef and Pork.....	bbls. 34	686	34	686	Free	
Bread, Navy.....	pkg. 10 lb. 15000	616	10 15000	616	Free	
Butter and Lard.....	lbs. 1212	248	1212	248	Free	
Cheese.....	lbs. 9381	1407	9381	1407	Free	
Coffee, Green.....	lbs. ....	....	833	125	4 cts	33 32
Cotton, Linen, Silk, &c..	pkgs. 20	581	20	456	10 p c	45 60
Drugs & dyestuffs, in. soda	do. 5	71	5	71	10 p c	7 10
Do. Patent Medicines	do. 22	514	22	514	20 p c	102 80
Earth ware, Glass, China,	do. 85	557	85	557	10 p c	55 70
Flour, Wheat, .....	bbls. 14898	94160	14898	94160	Free	
Do. all other .....	do. 345	1481	345	1481	Free	
Fruit, Apples, Pears, &c.	do. 186	760	186	760	Free	
Do. Raisins.....	lbs. ....	....	189	30	2½ cts	3 78
Fish, dry fish .....	lbs. 523700	15711	523700	15711	Free	
Do. Herring & Alewives	bbls. 2882	6340	2882	6340	Free	
Do. Salmon and Trout.	do. 656	6560	656	6560	Free	
Do. Mackerel, Shad, &c.	do. 2896	23168	2896	23168	Free	
Groceries .....	lbs. 910 pkgs. 40	150	910 188	537	10 p c	58 70
Grain, other than Rice..	bush. 5581	5053	5581	5053	Free	
Hardware .....	pkgs. 135	1987	141	2027	10 p c	202 70
Hides & Skins, undressed,	pkgs. 8 No. 1766	5350	8 1766	5350	Free	
Leather manuf., inc. Furs	pkgs. 145	12946	148	13747	10 p c	1374 70
Do. Sole .....	lbs. 18763	4252	36669	8938	4 cts	1466 76
Molasses and Treacle...	galls. ....	....	1864	466	5 cts	93 20
Oil, Fish .....	galls. 10600	4265	10600	4265	Free	
Do. Linseed, &c. ....	pkgs. 8	16	8	16	10 p c	1 60
Spirits, Brandy & Cordials	galls. ....	....	220	419	....	198 36
Do. Geneva & Whiskey.	do. 10	10	293	128	70 cts	205 10
Do. Rum .....	do. 1850	980	3476	1406	40 cts	1390 40
Do. Wine .....	do. 28	28	197	271	....	96 85
Stone, manufactured....	Brick, No. 20000	200	20000	200	10 p c	20 00
Tea, Black .....	lbs. 160	64	....	....	....	....
Tobacco, manufactured.	do. 5807	922	14637	3248	5 cts	731 85
Do. Cigars & Snuff.	pkgs. ....	....	7	609	20 p c	121 80
Vegetables, Onions....	bbls. 10 lbs. 2160	85	10 2160	85	Free	
Woodware, manufact'd..	pkgs. 336	799	384	899	10 p c	89 90
Unenumerated articles..	do. 5	280	7	325	10 p c	32 50
Do. Do. ..	do. 8	64	8	64	Free	
		190714		201346		6853 16

## NEW BRUNSWICK.

Ale and Porter.....	galls 442	193	442	193	6 cts	26 52
Arms and Ammunition.	pkgs 4	20	4	20	10 p c	2 00
Beef and Pork.....	bbls 85	1515	85	1515	Free	
Bread, fine .....	lbs 3110	275	3110	275	1 ct	31 10
Do. Navy.....	pkgs 5 lbs 720	68	720	68	Free	
Butter and Lard.....	lbs 2517	563	2517	563	Free	
Candles, Tallow.....	do. 1507	216	1507	216	3 cts	45 21
Cheese.....	do. 129	18	129	18	Free	
Cinnamon or Cassia....	do. 58	25	58	25	5 cts	2 90
Clocks .....	pkgs 2	20	2	20	20 p c	4 00
Coal .....	chals 364	1947	364	1947	Free	
Coffee, Green.....	lbs 2057	505	5506	1064	4 cts	220 24
Do. Roasted.....	lbs 140	29	140	29	5 cts	7 00
Cordage and Canvas....	pkgs 490	9246	464	9096	5 p c	454 80

GENERAL STATEMENT OF IMPORTS.

NEW BRUNSWICK.—CONTINUED.

ARTICLES.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Cotton, Linen, Silk, &c. . . . .	pkgs. 969	\$ 125725	969	\$ 125725	10 p. c.	\$12572 50
Cotton Warp, &c. . . . .	do. 156	2787	156	2787	5 p. c.	139 35
Confectionery . . . . .	do. 22	247	22	247	20 p. c.	49 40
Drugs & dye stuffs, incl. soda	do. 127	1900	127	1900	10 p. c.	190 00
Do. Patent Medicines. . . . .	do. 22	392	22	392	20 p. c.	78 40
Earthenware, Glass, China. . . . .	do. 176	2672	176	2672	10 p. c.	267 20
Flour, Wheat. . . . .	bbls. 4099	28909	4099	28909	Free.	
Do. all other . . . . .	do. 521	2280	521	2280	Free.	
Fruit, Apples, Pears, &c. . . . .	do. 62	392	62	392	Free.	
Do. Raisins . . . . .	lbs. 1892	263	1892	263	2 cts.	37 84
Do. all other, incl. nuts. . . . .	pkgs. 37	253	37	253	10 p. c.	25 30
Fish, dry fish. . . . .	lbs. 29644	1147	29644	1147	Free.	
Do. Herring and Alewives. . . . .	bbls. 865	2109	865	2109	Free.	
Do. Salmon and Trout. . . . .	do. 41	410	41	410	Free.	
Do. Mackerel, Shad, &c. . . . .	do. 853	6824	853	6824	Free.	
Do. Shell Fish. . . . .	bush. 300	185	300	185	Free.	
Groceries . . . . .	pkgs. 242	2078	242	2078	10 p. c.	207 80
Ginger, Pepper, Pimento. . . . .	lbs. 895	176	895	176	4 cts.	35 80
Grain, including Rice. . . . .	do. 3165	164	3165	164	Free.	
Do. other. . . . .	bush. 259	176	259	176	Free.	
Hardware, 1st. . . . .	pkgs. 1115	16741	1116	16313	10 p. c.	1631 30
2d. . . . tons 273	pkgs. 5492	24785	273 . . . . .	5495	5 p. c.	1242 30
3d. . . . lbs. 10760	pkgs. 105	1763	10760 . . . . .	105	Free.	
Hats and Caps. . . . .	pkgs. 2	94	2	94	10 p. c.	9 40
Hides and Skins, undressed	No. 60	185	60	185	Free.	
India Rubber manufactures	pkgs. 2	82	2	82	10 p. c.	8 20
Jewelry, incl. watches, toys	do. 22	7554	22	7554	10 p. c.	755 40
Leather manufac. incl. Furs	do. 47	1839	47	1839	10 p. c.	183 90
Do. Sole. . . . .	lbs. 124	34	124	34	1 cts.	4 96
Molasses and Treacle. . . . .	galls. 18110	6553	18110	6553	5 cts.	905 50
Naval Stores, incl. Oakum. . . . .	lbs. 3890	537	3890 . . . . .	47	5 p. c.	26 30
Oil, Rock and Coal. . . . .	galls. 4288	2312	2763	1462	7 cts.	193 41
Do. Fish. . . . .	do. 97	97	97	97	Free.	
Do. Linseed, &c. . . . .	do. 872	905	872	905	10 p. c.	90 50
Paper mnfs. incl. Stationery	pkgs. 14	324	14	324	10 p. c.	32 40
Do. Printed Books, &c. . . . .	do. 18	426	18	426	Free.	
Paint and Putty. . . . .	do. 84	292	84	292	10 p. c.	29 20
Spirits, Brandy & Cordials. . . . .	galls. 886	1789	2412	4550	90 cts.	2170 80
Do. Geneva and Whiskey. . . . .	do. 1756	1663	4752	3030	70 cts.	3326 54
Do. Rum . . . . .	do. 1458	1122	1458	1122	40 cts.	583 20
Do. Spirits or Stg. Waters. . . . .	do. 103	55	103	55	50 cts.	51 50
Do. Wine. . . . .	doz. 13	285	70 . . . . .	2304	1960	806 35
Sugar, Raw. . . . .	lbs. 38192	3286	38192	3286	1 1/2 cts.	572 87
Do. Refined. . . . .	do. 7963	833	7963	834	2 cts.	159 26
Salt . . . . .	bush. 18166	4221	18166	4221	Free.	
Stone, manufact'd. . . . .	pkgs. 15	5500	15 . . . . .	5500	20 p. c.	21 70
Do. unmanufac. incl. Lime. . . . .	tons 150	pk. 3893	150 . . . . .	3893	Free.	
Tea, Black. . . . .	lbs. 12308	5041	13844	5501	6 cts.	830 64
Tobacco, manufact'd. . . . .	do. 5724	1678	6444	1822	5 cts.	322 20
Do. Cigars and Snuff . . . . .	pkgs. 12	82	12	83	20 p. c.	16 60
Vegetables, Onions. . . . .	bbls. 22	61	22	61	Free.	
Woodware, manufact'd. . . . .	pkgs. 167	1650	167	1650	10 p. c.	165 00
Do. unmanf. . . . .	pcs. 4867	M. 2646	lmb. 742	4867 3586 732	Free.	
Unenumerated articles. . . . .	pkgs. 14	5570	14	5570	10 p. c.	557 00
Do. do. . . . .		2173		2173	Free.	
		310159		315636		29098 79

## GENERAL STATEMENT OF IMPORTS.

## NEWFOUNDLAND.

ARTICLES.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Cotton, Linen, Silk, &c....	pkgs. 10	\$ 1040	10	\$ 1040	10 p. c.	\$ 104 00
Drugs & Dye Stuffs, in. soda	do. 1	20	1	20	10 p. c.	2 00
Flour, Wheat.....	bbls. 14	103	14	103	Free.	
Fish, dry fish.....	lbs. 600000	18000	600000	18000	Free.	
Do. Herring and Alewives.	bbls. 17571	39105	17571	39105	Free.	
Do. Salmon and Trout....	do. 498	4980	498	4980	Free.	
Do. Mackerel, Shad, &c...	do. 87	580	87	580	Free.	
Hardware, 1st.....	pkgs. 25	366	25	366	10 p. c.	36 60
2nd.....	do. 45	1980	45	1980	5 p. c.	99 00
Hides and Skins, undressed	No. 2164	3913	2164	3913	Free.	
Jewelry, inc. watches & toys	pkgs. 1	341	1	341	10 p. c.	34 10
Molasses and Treacle.....	galls. 31432	9531	12004	3688	5 cts.	600 20
Oil, Fish Oil.....	do. 14097	5678	14097	5678	Free.	
Spirits, Brandy & Cordials.	do. 27	70	213	420	90 cts.	191 70
Do. Geneva and Whiskey..	do. 62	48	1156	690	70 cts.	809 20
Do. Rum.....	do. ....	....	4553	2753	40 cts.	1821 20
Do. Wine.....	do. 190	395	doz. 21	190	....	146 50
Sugar, Raw.....	lbs. 3641	255	3641	255	1½ cts.	54 61
Do. Refined.....	lbs. 1313	130	1313	130	2 cts.	26 26
Salt.....	bush. 2296	488	2296	488	Free.	
Stone unmf. inc. lime....	No. slate 14800	700	14800	700	Free.	
Tea, Black.....	lbs. 402	138	402	138	6 cts.	24 12
Tobacco, manufactured....	.....	.....	61	15	5 cts.	3 05
		87861		86072		3952 54

## PRINCE EDWARD ISLAND.

Ale and Porter.....	galls. ....	....	60	30	6 cts.	3 60
Animals and Poultry.....	No. 222	1022	222	1022	Free.	
Beef and Pork.....	bbls. 1059	22875	1059	22875	Free.	
Butter and Lard.....	lbs. 4150	694	4150	694	Free.	
Cotton, Linen, Silk, &c....	pkgs. 19	420	2	20	10 p. c.	2 00
Drugs & Dye Stuffs, in. soda	do. 9	273	10	293	10 p. c.	29 30
Earthenware, Glass & China	do. 94	296	94	296	10 p. c.	29 60
Flour.....	bbls. 724	4674	724	4674	Free.	
Fish, dry fish.....	lbs. 12000	360	12000	360	Free.	
Do. Herring and Alewives.	bbls. 40	90	40	90	Free.	
Do. Mackerel, Shad, &c.bus.	670 bbls. 9975	99211	670	9975	Free.	
Grain, other than Rice....	bush. 195760	74386	195760	74386	Free.	
Hardware, 1st.....	pkgs. 180	2782	180	2782	10 p. c.	278 20
2d... lbs. 16358	do. 100	875	16358	100	5 p. c.	43 75
Hides and Skins, undressed	No. 287	855	287	855	Free.	
Leather manfs. incl. Furs..	pkgs. 3	318	3	318	10 p. c.	31 80
Oil, Fish.....	galls. 60	36	60	36	Free.	
Paper manfs. incl. Stationery	pkgs. 4	107	4	107	20 p. c.	10 70
Do. Printed Books, &c....	do. 5	895	5	895	Free.	
Sugar, Refined.....	lbs. 6896	702	6589	670	2 cts.	130 73
Salt.....	bush. 72	26	72	26	Free.	
Tea, Black.....	lbs. 52	21	52	21	6 cts.	3 12
Tobacco, manufact'd.....	lbs. ....	....	3119	780	5 cts.	155 95
Vegetables.....	bush. 147170	39308	147170	39308	Free.	
Woodware, unmf. shingles	M.75 lmb. M.80	375	75	30	Free.	
Unenumerated articles....	eggs, doz. 100	17	100	17	Free.	
		250118		250516		718 80

GENERAL STATEMENT OF IMPORTS.  
BRITISH WEST INDIES.

ARTICLES.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.	
	Quantity.	Value.	Quantity.	Value.			
Candles, other than Tallow.	lbs.		1130	\$ 465	8 cts.	\$ 90 40	
Cheese	do.		415	83	1 ct.	4 15	
Coffee, Green	do.	100093	39962	6016	4 cts.	1598 48	
Cordage and Canvas	pkgs.	54	1257	104	1562	5 p. c.	78 10
Cotton, Linen, Silk, &c.	do.	7	85	249	21454	10 p. c.	2145 40
Drugs & Dye Stuffs, in. soda	tons 4½ pkgs. 30		733 4½	113	2096	10 p. c.	209 60
Earthenware, Glass & China	pkgs.	5	22	157	420	10 p. c.	42 00
Fruit, including Nuts	do.	95	450	95	450	10 p. c.	45 00
Groceries	do.	53	421	224	2566	10 p. c.	256 60
Ginger, Pepper, Pimento	lbs.		1520	121	4 cts.	60 80	
Hardware, 1st.	pkgs.	58	775	137	5529	10 p. c.	552 90
2d.	do.	5	141	242	964	5 p. c.	48 20
3d.			650		650	Free.	
Hides and Skins, undressed	No.	905	1082	905	1082	Free.	
Leather manf. incl. Furs.	pkg.	1	62	42	3823	10 p. c.	382 30
Do. Sole.	lbs.	1000	250				
Molasses and Treacle	galls.	288812	81770	144905	39117	5 p. c.	7245 25
Oil, Rock and Coal	do.	920	460	274	109	7 cts.	19 18
Do. Linseed, &c.	galls.			120	76	10 p. c.	7 60
Paper mnfs. incl. Stationery	pkgs.			64	2592	10 p. c.	259 20
Spirits, Brandy & Cordials	galls.			1641	3081	90 cts.	1477 08
Do. Geneva & Whiskey	galls.	687	614	4818	2531	70 cts.	3372 60
Do. Rum	do.	142608	69742	178279	74535	40 cts.	71311 60
Do. Wine	do.	270	300	223	290		551 00
Sugar, Raw	lbs.	882156	61220	682010	46156	1½ cts.	10230 15
Do. Refined	lbs.			54644	5464	2 cts.	1092 88
Salt	bush.	86008	11281	86008	11281	Free.	
Tea, Black	lbs.			559	164	6 cts.	33 54
Do. Green	do.			228	114	11 cts.	25 08
Tobacco, manufactured	do.			6189	964	5 cts.	309 45
Do. Cigars and Snuff	pkgs.			5	560	20 p. c.	112 00
Vegetables, Onions	lbs.	1920	60	1920	60	½ ct.	9 60
Do. all other	pkgs. 25 bush. 54		187 25	54	187	Free.	
Woodware, unmanufact'rd.	tons	115	897	115	897		
Unenumerated articles	cocoa, lbs.	8340	1040	8340	1040		
			250310		238148		101570 14

ANTWERP.

Earthenware, Glass, China.	pkgs.	1672	2807	1532	2007	10 p. c.	200 70
Groceries	do.	50	260	60	369	10 p. c.	36 90
Hardware, 2d.	do.	235	591	235	591	5 p. c.	29 55
Spirits, Brandy & Cordials	galls.	20	50	20	40	90 cts.	18 00
Do. Wine	doz.	385	1555	392	3076		968 00
Sugar, Refined	lbs.	2000	200	2242	225	2 cts.	44 85
Tobacco, Cigars and Snuff	pkg.	1	223	1	223	20 p. c.	44 60
			5686		6531		1342 60

BRAZIL.

Coffee, Green	lbs.			3072	461	4 cts.	122 88
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## GENERAL STATEMENT OF IMPORTS.

## FRANCE.

ARTICLES.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Groceries.....	pkgs. ....		.....40	\$ 246	10 p. c.	\$ 24 60
Spirits, Brandy & Cordials.	galls. 69	\$ 103	.....23632	42990	90 cts.	21268 80
Do. Wine.....			doz.217 gals.701	2772	.....	551 75
		103		46008		21845 15

## HAMBURG.

Ale and Porter.....	galls. ....		.....33	16	6 cts.	1 98
Bread, fine.....	lbs. 1620	111	.....	.....	.....	.....
Do. Navy.....	pkgs. 200	614	.....200	614	Free.	
Candles, other than Tallow.	lbs. 250	91	.....260	130	8 cts.	20 80
Cheese.....	do. ....		.....162	35	1 ct.	1 62
Cotton, Linen, Silk, &c. ....	pkgs. ....		.....1	32	10 p. c.	3 20
Earthenware, Glass, China.	do. 7	497	.....117	404	10 p. c.	40 40
Groceries.....	do. 80	766	.....40	287	10 p. c.	28 70
Naval Stores, incl. Oakum.	do. ....		.....40	182	5 p. c.	9 10
Spirits, Brandy & Cordials.	galls. 331	511	.....558	1116	90 cts.	502 20
Do. Geneva and Whiskey..	do. 1247	607	.....1552	620	70 cts.	1086 40
Do. Rum.....	do. ....		.....55	28	40 cts.	22 00
Do. Spirits or Stg. Waters..	doz.146 gals.140	691	.....34	216	.....	57 00
Sugar, Refined.....	lbs. 750	86	.....875	131	2 cts.	17 50
Stone, manufactured.....	M. brick.....		.....14	135	10 p. c.	13 50
Tobacco, Cigars and Snuff.	pkgs. 6	344	.....6	529	20 p. c.	105 80
Woodware, manufact'd....	do. 5	1000	.....17	2629	10 p. c.	262 90
Unenumerated articles....	do. ....		.....182	185	10 p. c.	18 50
		5318		7289		2191 60

## HOLLAND.

Ale and Porter.....	galls. 154	260	.....96	100	6 cts.	5 76
Coffee, Green.....	lbs. ....		.....1809	313	4 cts.	72 36
Spirits, Brandy & Cordials.	galls. 5	15	.....30	65	90 cts.	27 00
Do. Geneva & Whiskey....	do. 17789	7055	.....35475	15491	70 cts.	24832 64
Do. Rum.....	do. ....		.....2624	1312	40 cts.	1049 60
Do. Spirits or Stg. Waters.	do. 60	40	.....	.....	.....	.....
Do. Wine.....	doz. ....		.....4	32	\$2.50	10 00
Tobacco, Cigars and Snuff.	pkgs. 2	300	.....8	850	20 p. c.	170 00
		7670		18163		26167 36

## ITALY.

Naval Stores, incl. Oakum.	pkgs. 10	240	.....10	240	5 p. c.	12 00
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## MADEIRA.

Fruit, Raisins.....	lbs. 325879	55399	.....247142	42014	2 cts.	4942 84
Do. all other, incl. Nuts...	pkgs. 3030	3942	.....2806	3214	10 p. c.	321 40
Oil, Linseed, &c.....	galls. 2150	1899	.....2000	1810	10 p. c.	181 00
Spirits, Wine.....	do. 1200	1066	.....619	651	.....	176 80
		62306		47689		5622 04

## GENERAL STATEMENT OF IMPORTS.

## MATAMORAS.

ARTICLES.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Cotton, Linen, Silk, &c. . .	pkgs. 15	\$ 3000	31	\$ 4122	10 p. c.	\$ 412 20
Drugs & Dye Stuffs, in. soda	do. . . . .	..	10	.. 879	10 p. c.	87 90
Groceries . . . . .	do. 53	.. 660	53	.. 660	10 p. c.	66 00
Hardware, 1st. . . . .	do. . . . .	..	5	.. 200	10 p. c.	20 00
Leather manf. incl. Furs . .	do. 9	.. 370	9	.. 370	10 p. c.	37 00
Do. Sole. . . . .	do. 18	.. 240	1800	.. 240	4 cts.	72 00
Spirits, Brandy & Cordials.	galls. . . . .	..	420	.. 646	90 cts.	378 54
Do. Geneva and Whiskey. . .	do. . . . .	..	105	.. 63	70 cts.	73 50
Do. Rum . . . . .	do. . . . .	..	1226	.. 613	40 cts.	490 40
Woodware, manufactured. . .	pkgs. 31	.. 530	31	.. 530	10 p. c.	53 00
Unenumerated articles. . . .	do. 451	.. 45100	..	..	..	..
		49900		8323		1690 54

## PORTUGAL.

Fruit, all other, incl. Nuts.	pkgs. 48	.. 38	48	.. 38	10 p. c.	3 80
Spirits, Wine. . . . .	galls. 36	.. 79	doz. 2. gals. 9794	.. 18087	..	3303 80
Salt. . . . .	bush. 21120	.. 1800	21120	.. 1800	Free.	..
Unenumerated articles. . . .	pkgs. 20	.. 100	20	.. 100	Free.	..
		2017		20025		3307 60

## SPAIN.

Fruit, Raisins. . . . .	lbs. 148560	.. 14856	53461	.. 8019	2 cts.	1069 22
Do. all other, incl. Nuts. . .	pkgs. 404	.. 1675	299	.. 387	10 p. c.	38 70
Oil, Linseed, &c. . . . .	galls. . . . .	..	164	.. 173	10 p. c.	17 30
Spirits, Wine. . . . .	do. . . . .	..	1476	.. 3858	..	720 75
		16531		12437		1845 97

## SAINT DOMINGO.

Coffee, Green. . . . .	lbs. 42552	.. 7438	7612	.. 1141	4 cts.	304 48
Drugs & Dye Stuffs, in. soda	tons 12	.. 300	..	..	..	..
Groceries. . . . .	pkgs. 17	.. 200	17	.. 177	10 p. c.	17 70
Woodware, unmanufact'rd.	tons 334	.. 7000	334	.. 7000	Free.	..
		14938		8318		322 18

## SAINT PIERRE AND MIQUELON.

Flour, Wheat. . . . .	bbls. 34	.. 204	34	.. 204	25 cts.	8 50
Fish, Herring & Alewives. .	bbls. 102	.. 255	102	.. 255	Free.	..
Hides and Skins, undressed	pkgs. 6	.. 340	6	.. 340	Free.	..
Leather manf. incl. Furs. . .	do. 1	.. 24	1	.. 24	10 p. c.	2 40
Molasses and Treacle . . . .	galls. 102	.. 34	102	.. 34	5 cts.	5 10
Oil, Fish. . . . .	do. 90	.. 60	90	.. 60	Free.	..
Spirits, Wine. . . . .	doz. . . . .	..	5	.. 30	..	7 50
Sugar, Refined. . . . .	lbs. 200	.. 20	200	.. 20	2 cts.	4 00
Tobacco, Leaf. . . . .	do. 300	.. 75	300	.. 75	Free.	..
Do. manufactured. . . . .	do. . . . .	..	222	.. 50	5 cts.	11 10
Woodware, unmanufact'rd.	M. 2	.. 6	2	.. 6	Free.	..
		1018		1098		38 60



## GENERAL STATEMENT OF IMPORTS.

## WEST INDIES (DANISH).

ARTICLES.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Fruit, all other, incl. Nuts.	pkgs. 6	835	6	\$35	10 p. c.	\$3 50
Groceries.	do. 20	420				
Hides and Skins, undressed	No. 1111	1200	1111	1200	Free.	
Molasses and Treacle.	galls. 619	195	619	195	5 cts.	30 95
Spirits or Strong Waters.	do. 89	96	79	87	50 cts.	39 50
Sugar, Raw.	lbs. 13939	855	13939	855	1½ cts.	209 08
Salt	bush. 15382	2954	15382	2954	Free.	
		5756		5326		283 03

## WEST INDIES (FRENCH).

Fruit, including nuts.	pkgs. 6	54	6	54	10 p. c.	5 40
Groceries.	do. 3	4	3	4		40
Molasses and Treacle.	galls. 13856	4337	30205	9024	5 cts.	1510 25
Sugar, Raw.	lbs. 21878	1302	29728	1935	1½ cts.	445 92
		5697		11017		1961 97

## WEST INDIES (SPANISH).

Coffee, Green.	lbs. 45119	7265	11898	1786	4 cts.	475 92
Cotton, Linen, Silk, &c.	pkgs. 3	350				
Drugs & dyestuffs, incl. soda	pkgs. 31	406	12	36	10 p. c.	3 60
Fruit, including nuts.	No. 5000 pkgs. 3	75	5000	3	10 p. c.	7 50
Groceries.	pkgs. 2	89	179	1071	10 p. c.	107 10
Hardware, 1st.	pkgs. 109	2000				
India Rubber manufactures	pkgs. 4	300				
Leather manf. incl. Furs.	pkgs. 7	800				
Molasses and Treacle	galls. 651170	173046	371708	76372	5 cts.	18585 40
Spirits, Rum	galls. 109266	43706	111444	52368	40 cts.	44577 60
Sugar, Raw	lbs. 1245194	87146	1416302	99288		21244 53
Tobacco, Cigars and Snuff.	pkgs. 12	2157	13	2250	20 p. c.	450 00
		317340		233246		85451 65

## UNITED STATES.

Ale and Porter	galls. 586	203	586	219	6 cts.	35 16
Animals.	No. 51	741	51	741	Free.	
*Beef and Pork.	bbls. 3486	61231	2939	55027		13 00
Bread, fine.	lbs. 23824	2154	23817	2154	1 ct.	238 17
Do. Navy.	pkgs. 3395	8088	3395	8088	Free.	
*Butter and Lard.	pkgs. 24	61982	24	61982		3 32
Burning Fluid.	galls. 23	19	148	146	10 cts.	14 85
Candles, Tallow	lbs. 2956	447	2956	447	3 cts.	88 68
Do. other.	do. 1869	649	1839	429	8 cts.	147 12
Cheese	pkgs. 51	31383	51	31383	Free.	
Cinnamon or Cassia	do. 73	34	73	34	5 cts.	3 65
Clocks	pkgs. 178	2539	179	2553	20 p. c.	510 60
Coal	chalds. 866	6702	866	6702	Free.	
Coffee, Green.	lbs. 60	14	8629	1300	4 cts.	345 16
Do. Roasted.	do. 7981	1055	9061	1686	5 cts.	453 05

\* Only a portion liable to duty.

## GENERAL STATEMENT OF IMPORTS.

UNITED STATES.—CONTINUED.

ARTICLES.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.	
	Quantity.	Value.	Quantity.	Value.			
Cordage and Canvas.....	pkgs. 193	\$ 5853	293	\$ 8704	5 p. c.	\$ 435 20	
Cotton, Linen, Silk, &c....	do. 592	37829	600	35775	10 p. c.	3577 50	
Cotton Warp, &c.....	do. 25	1572	25	1572	5 p. c.	78 60	
Confectionery.....	do. 68	1222	68	1222	20 p. c.	244 40	
Drugs, &c.....	lbs. 4081	17348	4081	14776	10 p. c.	1477 60	
Do. Patent Medicines.....	do. 178	4604	178	4604	20 p. c.	920 80	
Earthenware, Glass & China	do. 1058	16552	1082	15886	10 p. c.	1588 60	
*Flour, Wheat.....	bbls. 174921	1089066	166395	1037910	25 cts.	185 25	
Do. all other.....	do. 22742	103198	22742	103198	Free.		
Fruit, Apples, Pears, &c. lbs	375 pkgs. 2059	15598	375	15598	Free.		
Do. Raisins.....	lbs. 13720	1995	13720	1995	2 cts.	274 40	
Do. all other, incl. Nuts...	pkgs. 651	5421	586	3636	10 p. c.	363 60	
Fish, dry fish.....	lbs. 214436	6330	214436	6330	Free.		
Do. Herring and Alewives.	bbls. 12	50	12	50	Free.		
Do. Mackerel.....	do. 253	3039	253	3039	Free.		
Do. Shad, Bait, &c.....	do. 1064	4460	1064	4460	Free.		
Groceries.....	pkgs. 2906	20833	1348	8193	10 p. c.	819 30	
Ginger, Pepper, & Pimento	lbs. 523	129	648	149	4 cts.	25 92	
Grain, Rice.....	pkgs. 15	245	15	245	Free.		
Do. other.....	bush. 18408	13632	18408	13632	Free.		
Hardware, 1st.....	pcs. & pkgs. 11555	115047	8990	108009	10 p. c.	10800 90	
2d.....	do. 541	22879	610	23629	5 p. c.	1181 45	
3d.....	do. 2191	16380	2191	16380	Free.		
Hats and Caps.....	pkgs. 142	7250	137	7000	10 p. c.	700 00	
Hides and Skins, undressed	No. 1725	5917	1725	5917	Free.		
India Rubber manufactures	pkgs. 88	3150	88	3150	10 p. c.	315 00	
Jewelry, inc. watches & toys	do. 81	4580	81	4580	10 p. c.	458 00	
Leather manufac., inc. Furs	do. 622	25597	535	20675	10 p. c.	2067 50	
Do. Sole.....	lbs. 45819	13295	48700	13072	4 cts.	1948 00	
Molasses and Treacle.....	galls. 2975	1001	3587	1117	5 cts.	179 35	
*Naval Stores, in. oakum. lb.	4000 pkgs. 1240	5074	4000	5002	5 p. c.	16 05	
Oil, Rock and Coal.....	galls. 152920	70654	138773	58087	7 cts.	9714 11	
Do. Fish.....	do. 756	1239	756	1239	Free.		
Do. Linseed, &c.....	do. 727	1102	797	1133	10 p. c.	113 30	
Paper Mfns., inc. Stationery	pkgs. 713	6391	713	6391	10 p. c.	639 10	
Do. Printed Books, &c.....	do. 842	16332	842	16332	Free.		
Faint and Putty.....	do. 78	1298	78	1298	10 p. c.	129 80	
Spirits, Brandy & Cordials.	galls. 8677	9826	2295	3442	90 cts.	2065 50	
Do. Geneva and Whiskey..	do. 31257	15793	909	470	70 cts.	636 30	
Do. Rum.....	do. 9404	5747	10401	4639	40 cts.	4160 40	
Do. Spirits or Stg. Waters.	do. 51	4	51	4	50 cts.	2 75	
Do. Wine.....	doz. 112	7180	189	8933	.....	2612 65	
Sugar, Raw.....	lbs. 118611	8381	50965	3778	1½ cts.	764 47	
Do. Refined.....	do. 32601	4557	14731	1950	2 cts.	294 62	
Salt.....	bush. 641	521	641	521	Free.		
Stone man'fd. brick M. 276	pkgs. 145	3832	276	145	3832	10 p. c.	383 20
Do. unmanufac. incl. Lime	do. 8410	6025	8410	6025	Free.		
Tea, Black.....	lbs. 81724	27182	67921	24162	6 cts.	4075 26	
Do. Green.....	do. 15000	2250	210	105	11 cts.	23 10	
Tobacco, Leaf.....	do. 374631	46165	374631	46165	Free.		
Do. manufactured....	do. 189292	54735	220211	57236	5 cts.	11010 55	
Do. Cigars and Snuff.	pkgs. 44	1968	48	2457	20 p. c.	491 40	
*Vegetables, Onions... lbs.	423455 pkg. 317	9898	417755	317	9727	½ ct.	17 50
Do. all other... bush.	2109 pkgs. 52	1618	2109	52	1618	Free.	
Woodware, manufactured..	pcs. & pkgs. 4940	19759	4954	19824	10 p. c.	1982 40	
Do. unman'fd. supf. ft. 26507	do. 3290	4865	26507	3290	4865	Free.	
Unenumerated articles....	do. 2954	6748	2584	3498	10 p. c.	349 80	
Do. do. ....	.....	103488	.....	103488	Free.		
Totals.....	.....	2110527	.....	1981231	.....	68976 89	

\* Only a portion liable to duty.

## AN ABSTRACT

*Of the Total Value of Imports into the Province of Nova Scotia, during the Six Months ended 31st March, 1866; shewing the Country whence imported, Value entered for Home Consumption, and Amount of Duty collected.*

From whence Imported.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Great Britain.....		1551482		1840844		218216 05
Canada.....		190714		201346		6353 16
New Brunswick.....		310159		315636		29093 79
Newfoundland.....		87861		86072		3952 54
P. E. Island.....		250118		250516		718 80
West Indies (British).....		250310		238143		101570 14
Antwerp.....		5686		6531		1342 60
Brazil.....				461		122 88
France.....		103		46008		21845 15
Hamburg.....		5318		7289		2191 60
Holland.....		7670		18163		26167 36
Italy.....		240		240		12 00
Maderia.....		62306		47689		5622 04
Matamoras.....		49900		8323		1690 54
Portugal.....		2017		20025		3307 60
Spain.....		16531		12437		1845 97
St. Domingo.....		14938		8318		322 18
St. Pierre and Miquelon.....		1018		1098		38 60
West Indies (Danish).....		5756		5326		283 03
Do. (French).....		5697		11017		1961 97
Do. (Spanish).....		317340		233246		85451 65
United States.....		2110527		1981231		68976 39
		<u>\$5245691</u>		<u>\$5339959</u>		<u>\$ 581086 04</u>

JAMES McDONALD,  
Financial Secretary.

FINANCIAL SECRETARY'S OFFICE,  
HALIFAX, 31st March, 1866. }

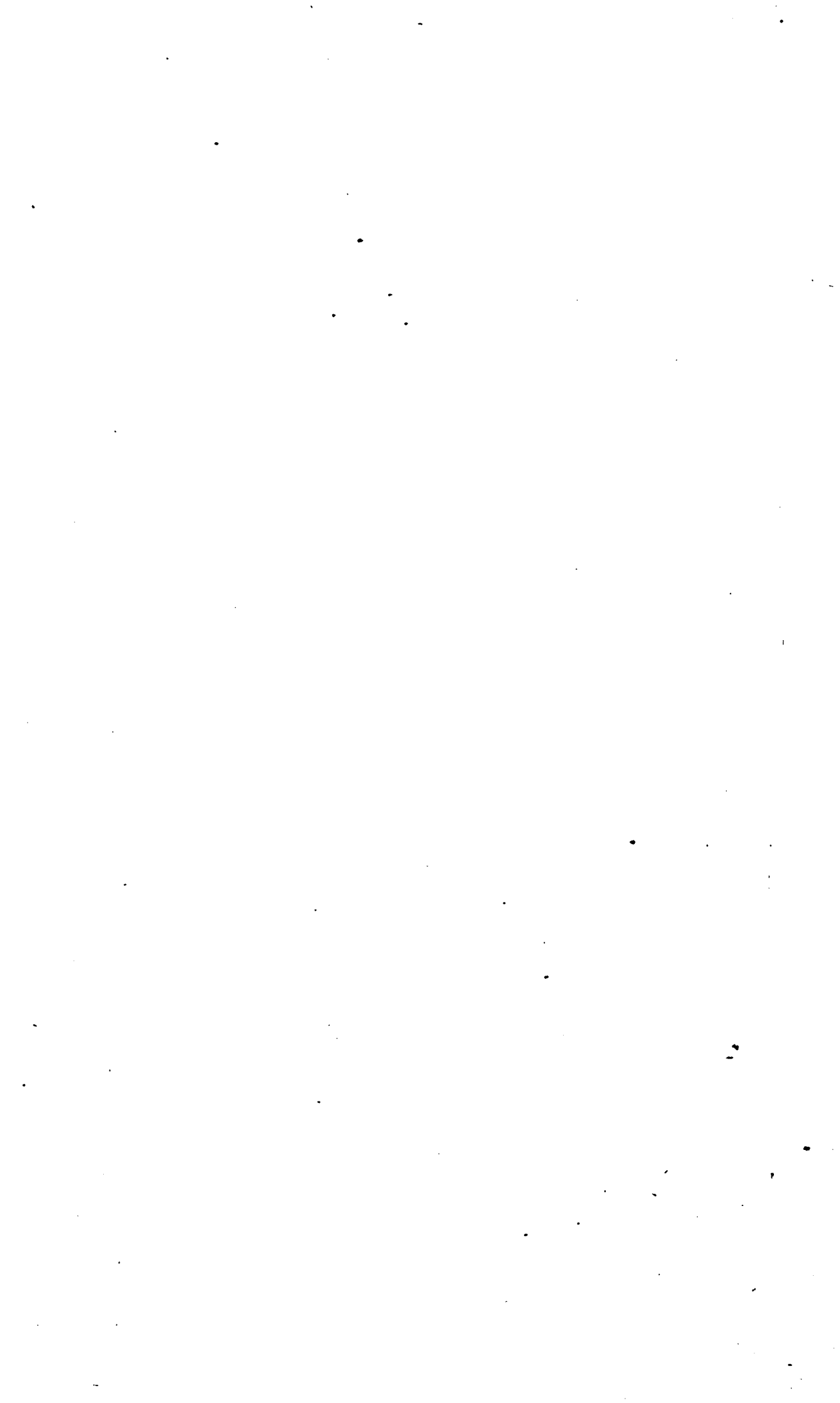
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# GENERAL STATEMENT OF EXPORTS

FOR THE HALF YEAR ENDED 31ST MARCH, 1866.

Being a detailed account of the principal Articles of Merchandize Exported from Nova Scotia to each Country during the Six Months ended 31st March, 1866,—shewing the quantity and value of each Article, the Port where cleared, and whether in British or Foreign Ships.

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# GENERAL STATEMENT OF EXPORTS.

## GREAT BRITAIN.

### COTTON AND WOOLLEN MANUFACTURES.

PORTS.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 15	\$ 6232			Pkgs. 15	\$ 6232

### DRUGS.

Halifax.....	Pkgs. 5	800			Pkgs. 5	800
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### FRUIT (APPLES).

Halifax.....	Pkgs. 5	25			Pkgs. 5	25
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### FURS.

Halifax.....	Pkgs. 19	18650			Pkgs. 19	18650
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### FISH (COD).

Halifax.....	Lbs. 287700	10020			Lbs. 287700	10020
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### FISH (SCALE).

Halifax.....	Lbs. 64000	2400			Lbs. 64000	2400
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### FISH (MACKEREL, SHAD, AND HALIBUT).

Halifax.....	Pkgs. 2	22			Pkgs. 2	22
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### FISH (SHELL).

Halifax.....	Pkgs. 735	5107			Pkgs. 735	5107
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### GROCERIES.

Halifax.....	Pkgs. 6	250			Pkgs. 6	250
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## GENERAL STATEMENT OF EXPORTS.—GREAT BRITAIN.

## HIDES AND SKINS.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 12	\$ 2000			Pkgs. 12	\$ 2000

## PAPER MANUFACTURES.

Halifax.....	Pkgs. 2	184			Pkgs. 2	184
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## TOBACCO.

Great Britain.....	Lbs. 36685	7300			Lbs. 36685	7300
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## WOODWARE (BOARDS, PLANK, AND DEAL).

Halifax.....	Feet. 4000	32			Feet. 4000	32
Pictou.....	15000	225			15000	225
Pugwash.....	1749732	10460			1749732	10460
St. Mary's River.....	169704	1188			169704	1188
Wallace.....	90787	1394			90787	1394
Weymouth.....	462000	4144			462000	4144
	2491223	17443			2491223	17443

## WOODWARE (SCANTLING).

St. Mary's River.....	Feet. 10609	53			Feet. 10609	53
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## WOODWARE (FIREWOOD AND LATHWOOD).

St. Mary's River.....	Cords. 3	18			Cords. 3	18
Weymouth.....	9	36			9	36
	12	54			12	54

## WOODWARE (SPARS AND KNEES).

Weymouth.....	No. 15	45			No. 15	45
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## WOODWARE (TIMBER).

Halifax.....	Pcs. 43	Tons. 108			Pcs. 43	Tons. 108	
St. Mary's River.....	160	516			160	516	
Weymouth.....	87	138			87	138	
	43	247	762		43	247	762

## UNENUMERATED.

Halifax.....		20891				20891
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## GENERAL STATEMENT OF EXPORTS.

## CANADA.

## BEEF, PORK, AND HAMS.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 16	\$ 400			Pkgs. 16	\$ 400

## BREAD.

Halifax .....	Pkgs. 50	150			Pkgs. 50	150
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## CANDLES.

Halifax .....	Lbs. 108	24			Lbs. 108	24
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## COFFEE.

Halifax .....	Lbs. 2904	549			Lbs. 2904	549
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## CORDAGE AND CANVAS.

Halifax .....	Pkgs. 17	265			Pkgs. 17	265
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## COTTON, AND WOOLLEN MANUFACTURES.

Halifax .....	Pkgs. 16	5778			Pkgs. 16	5778
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## COAL.

	Tons.			Tons.	
North Sydney.....	462	1155		462	1155
Pictou .....	584	1460		584	1460
	1046	2615		1046	2615

## DRUGS.

Halifax.....		1442				1442
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## FLOUR (WHEAT).

Halifax.....	Bbls. 267	1650			Bbls. 267	1650
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## FLOUR (RYE).

Halifax.....	Bbls. 20	100			Bbls. 20	100
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## GENERAL STATEMENT OF EXPORTS.

## FRUIT (APPLES).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 2	\$ 4			Pkgs. 2	\$ 4

## FRUIT (NUTS, RAISINS, &amp;c.)

Halifax.....	Pkgs. 18	46			Pkgs. 18	46
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## FISH (CODFISH).

	Lbs.				Lbs.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Halifax.....	9000	450			9000	450
Cape Canso.....	18258	815			18258	815
	27258	1265			27258	1265

## FISH (SCALE).

Halifax.....	Lbs. 10000	475			Lbs. 10000	475
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## FISH (HERRING AND ALEWIVES).

	Pkgs.				Pkgs.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Halifax.....	3746	6349			3746	6349
Cape Canso.....	1779	9796			1779	9796
Pictou.....	142	568			142	568
Port Hawkesbury.....	2463	9854			2463	9854
St. Mary's River.....	800	3200			800	3200
	8930	29767			8930	29767

## FISH (MACKEREL, SHAD, &amp;c.)

	Pkgs.				Pkgs.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Cape Canso.....	387	964			387	964
Port Hawkesbury.....	93	279			93	279
	480	1243			480	1243

## GROCERIES.

Halifax.....	Pkgs. 37	183			Pkgs. 37	183
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## GYPSUM.

	Tons.				Tons.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Halifax.....	5	10			5	10
Antigonishe.....	100	50			100	50
Arichat.....	140	196			140	196
	245	256			245	256

## HARDWARE.

Halifax.....	Pkgs. 136	754			Pkgs. 136	754
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## GENERAL STATEMENT OF EXPORTS.—CANADA.

## HIDES AND SKINS.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Pictou.....	No. 25	\$ 115			No. 25	\$ 115

## LEATHER MANUFACTURES.

Halifax.....	Pkgs. 81	1000			Pkgs. 81	1000
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## MOLASSES AND TREACLE.

Halifax.....	Galls. 53241	19644			Galls. 53241	19644
Pictou.....	80	40			80	40
	53321	19684			53321	19684

## NAVAL STORES.

Halifax.....	Pkgs. 14	50			Pkgs. 14	50
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## OIL (FISH).

Halifax.....	Galls. 14112	10191			Galls. 14112	10191
Cape Canso.....	3402	2652			3402	2652
Port Hawkesbury.....	530	305			530	305
	18044	13148			18044	13148

## OIL (ROCK AND COAL).

Halifax.....	Galls. 347	227			Galls. 347	227
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## PAPER MANUFACTURES.

Halifax.....	Pkgs. 8	816			Pkgs. 8	816
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## RICE.

Halifax.....	Lbs. 448	12			Lbs. 448	12
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## SPIRITS (BRANDY).

Halifax.....	Galls. 12	29			Galls. 12	29
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## SPIRITS (GENEVA).

Halifax.....	Galls. 198	94			Galls. 198	94
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## GENERAL STATEMENT OF EXPORTS.—CANADA.

## SPIRITS (RUM).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Galls. 280	\$ 260			Galls. 280	\$ 260

## SPIRITS (WINE).

Halifax.....	Galls. 35	60			Galls. 35	60
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## SOAP.

Halifax.....	Pkgs. 8	26			Pkgs. 8	26
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## SUGAR (RAW).

Halifax.....	Lbs. 902911	54769			Lbs. 902911	54769
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## TEA.

Halifax.....	Lbs. 743	282			Lbs. 743	282
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## TOBACCO.

Halifax.....	Lbs. 1894	522			Lbs. 1894	522
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## WOODWARE (MISCELLANEOUS).

Halifax.....		77				77
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## UNENUMERATED.

Halifax.....		58				58
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## NEW BRUNSWICK.

## ALE, PORTER, AND CIDER.

	Bbls.	Galls.			Bbls.	Galls.	
Halifax.....		655	229			655	229
Annapolis.....		7364	1082			7364	1082
Bridgetown.....	40		160		40		160
Canada Creek.....	25		50		25		50
Clementsport.....		140	19			140	19
Cornwallis.....	39		156		39		156
Digby.....	56	640	232		56	640	232
Harborville.....	3		12		3		12
Wilmot.....	10		40		10		40
	173	8799	1980		173	8799	1980

## GENERAL STATEMENT OF EXPORTS.—NEW BRUNSWICK.

## ANIMALS (HORSES).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Windsor.....	No. 34	\$ 2604			No. 34	\$ 2604

## ANIMALS (HORNED CATTLE).

	No.				No.	
Annapolis.....	189	10345			189	10345
Bear River.....	4	120			4	120
Digby.....	75	1810			75	1810
French Cross.....	6	220			6	220
Margaretsville.....	4	194			4	194
Port Williams.....	3	91			3	91
	281	12780			281	12780

## ANIMALS (SHEEP AND LAMBS).

	No.				No.	
Annapolis.....	260	610			260	610
Bear River.....	140	280			140	280
Digby.....	485	954			485	954
French Cross.....	52	104			52	104
Margaretsville.....	834	1668			834	1668
Port Williams.....	1191	2382			1191	2382
Wilmot.....	50	100			50	100
	3012	6098			3012	6098

## BEEF, PORK, AND HAMS.

	Pkgs.				Pkgs.	
Halifax.....	10	90			10	90
Londonderry.....	10	144			10	144
Margaretsville.....	10	100			10	100
Port Williams.....	1	5			1	5
	31	339			31	339

## BUTTER AND LARD.

	Lbs.				Lbs.	
Amherst.....	5500	1320			5500	1320
Clementsport.....	26	5			26	5
French Cross.....	200	42			200	42
Harborville.....	100	20			100	20
Margaretsville.....	100	20			100	20
	5926	1407			5926	1407

## CANDLES.

	Lbs.				Lbs.	
Halifax.....	150	25			150	25

## COFFEE.

	Lbs.				Lbs.	
Halifax.....	4387	946			4387	946

## GENERAL STATEMENT OF EXPORTS.—NEW BRUNSWICK.

## COAL.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Tons.				Tons.	
Amherst.....	180	\$ 405			180	\$ 405
Joggins.....	2064	4128			2064	4128
North Sydney.....	2943	7357			2943	7357
Pictou.....	929	2787			929	2787
	6116	14677			6116	14677

## CHEESE.

	Lbs.		Lbs.		
	Quantity.	Value.	Quantity.	Value.	
Annapolis.....	2400	290	2400	290	290
Bridgetown.....	2200	220	2200	220	220
French Cross.....	100	10	100	10	10
Margaretsville.....	200	20	200	20	20
Wilmot.....	500	50	500	50	50
	5400	590	5400	590	590

## CORDAGE AND CANVAS.

	Pkgs.	Value.	Pkgs.	Value.
Halifax.....	250	510	250	510

## COTTON AND WOOLLEN MANUFACTURES.

	Pkgs.	Value.	Pkgs.	Value.
Halifax.....	74	11310	74	11310
Canada Creek.....	2	12	2	12
Margaretsville.....	1	100	1	100
Wilmot.....	2	150	2	150
	79	11572	79	11572

## DRUGS.

	Pkgs.	Value.	Pkgs.	Value.
Halifax.....	18	350	18	350
Yarmouth.....	1	400	1	400
	19	750	19	750

## EARTHENWARE AND CHINA.

	Pkgs.	Value.	Pkgs.	Value.
Halifax.....	1	50	1	50

## EGGS.

	Doz.	Value.	Doz.	Value.
Bear River.....	400	64	400	64
Clementsport.....	520	78	520	78
Digby.....	1300	167	1300	167
Margaretsville.....	150	23	150	23
Port Williams.....	145	15	145	15
	2515	347	2515	347

## FLOUR (WHEAT).

	Bbls.	Value.	Bbls.	Value.
Halifax.....	20	140	20	140

## GENERAL STATEMENT OF EXPORTS.—NEW BRUNSWICK.

## FRUIT (APPLES, PEARS, &amp;c).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	Pkgs. 15	\$ 53			Pkgs. 15	\$ 53
Annapolis .....	2330	7535			2330	7535
Bear River.....	150	330			150	330
Bridgetown .....	888	2694			838	2694
Canada Creek .....	82	328			82	328
Clementsport.....	28	62			28	62
Cornwallis.....	827	2481			827	2481
Digby.....	445	1563			445	1563
French Cross.....	230	675			230	675
Harborville .....	227	696			227	696
Horton.....	50	200			50	200
Margarettsville.....	1120	4035			1120	4035
Port Williams.....	98	246			98	246
Thorne's Cove.....	248	497			248	497
Wilmot .....	750	2125			750	2125
	7488	23520			7488	23520

## FRUIT (OTHER).

Halifax .....	Pkgs. 387	1007			Pkgs. 387	1007
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## FISH (COD).

Halifax .....	Lbs. 34700	1485			Lbs. 34700	1485
Barrington.....	5600	210			5600	210
Digby.....	19408	602			19408	602
Westport .....	200200	7813			200200	7813
Weymouth.....	43680	1550			43680	1550
Yarmouth .....	94800	3174			94800	3174
	398388	14834			398388	14834

## FISH (SCALE).

Halifax.....	Lbs. 11500	315			Lbs. 11500	315
Bridgetown .....	800	16			800	16
Port Williams.....	9632	203			9632	203
	21932	534			21932	534

## FISH (HERRING AND ALEWIVES).

Halifax.....	Bxs. 8	Bbls. 1037	5163		Bxs. 8	Bbls. 1037	5163
Annapolis .....		20	20			20	20
Barrington.....		460	1840			460	1840
Clementsport.....		2	7			2	7
Digby.....		39	156			39	156
Harborville.....		30	120			30	120
Pictou .....		100	400			100	400
Port Williams.....		231	924			231	924
Westport .....		197	602			197	602
Wilmot .....		70	260			70	260
Yarmouth .....		152	457			152	457
	8	2338	9949		8	2338	9949

## GENERAL STATEMENT OF EXPORTS.—NEW BRUNSWICK.

## FISH (MACKEREL, SHAD, &amp;c.)

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 26	\$ 286			Pkgs. 26	\$ 286
Digby.....	259	1813			259	1813
	285	2099			285	2099

## FISH (SHELL).

Halifax.....	Pkgs. 60	120			Pkgs. 60	120
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## FISH (PRESERVED AND SMOKED).

Annapolis.....	Pkgs. 200	120			Pkgs. 200	120
Clementsport.....	84	45			84	45
Digby.....	485	291			485	291
Thorne's Cove.....	100	60			100	60
Westport.....	16	96			16	96
	885	612			885	612

## GRAIN.

Clementsport.....	Bush. 3	6			Bush. 3	6
French Cross.....	140	102			140	102
Margaretsville.....	161	84			161	84
Port Williams.....	130	63			130	63
Wilmot.....	150	63			150	63
	584	318			584	318

## GROCERIES.

Halifax.....	Pkgs. 41	210			Pkgs. 41	210
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## HARDWARE.

Halifax.....	Pkgs. 126	3552			Pkgs. 126	3552
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## HARDWARE (IRON BARS, &amp;c).

Halifax.....	No. 264	4302			No. 264	4302
Londonderry.....	24700	39877			24700	39877
	24964	44179			24964	44179

## HAY.

Amherst.....	Tons. 40	280			Tons. 40	280
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## GENERAL STATEMENT OF EXPORTS.—NEW BRUNSWICK.

## HIDES AND SKINS.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 52	\$ 6280			Pkgs. 52	\$ 6280
Digby.....	85	603			85	603
Londonderry.....	26	10			26	10
	163	6893			163	6893

## LEATHER MANUFACTURES.

Halifax.....	Pkgs. 27	384			Pkgs. 27	384
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## LEATHER (SOLE).

Halifax.....	Pkgs. 28	412			Pkgs. 28	412
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## MOLASSES AND TREACLE.

Halifax.....	Galls. 74853	26173			Galls. 74853	26173
Yarmouth.....	18431	4798			18431	4798
	93284	30971			93284	30971

## NAVAL STORES.

Halifax.....	Pkgs. 59	277			Pkgs. 59	277
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## OIL (FISH).

Halifax.....	Galls. 2279	1956			Galls. 2279	1956
Barrington.....	145	106			145	106
Digby.....	160	128			160	128
Westport.....	242	195			242	195
	2826	2385			2826	2385

## OIL (ROCK AND COAL).

Halifax.....	Galls. 277	209			Galls. 277	209
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## OLD IRON, JUNK, &amp;c.

Londonderry.....	Pkgs. 4	60			Pkgs. 4	60
Thorne's Cove.....	20	24			20	24
Windsor.....	10	80			10	80
	34	164			34	164

## PAPER MANUFACTURES.

Halifax.....	Pkgs. 7	585			Pkgs. 7	585
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## GENERAL STATEMENT OF EXPORTS.—NEW BRUNSWICK.

## RICE.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Lbs. 6944	\$ 270			Lbs. 6944	\$ 270

## SPIRITS (BRANDY).

Halifax.....	Galls. 406	550			Galls. 406	550
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## SPIRITS (GENEVA).

Halifax.....	Galls. 477	223			Galls. 477	223
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## SPIRITS (RUM).

Halifax.....	Galls. 11540	7167			Galls. 11540	7167
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## SPIRITS (WHISKEY).

Halifax.....	Galls. 42	65			Galls. 42	65
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## SPIRITS (WINE).

Halifax.....	Galls. 1463	2940			Galls. 1463	2940
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## SUGAR (RAW).

Halifax.....	Lbs. 267435	19490			Lbs. 267435	19490
Yarmouth.....	13380	1040			13380	1040
	280815	20530			280815	20530

## SUGAR (REFINED).

Halifax.....	Lbs. 17945	1788			Lbs. 17945	1788
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## SALT.

Halifax.....	Bush. 144	18			Bush. 144	18
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## SOAP.

Halifax.....	Pkgs. 16	43			Pkgs. 16	43
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## STONE.

Clementsport.....	Tons. 8	4			Tons. 8	4
Windsor.....	105	2730			105	2730
	113	2734			113	2734

GENERAL STATEMENT OF EXPORTS.—NEW BRUNSWICK.

TEA.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Lbs. 8567	\$ 3116			Lbs. 8567	\$ 3116

TOBACCO.

Halifax.....	Lbs. 19554	4132			Lbs. 19554	4132
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VEGETABLES.

	Bush.			Bush.	
Amherst.....	400	160		400	160
Annapolis.....	2047	842		2047	842
Bear River.....	84	30		84	30
Bridgetown.....	3395	1147		3395	1147
Canada Creek.....	14420	5296		14420	5296
Clementsport.....	92	44		92	44
Cornwallis.....	14611	5864		14611	5864
Digby.....	2053	1244		2053	1244
French Cross.....	540	180		540	180
Harborville.....	11524	4158		11524	4158
Horton.....	8270	2621		8270	2621
Londonderry.....	15	6		15	6
Margaretsville.....	2031	871		2031	871
Port Williams.....	276	124		276	124
Wilmot.....	365	146		365	146
Yarmouth.....	100	14		100	14
	60223	22747		60223	22747

WOODWARE (MISCELLANEOUS).

Halifax.....		68			68
Londonderry.....		9			9
Yarmouth.....		148			148
		225			225

WOODWARE (BOARDS AND PLANK).

	Feet.			Feet.	
Amherst.....	9000	450		9000	450
Bear River.....	4000	40		4000	40
French Cross.....	1000	25		1000	25
Parrsborough.....	60000	360		60000	360
	74000	875		74000	875

WOODWARE (FIREWOOD AND LATHWOOD).

Bear River.....	Cords. 2	6		Cords. 2	6
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UNENUMERATED.

Halifax.....		21188			21188
Digby.....		106			106
		21294			21294

## GENERAL STATEMENT OF EXPORTS.

## NEWFOUNDLAND.

## ALE AND PORTER.

PORTS.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Galls. 36	\$ 10			Galls. 36	\$ 10

## ANIMALS (HORSES)..

	No.			No.	
Port Hood.....	1	48		1	48

## ANIMALS (HORNED CATTLE).

	No.			No.	
Antigonish .....	55	1550		55	1550
Arichat .....	43	1032		43	1032
Baddeck .....	328	7968		328	7968
Little River.....	190	5470		190	5470
Margaree.....	43	1720		43	1720
Port Hawkesbury .....	108	2352		108	2352
Port Hood.....	64	1520		64	1520
	831	21612		831	21612

## ANIMALS (SHEEP AND LAMBS).

	No.			No.	
Antigonish .....	80	320		80	320
Arichat .....	87	215		87	215
Baddeck .....	500	1812		500	1812
Little River.....	293	739		293	739
Margaree.....	100	400		100	400
Port Hawkesbury .....	200	600		200	600
Port Hood.....	83	280		83	280
Pugwash .....	15	60		15	60
	1358	4426		1358	4426

## ANIMALS (HOGS AND PIGS).

	Galls.			Galls.	
Arichat .....	9	64		9	64
Baddeck .....	6	32		6	32
Little River.....	18	48		18	48
	33	144		33	144

## BEEF, PORK, AND HAMS.

	Pkgs.			Pkgs.	
Halifax.....	291	4468		291	4468
Arichat .....	8	96		8	96
Baddeck .....	33	288		33	288
Little River.....	6	113		6	113
North Sydney .....	21	1005		21	1005
Pictou .....	6	100		6	100
Pugwash.....	8	112		8	112
	373	6182		373	6182

## GENERAL STATEMENT OF EXPORTS.—NEWFOUNDLAND.

## BREAD.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 304	\$ 883			Pkgs. 304	\$ 883

## BUTTER AND LARD.

	Pkgs.	Lbs.			Pkgs.	Lbs.	
	Halifax.....				7851	1686	
Antigonish.....	450		5000		450		5000
Baddeck.....		31777	6353			31777	6353
Little River.....		11040	2168			11040	2168
Margaree.....		4200	840			4200	840
North Sydney.....		3280	810			3280	810
Port Hawkesbury.....	48		400		48		400
Port Hood.....		12810	2200			12810	2200
Pugwash.....		150	30			150	30
	498	71108	19487		498	71108	19487

## CANDLES.

	Lbs.			Lbs.	
Halifax.....	488	67		488	67

## COFFEE.

	Lbs.			Lbs.	
Halifax.....	2578	494		2578	494

## CHEESE.

	Lbs.			Lbs.	
Yarmouth.....	940	75		940	75

## COAL.

	Tons.			Tons.	
	Baddeck.....			214	
Great Bras d'Or.....	99	201		99	201
North Sydney.....	8844	22110		8844	22110
Pictou.....	66	165		66	165
	9223	22918		9223	22918

## CORDAGE AND CANVAS.

	Pkgs.			Pkgs.	
	Halifax.....			183	
Arichat.....	72	750		72	750
	255	1930		255	1930

## COTTON AND WOOLLEN MANUFACTURES.

	Pkgs.			Pkgs.	
Halifax.....	107	13961		107	13961

## DRUGS.

	Pkgs.			Pkgs.	
Halifax.....	10	115		10	115

## GENERAL STATEMENT OF EXPORTS.—NEWFOUNDLAND.

## EGGS.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Little River.....	Doz. 322	32			Doz. 322	\$ 32

## FLOUR (WHEAT).

Halifax.....	Bbls. 1280	8366			Bbls. 1280	8366
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## FLOUR (OTHER).

Halifax.....	Bbls. 168	691			Bbls. 168	691
Little River.....	1	5			1	5
	169	696			169	696

## FISH (CODFISH).

Halifax.....	Lbs. 326400	16667			Lbs. 326400	16667
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## FRUIT (APPLES, PEARS, &amp;c).

Halifax.....	Pkgs. 58	225			Pkgs. 58	225
Baddeck.....	81	119			81	119
	139	344			139	344

## FRUIT (OTHER).

Halifax.....	Pkgs. 75	145			Pkgs. 75	145
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## GRAIN.

Halifax.....	Bush. 306	52			Bush. 306	52
Baddeck.....	725	290			725	290
Little River.....	100	40			100	40
	1131	382			1131	382

## GROCERIES.

Halifax.....	Pkgs. 162	283			Pkgs. 162	283
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## GYPSUM, LIME, AND PLASTER.

Halifax.....	Tons. 1	4			Tons. 1	4
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## HARDWARE.

Halifax.....	Pkgs. 576	2867			Pkgs. 576	2867
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## GENERAL STATEMENT OF EXPORTS.—NEWFOUNDLAND.

## HAY.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Tons.				Tons.	
Halifax .....	2	\$ 39			2	\$ 39
Baddeck.....	1	18			1	18
	3	57			3	57

## LEATHER (SOLE).

	Pkgs.		Pkgs.		Total Value.
	Quantity.	Value.	Quantity.	Value.	
Halifax .....	22	137	22		137
Little River.....	1	40	1		40
	23	177	23		177

## LEATHER MANUFACTURES.

	Pkgs.	Value.	Pkgs.	Value.
Halifax .....	94	1540	94	1540

## MOLASSES AND TREACLE.

	Galls.	Value.	Galls.	Value.
Halifax.....	19484	6620	19484	6620

## NAVAL STORES.

	Pkgs.	Value.	Pkgs.	Value.
Halifax.....	8	37	8	37

## OIL (ROCK).

	Galls.	Value.	Galls.	Value.
Halifax.....	1537	805	1537	805

## RICE.

	Lbs.	Value.	Lbs.	Value.
Halifax.....	1800	60	1800	60

## SPIRITS (BRANDY).

	Galls.	Value.	Galls.	Value.
Halifax.....	149	257	149	257

## SPIRITS (GENEVA).

	Galls.	Value.	Galls.	Value.
Halifax .....	3165	1705	3165	1705

## SPIRITS (RUM).

	Galls.	Value.	Galls.	Value.
Halifax.....	6760	4956	6760	4956

## SPIRITS (WHISKEY).

	Galls.	Value.	Galls.	Value.
Halifax.....	367	300	367	300

## GENERAL STATEMENT OF EXPORTS.—NEWFOUNDLAND.

## SPIRITS (WINE).

PORTS.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Galls. 635	\$ 616			Galls. 635	\$ 616

## SALT.

	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Bush. 44233	10666			Bush. 44233	10666
Arichat.....	1600	400			1600	400
Yarmouth.....	265	530			265	530
	46098	11596			46098	11596

## SOAP.

	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 37	128			Pkgs. 37	128

## SUGAR (RAW).

	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Lbs. 18716	1210			Lbs. 18716	1210

## SUGAR (REFINED).

	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Lbs. 220	20	Lbs. 220			20

## TEA.

	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Lbs. 5055	1909			Lbs. 5055	1909

## TOBACCO.

	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Lbs. 13728	2980			Lbs. 13728	2980

## VEGETABLES (POTATOES).

	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Bush. 696	190			Bush. 696	190
Baddeck.....	1610	895			1610	895
Cornwallis.....	4000	1200			4000	1200
Great Bras d'Or.....	80	32			80	32
North Sydney.....	200	100			200	100
	6586	2417			6586	2417

## WOODWARE (MISCELLANEOUS).

	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....		1590				1590

## WOODWARE (BOARDS AND PLANK).

	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Feet. 184500	2179			Feet. 184500	2179
Arichat.....	2000	32			2000	32
North Sydney.....	2000	10			2000	10
Pugwash.....	7500	46			7500	46
Yarmouth.....	65000	658			65000	658
	261000	2925			261000	2925

## GENERAL STATEMENT OF EXPORTS.—NEWFOUNDLAND.

## WOODWARE (SCANTLING).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Feet.				Feet.	
Baddeck .....	8600	\$ 76			8600	\$ 76
Pugwash.....	8000	64			8000	64
	16600	140			16600	140

## WOODWARE (SHINGLES).

	No.		No.			
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	77000	204			77000	204
Arichat.....	10000	20			10000	20
	87000	224			87000	224

## WOODWARE (SPARS AND KNEES).

	No.		No.			
	Quantity.	Value.	Quantity.	Value.		
North Sydney .....	12	24			12	24
Pugwash.....	24	300			24	300
	36	324			36	324

## WOODWARE (TIMBER).

	Tons.		Tons.			
	Quantity.	Value.	Quantity.	Value.		
Pugwash .....	115	357			115	357

## UNENUMERATED.

	Quantity.	Value.	Quantity.	Value.		
Halifax.....		3673				3673
Arichat.....		6				6
		3679				3679

## PRINCE EDWARD ISLAND.

## ALE, PORTER, AND CIDER.

	Galls.		Galls.			
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	280	249			280	249

## BEEF, PORK, AND HAMS.

	Pkgs.		Pkgs.			
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	1	9			1	9

## BREAD.

	Pkgs.		Pkgs.			
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	50	287	20	65	70	352

## BUTTER AND LARD.

	Lbs.		Lbs.			
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	100	20			100	20



## GENERAL STATEMENT OF EXPORTS.—PRINCE EDWARD ISLAND.

## BRICK.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	No. 700000	\$ 113	.....	.....	No. 700000	\$ 113

## CANDLES.

Ports.	Lbs.	Value.	Lbs.	Value.	Total Quantity.	Total Value.
Halifax.....	1530	251	.....	.....	1530	251

## CHEESE.

Ports.	Lbs.	Value.	Lbs.	Value.	Total Quantity.	Total Value.
Halifax.....	415	68	.....	.....	415	68

## COFFEE.

Ports.	Lbs.	Value.	Lbs.	Value.	Total Quantity.	Total Value.
Halifax.....	1041	190	346	60	1387	250

## COTTON AND WOOLLEN MANUFACTURES.

Ports.	Pkgs.	Value.	Pkgs.	Value.	Total Quantity.	Total Value.
Halifax.....	150	24941	8	2618	158	27559

## COAL.

	Tons.	Value.	Tons.	Value.	Total Quantity.	Total Value.
Cow Bay.....	250	564	.....	.....	250	564
Great Bras d'Or.....	217	510	.....	.....	217	510
North Sydney.....	573	1427	.....	.....	573	1427
Pictou.....	1855	4638	.....	.....	1855	4638
Port Hawkesbury.....	50	100	.....	.....	50	100
Port Hood.....	22	60	.....	.....	22	60
	2967	7299			2967	7299

## CORDAGE AND CANVAS.

Ports.	Pkgs.	Value.	Pkgs.	Value.	Total Quantity.	Total Value.
Halifax.....	70	929	.....	.....	70	929

## DRUGS.

Ports.	Pkgs.	Value.	Pkgs.	Value.	Total Quantity.	Total Value.
Halifax.....	103	3082	.....	.....	103	3082

## EARTHENWARE.

Ports.	Pkgs.	Value.	Pkgs.	Value.	Total Quantity.	Total Value.
Halifax.....	36	698	.....	.....	36	698

## FLOUR (WHEAT).

Ports.	Bbls.	Value.	Bbls.	Value.	Total Quantity.	Total Value.
Halifax.....	383	2611	100	650	483	3261
Port Medway.....	30	191	.....	.....	30	191
	413	2802	100	650	513	3452

## GENERAL STATEMENT OF EXPORTS.—PRINCE EDWARD ISLAND.

## FLOUR (OTHER).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Bbls. 2	\$ 8			Bbls. 2	\$ 8

## FRUIT (APPLES, PEARS).

	Pkgs.		Pkgs.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	268	1062	6	20	274	1082
Chester.....	20	10			20	10
	288	1072	6	20	294	1092

## FRUIT (OTHER).

	Pkgs.	Value.	Quantity.	Value.	Pkgs.	Total Value.
Halifax.....	1560	4578	80	194	1640	4772

## FISH (COD).

	Lbs.		Lbs.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	2600	120			2600	120
Cape Canso.....	2000	30			2000	30
	4600	150			4600	150

## FISH (HERRING AND ALEWIVES).

	Pkgs.		Pkgs.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	190	389			190	389
Arichat.....	166	664			166	664
Cape Canso.....	120	600			120	600
Chester.....	42	168			42	168
Isaac's Harbor.....	272	1088			272	1088
Liverpool.....	20	80			20	80
Pictou.....	35	140			35	140
Port Hawkesbury.....	229	916			229	916
Port Hood.....	20	80			20	80
Port Medway.....	15	57			15	57
Port Mulgrave.....	197	823			197	823
St. Mary's River.....	30	137			30	137
Tangier.....	187	795			187	795
	1523	5937			1523	5937

## FISH (SHELL).

	Pkgs.	Value.	Quantity.	Value.	Pkgs.	Total Value.
Wallace.....	27	30			27	30

## GROCERIES.

	Pkgs.		Pkgs.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	189	526			189	526
Liverpool.....	3	106			3	106
	192	632			192	632

## GYPSUM, LIME, AND PLASTER.

	Tons.		Tons.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Antigonish.....	280	145			280	145
Port Hawkesbury.....	30	30			30	30
Pugwash.....	42	48			42	48
	352	223			352	223

## GENERAL STATEMENT OF EXPORTS.—PRINCE EDWARD ISLAND.

## HARDWARE.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 3615	\$ 10809	.....34	\$ 149	Pkgs. 3649	\$ 10958
Yarmouth.....	.....127	.....2000	.....	.....	.....127	.....2000
	3742	12809	34	149	3776	12958

## LEATHER MANUFACTURES.

Halifax.....	Pkgs. 20	.....503	.....3	.....320	Pkgs. 23	823
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## LEATHER (SOLE).

Halifax.....	Pkgs. 443	.....3360	.....51	.....355	Pkgs. 494	3715
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## MOLASSES.

Halifax.....	Galls. 27012	.....10367	.....220	.....90	Galls. 27232	10457
Yarmouth.....	.....4155	.....1240	.....	.....	.....4155	1240
	31167	11607	220	90	31387	11697

## NAVAL STORES.

Halifax.....	Pkgs. 46	.....137	.....	.....	Pkgs. 46	137
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## OIL (FISH).

Halifax.....	Galls. 31	.....40	.....	.....	Galls. 31	40
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## OIL (ROCK AND COAL).

Halifax.....	Galls. 1054	.....583	.....	.....	Galls. 1054	583
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## PAPER MANUFACTURES.

Halifax.....	Pkgs. 89	.....1219	.....3	.....75	Pkgs. 92	1294
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## RICE.

Halifax.....	Lbs. 2232	.....86	.....	.....	Lbs. 2232	86
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## SOAP.

Halifax.....	Pkgs. 88	.....319	.....	.....	Pkgs. 88	319
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GENERAL STATEMENT OF EXPORTS.—PRINCE EDWARD ISLAND.

SPIRITS (BRANDY).

PORTS.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Galls. 763	\$ 1082	.....	.....	Galls. 763	\$ 1082

SPIRITS (GENEVA).

Halifax.....	Galls. 1956	..... 1193	.....	.....	Galls. 1956	1193
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SPIRITS (RUM).

Halifax.....	Galls. 4173	..... 2667	.....	.....	Galls. 4173	2667
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SPIRITS (WHISKEY).

Halifax.....	Galls. 126	..... 128	.....	.....	Galls. 126	128
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SPIRITS (WINE).

Halifax.....	Galls. 942	..... 1495	.....	.....	Galls. 942	1495
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SALT.

	Bush.				Bush.	
Halifax.....	412	..... 106	..... 3	..... 4	415	110
Cape Canso.....	102	..... 20	.....	.....	102	20
Chester.....	45	..... 30	.....	.....	45	30
Port Hawkesbury.....	30	..... 12	.....	.....	30	12
	589	168	3	4	592	172

SUGAR (RAW).

Halifax.....	Lbs. 186185	..... 14497	..... 3859	..... 315	Lbs. 190044	14812
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SUGAR (REFINED).

Halifax.....	Lbs. 3683	..... 496	.....	.....	Lbs. 3683	496
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TEA.

Halifax.....	Lbs. 21720	..... 7722	..... 200	..... 60	Lbs. 21920	7782
Port Medway.....	88	..... 48	.....	.....	88	48
St. Mary's River.....	52	..... 21	.....	.....	52	21
	21860	7791	200	60	22060	7851

TOBACCO.

Halifax.....	Lbs. 12423	..... 3727	.....	.....	Lbs. 12423	3727
Port Medway.....	210	..... 111	.....	.....	210	111
St. Mary's River.....	45	..... 13	.....	.....	45	13
	12678	3851			12678	3851

## GENERAL STATEMENT OF EXPORTS.—PRINCE EDWARD ISLAND.

## VEGETABLES.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Bush. 4	\$ 5			Bush. 4	\$ 5
Wallace.....	30	10			30	10
	34	15			34	15

## WOODWARE (MISCELLANEOUS).

Halifax.....		115				115
Chester.....		50				50
Port Medway.....		7				7
Pugwash.....		76				76
Tatamagouche.....		183				183
		431				431

## WOODWARE (BOARDS AND PLANK).

	Feet.		Feet.	
Halifax.....	3000	18	3000	18
Port Medway.....	4000	24	4000	24
Pugwash.....	237756	975	237756	975
Tatamagouche.....	14000	126	14000	126
Wallace.....	35000	190	35000	190
	293756	1333	293756	1333

## WOODWARE (SCANTLING).

	Feet.		Feet.	
Tatamagouche.....	1000	10	1000	10

## WOODWARE (SPARS AND KNEES).

	No.		No.	
Wallace.....	400	400	400	400

## WOODWARE (SHINGLES).

	No.		No.	
Wallace.....	40000	80	40000	80

## WOODWARE (TIMBER).

	Tons.		Tons.	
Wallace.....	10	20	10	20

## UNENUMERATED.

Halifax.....		1287		13		1300
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## GENERAL STATEMENT OF EXPORTS.

## BRITISH WEST INDIES.

## ALE, PORTER, AND CIDER.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Galls. 17930	\$ 6413			Galls. 17930	\$ 6413

## ANIMALS (HORSES).

Halifax.....	No. 2	250			No. 2	250
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## ANIMALS (HORNED CATTLE).

Halifax.....	No. 38	2290			No. 38	2290
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## ANIMALS (SHEEP AND LAMBS).

Halifax.....	No. 195	910			No. 195	910
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## BEEF, PORK, AND HAMS.

Halifax.....	Pkgs. 99	922			Pkgs. 99	922
Annapolis.....	3	30			3	30
LaHave.....	4	36			4	36
Liverpool.....	519	69			519	69
	625	1057			625	1057

## BREAD.

Halifax.....	Pkgs. 56	126			Pkgs. 56	126
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## BUTTER AND LARD.

Halifax.....	Lbs. 83076	20702			Lbs. 83076	20702
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## BRICK.

Halifax.....	No. 10000	100			No. 10000	100
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## CANDLES.

Halifax.....	Lbs. 2970	594			Lbs. 2970	594
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## CHEESE.

Halifax.....	Lbs. 234	47			Lbs. 234	47
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## GENERAL STATEMENT OF EXPORTS.—BRITISH WEST INDIES.

## COAL.

PORTS.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Tons.				Tons.	
Cow Bay .....	202	\$ 450			202	\$ 450
Pictou.....	810	2025			810	2025
	1012	2475			1012	2475

## COFFEE.

	Lbs.			Lbs.	
Halifax.....	134	25		134	25

## COTTON AND WOOLLEN MANUFACTURES.

	Pkgs.			Pkgs.	
Halifax.....	12	2350		12	2350

## CORDAGE AND CANVAS.

	Pkgs.			Pkgs.	
Liverpool.....	8	153		8	153

## EARTHENWARE, GLASS, &amp;c.

	Pkgs.			Pkgs.	
Halifax.....	1	9		1	9
Yarmouth.....	14	133		14	133
	15	142		15	142

## FLOUR (WHEAT).

	Pkgs.			Pkgs.	
Halifax.....	311	2199		311	2199

## FLOUR (RYE).

	Pkgs.			Pkgs.	
Halifax.....	541	2182		541	2182

## FISH (COD).

	Lbs.			Lbs.	
Halifax.....	5702039	248574		5702039	248574
Liverpool.....	455714	18897		455714	18897
Lunenburg.....	185240	6873		185240	6873
Port Acadia.....	400	16		400	16
Port Medway.....	57510	2217		57510	2217
Ragged Islands.....	1505191	58291		1505191	58291
Westport.....	39610	1188		39610	1188
Weymouth.....	448	10		448	10
Yarmouth.....	174050	6582		174050	6582
	8120202	342648		8120202	342648

## GENERAL STATEMENT OF EXPORTS.—BRITISH WEST INDIES.

## FISH (SCALE).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.				Lbs.	
Halifax.....	879354	\$ 31535			879354	\$ 31535
Digby.....	61698	1256			61698	1256
French Cross.....	6272	112			6272	112
Lunenburg.....	65498	1704			65498	1704
Port Gilbert.....	6400	128			6400	128
Port Medway.....	158378	6088			158378	6088
Ragged Islands.....	3170	92			3170	92
	1180770	40915			1180770	40915

## FISH (MACKEREL, SHAD, &amp;c.)

	Pkgs.		Pkgs.		Total Value.
	Quantity.	Value.	Quantity.	Value.	
Halifax.....	4756	47184	4756	47184	47184
Liverpool.....	56	377	56	377	377
Lunenburg.....	306	3145	306	3145	2145
Port Medway.....	1	10	1	10	10
Yarmouth.....	49	394	49	394	394
	5168	50110	5168	50110	50110

## FISH (HERRING AND ALEWIVES).

	Pkgs.		Pkgs.		Total Value.
	Quantity.	Value.	Quantity.	Value.	
Halifax.....	25456	111735	25456	111735	111735
French Cross.....	3	12	3	12	12
LaHave.....	42	168	42	168	168
Liverpool.....	336	1339	336	1339	1339
Lunenburg.....	349	1324	349	1324	1324
Port Acadia.....	150	500	150	500	500
Port Gilbert.....	8	28	8	28	28
Port Medway.....	9	30	9	30	30
Ragged Islands.....	35	140	35	140	140
Westport.....	8	24	8	24	24
Weymouth.....	2	5	2	5	5
Yarmouth.....	1313	3944	1313	3944	3944
	27711	119249	27711	119249	119249

## FISH (SALMON AND TROUT).

	Pkgs.		Pkgs.		Total Value.
	Quantity.	Value.	Quantity.	Value.	
Halifax.....	195	3349	195	3349	3349
Liverpool.....	1	12	1	12	12
	196	3361	196	3361	3361

## FISH (PRESERVED AND SMOKED).

	Pkgs.		Pkgs.		Total Value.
	Quantity.	Value.	Quantity.	Value.	
Halifax.....	192	747	192	747	747
Annapolis.....	99	40	99	40	40
Digby.....	160	56	160	56	56
Liverpool.....	73	61	73	61	61
Ragged Islands.....	14	9	14	9	9
	538	913	538	913	913

## FISH (SHELL).

	Pkgs.		Pkgs.		Total Value.
	Quantity.	Value.	Quantity.	Value.	
Halifax.....	124	366	124	366	366
Liverpool.....	4	16	4	16	16
	128	382	128	382	382



## GENERAL STATEMENT OF EXPORTS.—BRITISH WEST INDIES.

## FRUIT (APPLES, &amp;c).

PORTS.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 426	\$ 805			Pkgs. 426	\$ 805
Annapolis.....	7	24			7	24
Lunenburg.....	47	125			47	125
	480	954			480	954

## FRUIT (RAISINS).

Halifax.....	Pkgs. 376	706			Pkgs. 376	706
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## GRAIN.

Halifax.....	Bush. 1546	772			Bush. 1546	772
Yarmouth.....	82	41			82	41
	1628	813			1628	813

## GYPSUM, LIME, &amp;c.

Halifax.....	Pkgs. 65	230			Pkgs. 65	230
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## GROCERIES.

Halifax.....	Pkgs. 21	49			Pkgs. 21	49
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## HARDWARE.

Halifax.....	Pkgs. 5	50			Pkgs. 5	50
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## HAY.

Halifax.....	Tons. 7	134			Tons. 7	134
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## LEATHER MANUFACTURES.

Halifax.....	Pkgs. 24	950			Pkgs. 24	950
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## OIL (FISH).

Halifax.....	Galls. 1225	9073			Galls. 1225	9073
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## RICE.

Halifax.....	Lbs. 2240	84			Lbs. 2240	84
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## GENERAL STATEMENT OF EXPORTS.—BRITISH WEST INDIES.

## SOAP.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 26	\$ 70			Pkgs. 26	\$ 70

## SPIRITS (BRANDY).

Halifax.....	Galls. 626	1165			Galls. 626	1165
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## SPIRITS (GENEVA).

Halifax.....	Galls. 24	32			Galls. 24	32
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## SPIRITS (WINE).

Halifax.....	Galls. 333	470			Galls. 333	470
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## SUGAR (REFINED).

Halifax.....	Lbs. 3445	348			Lbs. 3445	348
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## TEA.

Halifax.....	Lbs. 5452	1944			Lbs. 5452	1944
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## TOBACCO.

Halifax.....	Lbs. 1645	380			Lbs. 1645	380
Port Medway.....	6000	1540			6000	1540
	7645	1920			7645	1920

## VEGETABLES.

Halifax.....	Bush. 1778	1062			Bush. 1778	1062
Annapolis.....	25	20			25	20
Digby.....	25	20			25	20
French Cross.....	286	90			286	90
Lunenburg.....	276	168			276	168
Port Medway.....	100	60			100	60
Tusket.....	167	160			167	160
Yarmouth.....	780	369			780	369
	3437	1949			3437	1949

## WOODWARE (DEAL ENDS AND SCANTLING).

Bear River.....	Feet. 4000	44			Feet. 4000	44
Bellevue Cove.....	5000	35			5000	35
Weymouth.....	12000	112			12000	112
	21000	191			21000	191

## GENERAL STATEMENT OF EXPORTS.—BRITISH WEST INDIES.

## WOODWARE (BOARDS, PLANK, AND DEAL).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Feet.				Feet.	
Halifax.....	867000	\$ 10633			867000	\$ 10633
Annapolis.....	1303000	15174			1303000	15174
Barrington.....	2100000	2190			2100000	2190
Bear River.....	292000	2910			292000	2910
Bellevieu Cove.....	555273	4100			555273	4100
Digby.....	180300	1796			180300	1796
French Cross.....	78000	693			78000	693
LaHave.....	169000	1707			169000	1707
Liverpool.....	3504000	57523			3504000	57523
Lunenburg.....	246227	2937			246227	2937
Mahone Bay.....	54928	617			54928	617
Margaretsville.....	40000	320			40000	320
Port Acadia.....	330000	2340			330000	2340
Port Gilbert.....	107000	963			107000	963
Port Medway.....	2989661	37345			2989661	37345
Ragged Islands.....	35500	448			35500	448
Tusket.....	55000	430			55000	430
Westport.....	2000	15			2000	15
Weymouth.....	1372000	11764			1372000	11764
Yarmouth.....	523000	5230			523000	5230
	14803889	159135			14803889	159135

## WOODWARE (SHINGLES).

Halifax.....	No. 3243000	7140			No. 3243000	7140
Annapolis.....	201000	336			201000	336
Bellevieu Cove.....	61400	64			61400	64
Digby.....	43600	87			43600	87
LaHave.....	22000	33			22000	33
Liverpool.....	175000	291			175000	291
Lunenburg.....	22000	3300			22000	3300
Margaretsville.....	12400	25			12400	25
Port Gilbert.....	13000	20			13000	20
Port Medway.....	255000	394			255000	394
Ragged Islands.....	244500	494			244500	494
Westport.....	100000	125			100000	125
Weymouth.....	219000	293			219000	293
Yarmouth.....	305000	673			305000	673
	4916900	13275			4916900	13275

## WOODWARE (SPARS AND KNEES).

Halifax.....	No. 2	4			No. 2	4
Annapolis.....	8	10			8	10
Bear River.....	4	8			4	8
Bellevieu Cove.....	10	16			10	16
Digby.....	2	4			2	4
Liverpool.....	105	546			105	546
Mahone Bay.....	12	12			12	12
Port Acadia.....	35	13			35	13
Port Gilbert.....	2	3			2	3
Port Medway.....	22	80			22	80
Weymouth.....	18	29			18	29
Yarmouth.....	10	93			10	93
	230	818			230	818

GENERAL STATEMENT OF EXPORTS.—BRITISH WEST INDIES.  
WOODWARE, (STAVES, HOOPS AND SHOOKS).

Ports.	In British Ships.		In Foreign Ships.		Total quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	No.				No.	
Halifax .....	101851	\$1609			101851	\$1609
Annapolis .....	20700	600			20700	600
Bear River .....	53500	1272			53500	1272
Belleveu Cove .....	1500	24			1500	24
Digby .....	17940	307			17940	307
French Cross .....	27000	590			27000	590
LaHave .....	315000	10389			315000	10389
Liverpool .....	679768	16911			679768	16911
Lunenburg .....	366000	10311			366000	10311
Mahone Bay .....	1355088	2.58			1355088	2.58
Margaretsville .....	19000	76			19000	76
Port Acadia .....	10000	160			10000	160
Port Medway .....	38500	1098			38500	1098
Ragged Islands .....	500	12			500	12
Tusket .....	10000	200			10000	200
Weymouth .....	31200	318			31200	318
Yarmouth .....	467000	3883			467000	3883
	3514547	50718			3514547	50718

## WOODWARE (SWEEPS AND OARS).

	No.				No.	
Halifax .....	6000	13			6000	13
Liverpool .....	25981	1305			25981	1305
Port Medway .....	6000	175			6600	175
	37981	1493			37981	1493

## WOODWARE (MISCELLANEOUS.)

Halifax .....		268				268
Liverpool .....		39				39
		307				307

## UNENUMERATED.

Halifax .....		924				924
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## DANISH WEST INDIES.

## BUTTER AND LARD.

	Lbs.				Lbs.	
Halifax .....	10400	2497			10400	2497

## CANDLES.

	Lbs.				Lbs.	
Halifax .....	1750	315			1750	315

## FRUIT (NUTS, &amp;c.)

	Pkgs.				Pkgs.	
Halifax .....	70	160			70	160

## GENERAL STATEMENT OF EXPORTS.—DANISH WEST INDIES.

## FISH (COD.)

Ports.	In British Ships.		In Foreign Ships.		Total quantity.	Total value.
	Quantity.	Value	Quantity.	Value.		
	Lbs.				Lbs.	
Halifax .....	138600	\$6181			13860	\$6181

## FISH (MACKEREL).

	Pkgs.				Pkgs.	
Halifax .....	80	730			80	730

## FISH (HERRING).

	Pkgs.				Pkgs.	
Halifax ..	162	761			162	761

## FISH (SALMON).

	Pkgs.				Pkgs.	
Halifax .....	13	304			13	304

## FISH (PRESERVED).

	Pkgs.				Pkgs.	
Halifax .....	1	15			1	15

## SPIRITS (BRANDY).

	Galls.				Galls.	
Halifax .....	99	225			99	225

## SPIRITS (GENEVA.)

	Galls.				Galls.	
Halifax .....	36	66			36	66

## SPIRITS (WINE.)

	Galls.				Galls.	
Halifax .....	30	53			30	53

## TEA.

	Lbs.				Lbs.	
Halifax .....	47	14			47	14

## VEGETABLES (POTATOES.)

	Bush.				Bush.	
Halifax ..	347	245			347	245

## WOODWARE (BOARDS AND PLANK).

	Feet.				Feet.	
Halifax .....	19000	305			19000	305
Liverpool. ....	104000	1540			104000	1540
	123000	1845			123000	1845

## GENERAL STATEMENT OF EXPORTS.

## FRENCH WEST INDIES.

## FISH (COD).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	Lbs. 46650	\$2236	.....	.....	Lbs. 46650	\$2236

## FISH (SCALE).

Halifax .....	Lbs. 30000	1110	.....	.....	Lbs. 30000	1110
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## FISH (HERRING).

Halifax .....	Pkgs. 150	713	.....	.....	Pkgs. 150	713
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## FISH (MACKEREL).

Halifax .....	Pkgs. 100	956	.....	.....	Pkgs. 100	956
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## FISH (SALMON).

Halifax .....	Pkgs. 4	10	.....	.....	Pkgs. 4	10
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## WOODWARE (BOARDS AND PLANK).

Halifax .....	Feet. 95000	132	.....	.....	Feet. 95000	132
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## WOODWARE (SHINGLES).

Halifax .....	No. 100000	220	.....	.....	No. 100000	220
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## SPANISH WEST INDIES.

## ALE AND PORTER.

Halifax .....	Gals. 1998	947	.....	.....	Gals. 1998	947
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## BEEF.

Halifax .....	Pkgs. 23	175	.....	.....	Pkgs. 23	175
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## CHEESE.

Yarmouth .....	Lbs. 900	62	.....	.....	Lbs. 900	62
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## GENERAL STATEMENT OF EXPORTS.—SPANISH WEST INDIES.

## COAL.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Tons.				Tons.	
Cow Bay .....	180	\$450			180	\$450
North Sydney .....	501	1252			501	1252
	681	1702			681	1702

## FLOUR (WHEAT).

Ports.	Quantity.	Value.	Quantity.	Value.	Total Quantity.	Total Value.
	Pkgs.				Pkgs.	
Halifax .....	176	723			176	723

## FISH (COD).

Ports.	Quantity.	Value.	Quantity.	Value.	Total Quantity.	Total Value.
	Lbs.				Lbs.	
Halifax .....	4057526	179211			4057526	179211
Yarmouth .....	1699995	65886			1699995	65886
	5757521	245097			5757521	245097

## FISH (SCALE).

Ports.	Quantity.	Value.	Quantity.	Value.	Total Quantity.	Total Value.
	Lbs.				Lbs.	
Halifax .....	1272598	59638			1272598	59638

## FISH (HERRING AND ALEWIVES).

Ports.	Quantity.	Value.	Quantity.	Value.	Total Quantity.	Total Value.
	Pkgs.				Pkgs.	
Halifax .....	1187	3938			1187	3938
Yarmouth .....	644	1932			644	1932
	1831	5870			1831	5870

## FISH (MACKEREL).

Ports.	Quantity.	Value.	Quantity.	Value.	Total Quantity.	Total Value.
	Pkgs.				Pkgs.	
Halifax .....	233	2086			233	2086
Yarmouth .....	8	48			8	48
	241	2134			241	2134

## FRUIT (APPLES, &amp;c.)

Ports.	Quantity.	Value.	Quantity.	Value.	Total Quantity.	Total Value.
	Pkgs.				Pkgs.	
Yarmouth .....	5	40			5	40

## GRAIN.

Ports.	Quantity.	Value.	Quantity.	Value.	Total Quantity.	Total Value.
	Bush.				Bush.	
Halifax .....	1493	725			1493	725
Yarmouth .....	212	106			212	106
	1705	831			1705	831

## VEGETABLES.

Ports.	Quantity.	Value.	Quantity.	Value.	Total Quantity.	Total Value.
	Bush.				Bush.	
Halifax .....	767	631			767	631
Yarmouth .....	2090	898			2090	898
	2857	1529			2857	1529

## GENERAL STATEMENT OF EXPORTS.—SPANISH WEST INDIES.

## WOODWARE (BOARDS AND PLANK.)

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Feet.				Feet.	
Halifax .....	149000	\$2100			149000	\$2100
Liverpool .....	145000	1859			143000	1859
Port Medway .....	129000	2010			120000	2010
Yarmouth .....	165000	1554			165000	1554
	577000	7523			577000	7523

## WOODWARE (SHINGLES.)

	No.				No.	
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	1050000	2334			1050000	2334
Port Medway .....	12000	18			12000	18
Yarmouth .....	4000	8			4000	8
	1066000	2360			1066000	2360

## WOODWARE (STAVES, HOOPS, &amp;c.)

	No.				No.	
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	30637	843			30637	843
Port Medway .....	1300	42			1300	42
Yarmouth .....	25000	224			25000	224
	56937	1109			56937	1109

## AFRICA.

## BEEF, PORK, &amp;c.

	Pkgs.				Pkgs.	
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	34	340			34	340

## BREAD.

	Pkgs.				Pkgs.	
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	240	6520			240	6520

## BUTTER AND LARD.

	Lbs.				Lbs.	
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	1324	325			1324	325

## COTTON AND WOOLLEN MANUFACTURES.

	Pkgs.				Pkgs.	
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	4	797			4	797

## DRUGS.

	Pkgs.				Pkgs.	
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	5	341			5	341

## FLOUR (WHEAT.)

	Pkgs.				Pkgs.	
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	192	1575			192	1575



## GENERAL STATEMENT OF EXPORTS.—AFRICA.

## FLOUR (RYE.)

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	Pkgs. .....21	.....\$105	.....	.....	Pkgs. .....21	.....\$105

## FISH (COD.)

Halifax .....	Lbs. .....3600	.....126	.....	.....	Lbs. .....3600	.....126
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## FISH (HERRING.)

Halifax.....	Pkgs. .....45	.....115	.....	.....	Pkgs. .....45	115
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## FISH (MACKEREL.)

Halifax.....	Pkgs. .....104	.....246	.....	.....	Pkgs. .....104	.....246
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## FISH (SALMON.)

Halifax.....	Pkgs. .....9	.....29	.....	.....	Pkgs. .....9	.....29
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## HARDWARE.

Halifax.....	Pkgs. .....29	.....100	.....	.....	Pkgs. .....29	100
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## OIL (ROCK.)

Halifax.....	Galls. .....170	.....100	.....	.....	Galls. .....170	100
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## SPIRITS (BRANDY.)

Halifax.....	Galls. .....3	.....5	.....	.....	Galls. .....3	.....5
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## SPIRITS (GENEVA.)

Halifax.....	Galls. .....298	.....274	.....	.....	Galls. .....298	.....274
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## SPIRITS (RUM.)

Halifax.....	Galls. .....5689	.....3500	.....	.....	Galls. .....5689	3500
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## SPIRITS (WHISKEY.)

Halifax.....	Galls. .....158	.....235	.....	.....	Galls. .....158	235
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## GENERAL STATEMENT OF EXPORTS.—AFRICA.

## SPIRITS (WINE.)

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Galls.				Galls.	
Halifax.....	58	\$152			58	\$152

## SUGAR (RAW.)

	Lbs.				Lbs.	
Halifax.....	10107	740	348		10107	740

## SUGAR (REFINED.)

	Lbs.				Lbs.	
Halifax.....	11712	1225			11713	1225

## TOBACCO.

	Lbs.				Lbs.	
Halifax..... M. 60	8225	11050			8225	11050

## WOODWARE (BOARDS, &amp;c.)

	Feet.				Feet.	
Halifax.....	160000	8898			160000	8898

## WOODWARE (SHINGLES.)

	No.				No.	
Halifax.....	55750	150			55750	150

## UNENUMERATED.

Halifax.....		994				994
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## BRAZIL.

## FISH (COD.)

	Lbs.				Lbs.	
Halifax.....	230528	10290			230528	10290

## WOODWARE (BOARDS, PLANK, &amp;c.)

	Feet.				Feet.	
Halifax.....	2500	30			2500	30

## UNENUMERATED.

Halifax.....		112				112
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## BUENOS AYRES.

## COAL.

	Tons.				Tons.	
Cow Bay.....	473	1064			473	1064
Glace Bay.....	752	1880			752	1880
	1225	2944			1225	2944

## GENERAL STATEMENT OF EXPORTS.

## ITALY.

## FISH (COD.)

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total value.
	Quantity.	Value.	Quantity.	Value.		
Arichat.....	Lbs. .....362208	\$15558	.....	.....	Lbs. .....362208	\$15558

## JERSEY.

## BEEF AND PORK.

Arichat.....	Pkgs. .....476	.....658	.....	.....	Pkgs. .....476	658
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## BUTTER AND LARD.

Arichat.....	Lbs. .....2680	.....670	.....	.....	Lbs. .....2680	670
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## FISH (COD.)

Arichat.....	Lbs. .....350000	.....5437	.....	.....	Lbs. .....350000	5437
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## HIDES AND SKINS.

Arichat.....	No. .....360	.....360	.....	.....	No. .....360	360
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## OIL (FISH.)

Arichat.....	Galls. .....9123	.....6611	.....	.....	Galls. .....9123	6611
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## MADEIRA.

## COFFEE.

Port Medway.....	Lbs. .....164	.....25	.....	.....	Lbs. .....164	25
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## WOODWARE (BOARDS AND PLANKS.)

Port Médway.....	Feet. .....200000	.....2400	.....	.....	Feet. .....200000	2400
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## MATAMORAS.

## GRAIN.

Yarmouth.....	Bush. .....537	.....272	.....	.....	Bush. .....537	272
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## VEGETABLES.

Yarmouth.....	Bush. .....2210	.....1105	.....	.....	Bush. .....2210	1105
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## GENERAL STATEMENT OF EXPORTS.

## PORTUGAL.

## FISH (COD).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.				Lbs.	
Arichat.....	231224	\$10208			231224	\$10208

## SPAIN.

## FISH (COD.)

	Lbs.				Lbs.	
Arichat.....	128000	5680			128000	5680

## SAINT DOMINGO.

## ALE AND PORTER.

	Gals.				Gals.	
Halifax.....	570	300			570	300

## BEEF AND PORK.

	Pkgs.				Pkgs.	
Halifax.....	23	563			23	563

## BUTTER AND LARD.

	Lbs.				Lbs.	
Halifax.....	1661	365			1661	365

## CANDLES.

	Lbs.				Lbs.	
Halifax.....	320	70			320	70

## FLOUR (WHEAT).

	Pkgs.				Pkgs.	
Halifax.....	25	193			25	193

## FISH (COD.)

	Lbs.				Lbs.	
Halifax.....	102670	4400	45000	2000	147670	6400

## FISH (SCALE).

	Lbs.				Lbs.	
Halifax.....	35350	1235			35350	1235

## FISH (HERRING).

	Pkgs.				Pkgs.	
Halifax.....	402	2186	130	600	582	2786

GENERAL STATEMENT OF EXPORTS.—SAINT DOMINGO.  
FISH (MACKEREL).

Ports.	In British Ships.		In Foreign Ships.		Total quantity.	Total value.
	Quantity.	Value	Quantity.	Value.		
Halifax .....	Pkgs. .....385	...\$3500	.....150	..1400	Pkgs. .....535	\$4990

FISH (PRESERVED).

Halifax ..	Pkgs. .....6	.....46	.....	.....	Pkgs. .....6	46
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HAY.

Halifax .....	Tons. .....4	.....80	.....2	....40	Tons. .....6	120
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SPIRITS (BRANDY).

Halifax .....	Galls. .....60	.....129	.....	.....	Galls. .....60	120
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WOODWARE (BOARDS AND PLANK.)

Halifax.....	Feet. .....81500	....2170	...15500	...220	No. .....97000	2390
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WOODWARE (SHINGLES.)

Halifax.....	No. .....38000	.....95	.....	.....	No. .....38000	95
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SAINT PIERRE.

ANIMALS (HORNED CATTLE.)

Baddeck .....	No. .....45	.....900	.....	.....	No. .....45	900
Guysborough .....	.....7	.....168	.....	.....	.....7	168
	52	1068			52	1868

ANIMALS (SHEEP.)

Guysborough.....	No. .....85	.....320	.....	.....	No. .....85	320
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ALE AND PORTER.

Halifax.....	Galls. .....	.....	.....60	....15	Galls. .....60	15
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BEEF AND PORK.

Halifax .....	Pkgs. .....12	.....120	.....3	....83	Pkgs. .....15	203
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BREAD.

Halifax .....	Pkgs. .....110	.....100	.....	.....	Pkgs. .....110	100
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GENERAL STATEMENT OF EXPORTS.—SAINT PIERRE.  
BUTTER AND LARD.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.				Lbs.	
Baddeck .....	160	\$32			160	\$32

BRICK.

	No.		No.		No.	
	Quantity.	Value.	Quantity.	Value.		
Halifax .....			6000	54	6000	54
Yarmouth .....	12000	80			12000	80
	12000	80	6000	54	18000	134

COAL.

	Tons.		Tons.		Tons.	
North Sydney .....	1300	3000			1300	8000

EARTHENWARE.

	Pkgs.		Pkgs.		Pkgs.	
Halifax .....			1	10	1	10

EGGS.

	Doz.		Doz.		Doz.	
Halifax .....	40	4			40	4

FISH (HERRING.)

	Pkgs.		Pkgs.		Pkgs.	
Halifax .....			10	10	10	10

FISH (PRESERVED.)

	Pkgs.		Pkgs.		Pkgs.	
Halifax .....			51	50	51	50

FRUIT (APPLES).

	Pkgs.		Pkgs.		Pkgs.	
Yarmouth .....	3	40			3	40

FRUIT (OTHER.)

	Pkgs.		Pkgs.		Pkgs.	
Halifax .....			33	75	33	75

GRAIN.

	Bush.		Bush.		Bush.	
Halifax .....	160	64			160	64

HARDWARE.

	Pkgs.		Pkgs.		Pkgs.	
Halifax .....			93	178	93	178
Liverpool .....	51	512			51	512
	51	512	93	178	144	690

GENERAL STATEMENT OF EXPORTS.—SAINT PIERRE.  
HAY.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Pkgs.				Pkgs.	
Halifax .....	3	\$6			3	\$6
Pugwash .....	8	76			8	76
	11	82			11	82

LEATHER MANUFACTURES.

	Pkgs.				Pkgs.	
Halifax .....			1	36	1	36

OIL (FISH.)

	Galls.				Galls.	
Halifax .....			50	21	50	21

SPIRITS (BRANDY.)

	Galls.				Galls.	
Halifax .....	1320	2000			1320	2000

SPIRITS (GENEVA.)

	Galls.				Galls.	
Halifax .....			20	20	20	20

SPIRITS (WINE.)

	Galls.				Galls.	
Halifax .....	355	300			355	300

VEGETABLES.

	Bush.				Bush.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Halifax .....	985	326	30	25	1015	351
Pugwash .....	30	10			30	10
	1015	336	30	25	1045	361

WOODWARE (BOARDS, &c.)

	Feet.				Feet.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Halifax .....	132000	1301			132000	1301
Liverpool .....	43000	430			43000	430
Port Acadia .....	50000	350			50000	350
Port Medway .....	49519	323			49519	323
Pugwash .....	23000	276			23000	276
St. Mary's River .....	35000	210			35000	210
Yarmouth .....	173000	1204			173000	1204
	505519	4094			505519	4094

WOODWARE (SCANTLING.)

	Feet.				Feet.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Baddeck .....	7000	42			7000	42
Port Medway .....	14000	180			14000	180
	21000	222			21000	222

GENERAL STATEMENT OF EXPORTS.—SAINT PIERRE.

WOODWARE (FIREWOOD.)

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
St. Mary's River .....	Cords. 4	\$8			Cords. 4	\$8

WOODWARE (SHINGLES.)

	No.		No.			
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	59000	119			59000	119
Baddeck .....	17000	30			17000	30
French Cross .....	20500	26			20500	26
	96500	175			96500	175

WOODWARE (LATHS AND PALINGS.)

	No.		No.			
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	100000	125			100000	125

WOODWARE (SPARS AND KNEES.)

	No.		No.			
	Quantity.	Value.	Quantity.	Value.		
Liverpool .....	8	16			8	16
Pugwash .....	10	60			10	60
	18	76			18	76

WOODWARE (MANUFACTURED.)

Halifax .....				613		613
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UNENUMERATED.

Halifax .....	484					484
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UNITED STATES.

ALE AND PORTER.

	Bbls.		Galls.			Bbls.		Galls.		
	Quantity.	Value.	Quantity.	Value.		Quantity.	Value.	Quantity.	Value.	
Halifax .....		328	142			328	142			142
Annapolis .....		180	30			180	30			30
Bridgetown .....	17		68		17		68			68
Cornwallis .....	11		44		11		44			44
Digby .....	8		24		8		24			24
Thorne's Cove .....	16		64		16		64			64
	52	508	372		52	508	372			372

ANIMALS (HORSES.)

	No.		No.			
	Quantity.	Value.	Quantity.	Value.		
French Cross .....	2	200			200	200

ANIMALS (HORNED CATTLE.)

	No.		No.			
	Quantity.	Value.	Quantity.	Value.		
Annapolis .....	82	5420			82	5420
Ragged Islands .....	30	600			30	600
Yarmouth .....	6	180			6	180
	118	6200			118	6200



## GENERAL STATEMENT OF EXPORTS.—UNITED STATES.

## ANIMALS (SHEEP AND LAMBS.)

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total value.
	Quantity.	Value.	Quantity.	Value.		
	No.				No.	
Annapolis .....	4	\$20			4	\$20
Clementsport .....	13	65			13	65
Ragged Islands .....	13	33			13	33
	30	118			30	118

## BEEF, PORK AND HAMS.

	Pkgs.				Pkgs.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Halifax .....	177	2472			177	2472
Bear River .....	4	40			4	40
Clementsport .....	1	18			1	18
Port Medway .....	2	240			2	240
Port Mulgrave .....	2	18			2	18
St. Ann's .....	280	250			280	250
	466	3038			466	3038

## BUTTER AND LARD.

	Lbs.				Lbs.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Halifax .....	8058	1923			8058	1923
Annapolis .....	50	10			50	10
Clementsport .....	100	25			100	25
Liverpool .....	50	10			50	10
Londonderry .....	550	126			550	126
Margaretsville ..	300	60			300	60
Port Mulgrave .....	4400	1100			4400	1100
St. Ann's .....	4727	947			4727	947
Yarmouth .....	2600	525			2600	525
	20835	4726			20835	4726

## CANDLES.

	Lbs.				Lbs.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Halifax .....	300	50			300	50

## CHEESE.

	Lbs.				Lbs.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Annapolis .....	200	20			200	20
Bridgetown .....	30	3			30	3
	230	23			230	23

## COFFEE.

	Lbs.				Lbs.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Halifax .....	8956	1319			8956	1319

## COTTON AND WOOLLEN MANUFACTURES.

	Pkgs.				Pkgs.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Halifax .....	149	25053			149	25053
Weymouth .....	1	50			1	50
Yarmouth .....	17	300			17	300
	167	25403			167	25403

GENERAL STATEMENT OF EXPORTS.—UNITED STATES.  
COAL.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Tons.				Tons.	
Halifax .....	520	\$1560			520	\$1560
Cape Canso .....	100	500			100	500
Cow Bay .....	10433	24510	7967	19916	18400	44426
Glace Bay .....	21172	50890	1144	2860	22316	53750
Joggins .....	878	936			878	936
Lingan .....	6654	15102	1228	2913	7882	18015
North Sydney .....	5631	14016			5631	14016
Pictou .....	35533	88832	285	712	35818	89544
Port Hawkesbury .....	75	150			75	150
Port Richmond .....	564	1410			564	1410
	81560	197906	10624	26401	92184	224307

CORDAGE AND CANVAS.

	Pkgs.				Pkgs.	
Halifax .....	615	4244			615	4244

DRUGS.

	Pkgs.				Pkgs.	
Halifax .....	83	9542			83	9542

EARTHENWARE.

	Pkgs.				Pkgs.	
Halifax .....	6	198			6	198

EGGS.

	Pkgs.	Doz.			Pkgs.	Doz.	
Halifax .....				30	10	30	10
Annapolis .....		200	25			200	25
Bear River .....		300	31			300	31
Bellevien Cove .....		163	24			163	24
Bridgetown .....		880	215			880	215
Clementsport .....		160	23			160	23
Digby .....		200	30			200	30
LaHave .....		11	2			11	2
Margaretsville .....		800	160			800	160
Port Acadia .....		305	34			305	34
Port Gilbert .....		80	10			80	10
Port Mulgrave .....		24	5			24	5
Weymouth .....		600	75			600	75
Yarmouth .....	10		92		10		92
	10	3723	726	30	10	3753	736

FISH (COD).

	Lbs.				Lbs.	
Halifax .....	566600	23175	48384	1800	614984	24975
Arichat .....	134400	4800			134400	4800
Barrington .....	782992	28237			782992	28237
Digby .....	50400	1575			50400	1575
Liverpool .....	53840	2145			53840	2145
Port Medway .....	45472	1624			45472	1624
Sandy Cove .....	24000	960			24000	960
Shelburne .....	15456	552			15456	552
Westport .....	67200	2392			67200	2392
Yarmouth .....	1005475	40219			1005475	40219
	2745835	105679	48384	1800	2794219	107479

## GENERAL STATEMENT OF EXPORTS.—UNITED STATES.

## FISH (SCALE).

PORTS.	In British Ships.		In Foreign Ships.		Total quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.				Lbs.	
Halifax .....	170200	\$5260	14784	300	184984	\$5560
Annapolis .....	1000	20			1000	20
Bridgetown .....	2750	63			2750	63
Harbor au Bouche .....	560	10			560	10
	174510	5353	14784	300	189294	5653

## FISH (HERRING AND ALEWIVES).

	Pkgs.				Pkgs.	
	Halifax .....	40870	184964	871	3820	41741
Barrington .....	535	1713			535	1713
Cape Canso .....	2783	12686			2783	12686
Harbor au Bouche .....	1153	5767			1153	5767
Lunenburg .....	253	1118			253	1118
Port Medway .....	18	72			18	72
Port Mulgrave .....	1633	6558			1633	6558
Shelburne .....	763	3252			763	3252
Westport .....	772	3045			772	3045
Weymouth .....	485	1900			485	1900
Yarmouth .....	1378	4136			1378	4136
	50643	225211	871	3820	51514	229031

## FISH (MACKEREL, SHAD AND HALIBUT).

	Pkgs.				Pkgs.	
	Halifax .....	51264	532597	561	4940	51825
Barrington .....	34	194			34	194
Belleveu Cove .....	4	46			4	40
Cape Canso .....	5239	54422			5239	54422
Harbor au Bouche .....	664	6645			664	6645
Liverpool .....	430	4273			430	4273
Lunenburg .....	148	1480			148	1480
North Sydney .....	412	2472			412	2472
Port Acadia .....	2	16			2	16
Port Hawkesbury .....	1600	16000			1600	16000
Port Medway .....	180	1980			180	1980
Port Mulgrave .....	7569	87597			7569	87597
Shelburne .....	134	1273			134	1273
Tusket .....	672	9408			672	9408
Westport .....	18	805			18	805
Yarmouth .....	3309	17860			3309	17860
	71679	737062	561	4940	72240	742002

## FISH (SALMON AND TROUT.)

	Pkgs.				Pkgs.	
	Halifax .....	1124	22045			1124
Barrington .....	1	24			1	24
Cape Canso .....	1	12			1	12
	1126	22081			1126	22081

## FISH (PRESERVED AND SMOKED.)

	Pkgs.				Pkgs.	
	Halifax .....	2001	14480			2001
Annapolis .....	40	80			40	80
	2041	14560			2041	14560

## GENERAL STATEMENT OF EXPORTS.—UNITED STATES.

## FISH (SHELL).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
St. Ann's.....	Pkgs. .....15	.....\$16	.....	.....	Pkgs. .....15	\$16

## FISH (TONGUES AND SOUNDS).

	Pkgs.				Pkgs.	
Barrington .....	.....14	.....84	.....	.....	.....14	84
Cape Canso.....	.....4	.....21	.....	.....	.....4	21
Shelburne.....	.....1	.....8	.....	.....	.....1	8
Westport.....	.....5	.....25	.....	.....	.....5	25
	.....24	.....138	.....	.....	.....24	138

## FRUIT (APPLES, PEARS, &amp;c.)

	Pkgs.				Pkgs.	
Halifax .....	.....107	.....425	.....	.....	.....107	425
Annapolis.....	.....2598	.....8517	.....203	.....740	.....2801	9257
Bear River.....	.....76	.....193	.....	.....	.....76	193
Bridgetown .....	.....766	.....2576	.....	.....	.....766	2576
Canada Creek .....	.....127	.....508	.....	.....	.....127	508
Clementsport .....	.....6	.....19	.....	.....	.....6	19
Cornwallis .....	.....1051	.....3153	.....	.....	.....1051	3153
Digby .....	.....31	.....93	.....	.....	.....31	93
French Cross.....	.....127	.....381	.....	.....	.....127	381
Harborville.....	.....30	.....90	.....	.....	.....30	90
Horton.....	.....127	.....498	.....	.....	.....127	498
Lunenburg.....	.....412	.....824	.....	.....	.....412	824
Margaretsville .....	.....100	.....400	.....	.....	.....100	400
Port Acadia .....	.....2	.....4	.....	.....	.....2	4
Port Gilbert .....	.....17	.....68	.....	.....	.....17	68
St. Ann's .....	.....4	.....4	.....	.....	.....4	4
Thorne's Cove .....	.....218	.....771	.....	.....	.....218	771
Weymouth.....	.....	.....	.....2	.....5	.....2	5
Wilmot .....	.....85	.....255	.....	.....	.....85	255
Windsor .....	.....6	.....18	.....	.....	.....6	18
Yarmouth.....	.....115	.....347	.....	.....	.....115	347
	.....6005	.....19144	.....205	.....745	.....6210	19889

## FURS.

	Pkgs.				Pkgs.	
Halifax .....	.....1	.....700	.....	.....	.....1	700

## GRAIN.

	Bush.				Bush.	
Halifax .....	.....2350	.....1166	.....	.....	.....3250	1166
St. Ann's.....	.....227	.....108	.....	.....	.....227	108
	.....2577	.....1274	.....	.....	.....2577	1274

## GROCERIES.

	Pkgs.				Pkgs.	
Halifax .....	.....1525	.....15325	.....	.....	.....1525	15325

## GENERAL STATEMENT OF EXPORTS.—UNITED STATES.

## GYPSUM, LIME AND PLASTER.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total value.
	Quantity.	Value.	Quantity.	Value.		
	Tons.				Tons.	
Halifax .....	1486	\$2605			1486	\$2605
Arichat .....	410	526			410	526
Cheverie .....	4131	2066			4131	2066
Cornwallis .....	400	320			400	320
Hantsport .....	1080	940			1080	940
Horton .....	65	40			65	40
Londonderry .....	685	411			685	411
Maitland .....	1925	1155			1925	1155
Parrsborough .....	100	100			100	100
Walton .....	450	315			450	315
Windsor .....	9013	7661			9013	7661
	19745	16139			19745	16139

## HARDWARE.

	Pkgs.				Pkgs.	
Halifax .....	2720	17735			2720	17735

## HAY.

	Tons.				Tons.	
Halifax .....	3	40			3	40

## HIDES AND SKINS.

	No.				No.	
Halifax .....	22182	16231			22182	16231
Londonderry .....	200	80			200	80
Windsor .....	4189	3447			4189	3447
	26571	19758			26571	19758

## LEATHER MANUFACTURES.

	Pkgs.				Pkgs.	
Bridgetown .....	1	40			1	40

## MOLASSES AND TREACLE.

	Galls.				Galls.	
Halifax .....	105698	37267			105698	37267
Lunenburg .....	1575	598			1575	598
Port Hawkesbury .....	28037	11215			28037	11215
Yarmouth .....	2215	765			2215	765
	137525	49845			137525	49845

## OIL (ROCK AND COAL.)

	Galls.				Galls.	
Halifax .....	1925	1797			1925	1797

## GENERAL STATEMENT OF EXPORTS.—UNITED STATES.

## OIL (FISH.)

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Galls.				Galls.	
Halifax .....	73151	\$51193			73151	\$51193
Arichat .....	420	320			420	320
Barrington .....	3217	2006			3217	2006
Cape Canso .....	5815	5183			5815	5183
Digby .....	600	480			600	480
Harbor-au-Bouche .....	200	140			200	140
Lunenburg .....	2040	2040			2040	2040
Mahone Bay .....	600	360			600	360
Port Medway .....	1746	1216			1746	1216
Port Mulgrave .....	13	9			13	9
Sandy Cove .....	30	21			30	21
Shelburne .....	75	60			75	60
Westport .....	1411	1151			1411	1151
Yarmouth .....	18360	9730			18360	9730
	107678	73909			107678	73909

## OLD IRON, JUNK, &amp;c.

	Pkgs.				Pkgs.	
	Halifax .....	524	3917			524
Barrington .....	28	48			28	48
Bridgetown .....	55	165			55	165
Liverpool .....	25	379			25	379
Londonderry .....	10	250			10	250
Pictou .....	2	30			2	30
Port Medway .....	28	280			28	280
Shelburne .....	354	1121			354	1121
Windsor .....	90	108			90	108
Yarmouth .....	27	986			27	986
	1143	7284			1143	7284

## PAPER MANUFACTURES.

	Pkgs.				Pkgs.	
Halifax .....	9	1108			9	1108

## SALT.

	Bush.				Bush.	
Halifax .....	280	68			280	68

## SPIRITS (BRANDY.)

	Galls.				Galls.	
Halifax .....	10424	14301	2000	1694	12424	15995

## SPIRITS (GENEVA.)

	Galls.				Galls.	
Halifax .....	17901	5255			17901	5255

## SPIRITS (RUM.)

	Galls.				Galls.	
Halifax .....	1970	1479			1970	1479

## GENERAL STATEMENT OF EXPORTS.—UNITED STATES.

## SPIRITS (WHISKEY).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Galls.				Galls.	
Halifax .....	3997	\$2204			3997	\$2204

## SPIRITS (WINE.)

	Galls.				Galls.	
Halifax .....	9549	13186			9549	13186

## STONE.

	Tons.				Tons.	
	Halifax .....	16	693			16
Joggins .....	580	4640			580	4640
Pictou .....		1035				1035
Port Greville .....		100				100
Windsor .....		35				35
	596	6503			596	6503

## SUGAR (RAW).

	Lbs.				Lbs.	
Halifax .....	946077	53716			946077	53716

## TEA.

	Lbs.				Lbs.	
Balifax .....	3464	1480	4497	899	7961	2379

## VEGETABLES.

	Bush.				Bush.	
	Halifax .....	693	845	3	10	696
Annapolis .....	67	29	15	8	82	87
Bear River .....	53	30			53	30
Bridgetown .....	4128	1554			4128	1554
Canada Creek .....	34400	12955			34400	12955
Clementsport .....	54	30			54	30
Cornwallis .....	1864382	92711			1864382	92711
Digby .....	142	80			142	80
Five Islands .....	8828	3531			8828	3531
French Cross .....	2256	730			2256	730
Hantsport .....	12	5			12	5
Harborville .....	16800	5640			16800	5640
Horton .....	63959	23193			63959	23193
Londonderry .....	7000	2710			7000	2710
Margaretsville .....	2857	1143			2857	1143
Parrsborough .....	6	6			6	6
Port Acadia .....	30	15			30	15
Port Greville .....	2800	840			2800	840
Port Hawkesbury .....	4700	1830			4700	1830
St. Ann's .....	4002	1616			4002	1616
Sandy Cove .....	85	35			85	35
Weymouth .....			5	3	5	3
Wilmot .....	120	40			120	40
Yarmouth .....	710	390			710	390
	2018084	149958	28	21	2018107	149979

## GENERAL STATEMENT OF EXPORTS.—UNITED STATES.

## WOODWARE (MISCELLANEOUS.)

Ports.	In British Ships.		In Foreign Ships.		Total quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	.....	\$880	.....	.....	.....	\$680
Clementsport .....	.....	15	.....	.....	.....	15
Londonderry .....	.....	55	.....	.....	.....	55
Shelburne .....	.....	120	.....	.....	.....	120
		870				870

## WOODWARE (BOARDS, PLANK, &amp;c.)

	Feet.				Feet.	
	Quantity.	Value.			Quantity.	Value.
Halifax .....	98500	\$1821	68000	1080	166500	\$2901
Antigonish .....	375500	59374	202000	2420	577500	61794
Apple River .....	25000	500	.....	.....	25000	500
Bear River .....	98000	1105	.....	.....	98000	1105
Bridgetown .....	109000	1033	.....	.....	109000	1033
French Cross .....	20000	160	.....	.....	20000	160
Liverpool .....	224000	2240	.....	.....	224000	2240
Londonderry .....	56000	395	.....	.....	56000	395
Lunenburg .....	5400	59	.....	.....	5400	59
Margaretsville .....	75000	600	.....	.....	75000	600
Parrsborough .....	115000	920	.....	.....	115000	920
Port Gilbert .....	42000	620	.....	.....	42000	620
Port Greville .....	42000	280	.....	.....	42000	280
Port Medway .....	686336	6950	.....	.....	686336	6950
Shelburne .....	35000	350	.....	.....	35350	350
Tangier .....	85030	850	.....	.....	85030	850
Weymouth .....	139000	1369	.....	.....	139000	1369
Wilmot .....	88000	765	.....	.....	88000	765
	2318766	79391	270000	3500	2588766	82891

## WOODWARE (DEAL ENDS AND SCANTLINGS.)

	Feet.				Feet.	
	Quantity.	Value.			Quantity.	Value.
Apple River .....	20000	150	.....	.....	20000	150
Port Medway .....	35914	359	.....	.....	35914	359
Weymouth .....	150000	1450	.....	.....	150000	1450
	205914	1959			205914	1959

## WOODWARE (LATHS AND PALINGS.)

	No.				No.	
	Quantity.	Value.			Quantity.	Value.
Port Medway .....	195800	473	.....	.....	195800	473

## WOODWARE (SHINGLES.)

	No.				No.	
	Quantity.	Value.			Quantity.	Value.
Halifax .....	60000	200	.....	.....	60000	200
Londonderry .....	12000	20	.....	.....	12000	20
	72000	220			72000	220

## WOODWARE (SPARS AND KNEES.)

	No.				No.	
	Quantity.	Value.			Quantity.	Value.
Clementsport .....	118	212	.....	.....	118	212
Joggins .....	.....	.....	750	400	750	400
Pictou .....	100	200	.....	.....	100	200
Tusket .....	340	170	.....	.....	340	170
Weymouth .....	3	9	.....	.....	3	9
	561	591	750	400	1811	991



## GENERAL STATEMENT OF EXPORTS.—UNITED STATES.

## WOODWARE (FIREWOOD AND LATHWOOD.)

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Cords.				Cords.	
Annapolis.....	321	\$998			321	\$998
Apple River.....	50	50			50	50
Bear River.....	1386	3848			1386	3848
Bellevien Cove.....	70	210			70	210
Bridgetown.....	105	315			105	315
Canada Creek.....	844	2683			844	2683
Clementsport.....	948	3066			948	3066
Digby.....	605	2420			605	2420
French Cross.....	472	1424			472	1424
Harborville.....	811	2839			811	2839
LaHave.....	413	1473			413	1473
Liverpool.....	50	205			50	205
Londonderry.....	27	54			27	54
Lunenburg.....	2	6			2	6
Mahone Bay.....	196	740			196	740
Maitland.....	20	50			20	50
Margaretsville.....	313	939			313	939
Parrsborough.....	15	45			15	45
Port Acadia.....	948	3184			948	3184
Port Gilbert.....	1983	7474			1983	7474
Port Greville.....	170	412			170	412
Port Medway.....	5	13			5	13
Port Mulgrave.....	22	88			22	88
Sandy Cove.....	45	158			45	158
Thorne's Cove.....	196	637			196	637
Tusket.....	38	159			38	159
Westport.....	48	185			48	185
Weymouth.....	385	1437			385	1437
Wilmot.....	605	2178			605	2178
Yarmouth.....	77	308			77	308
	11270	37598			11270	37598

## WOOL.

	Lbs.		Lbs.	
Picton.....	1000	200	1000	200
Windsor.....	4423	935	4423	935
	5423	1135	5423	1135

## UNENUMERATED.

Halifax.....	20537	1562	22099
Digby.....	16		16
Liverpool.....	106		106
	20659	1562	22221

GENERAL STATEMENT

Of the principal Articles Exported from the Province of Nova Scotia during the Six Months ended 31st March, 1866,—showing the Quantity and Value of such Article, the Country to which Exported, and whether in British or Foreign vessels.

ALE, PORTER AND CIDER.

Country to which Exported.	In British Ships.		In Foreign Ships.		Total quantity.	Total value.
	Quantity.	Value	Quantity.	Value.		
New Brunswick.....	Pkgs. 173	Galls. 8799	.....	.....	Pkgs. 173	Galls. 8799
Newfoundland.....	.....	.....36	.....	.....	.....	.....36
P. E. Island.....	.....	.....280	.....	.....	.....	.....280
United States.....	.....52	.....508	.....	.....	.....52	.....508
British West Indies.....	.....	.....17980	.....	.....	.....	.....17980
Spanish West Indies.....	.....	.....1998	.....	.....	.....	.....1998
St. Domingo.....	.....	.....570	.....	.....	.....	.....570
St. Pierre.....	.....	.....	.....60	.....15	.....	.....60
	225	30121	10271	60	15	225 30181
						10286

ANIMALS (HOGS AND PIGS.)

	No.			No.	
Newfoundland.....	.....33	.....144	.....	.....33	144

ANIMALS (HORSES.)

	No.			No.	
New Brunswick.....	.....34	.....2604	.....	.....34	2604
Newfoundland.....	.....1	.....48	.....	.....1	48
United States.....	.....2	.....200	.....	.....2	200
British West Indies.....	.....2	.....250	.....	.....2	250
	39	3102		39	3102

ANIMALS (HORNED CATTLE.)

	No.			No.	
New Brunswick.....	.....281	.....12780	.....	.....281	12780
Newfoundland.....	.....831	.....21612	.....	.....831	21612
United States.....	.....118	.....6200	.....	.....118	6200
British West Indies.....	.....38	.....2290	.....	.....38	2290
St. Pierre.....	.....52	.....1068	.....	.....52	1068
	1320	43950		1320	43950

ANIMALS (SHEEP AND LAMBS.)

	No.			No.	
New Brunswick.....	.....3012	.....6098	.....	.....3012	6098
Newfoundland.....	.....1358	.....4426	.....	.....1358	4426
United States.....	.....30	.....118	.....	.....30	118
British West Indies.....	.....195	.....910	.....	.....195	910
St. Pierre.....	.....85	.....320	.....	.....85	320
	4680	11872		4680	11872

BREAD.

	Pkgs.			Pkgs.	
Canada.....	.....50	.....150	.....	.....50	150
Newfoundland.....	.....304	.....883	.....	.....304	883
P. E. Island.....	.....50	.....287	.....20	.....65	352
British West Indies.....	.....56	.....126	.....	.....56	126
Africa.....	.....240	.....6520	.....	.....240	6520
St. Pierre.....	.....110	.....100	.....	.....110	100
	810	8066	20	65	880
					8131

## GENERAL STATEMENT OF EXPORTS.

## BEEF, PORK AND HAMS.

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Pkgs.				Pkgs.	
Canada .....	16	\$400			16	\$400
New Brunswick .....	31	339			31	339
Newfoundland .....	373	6182			373	6182
P. E. Island .....	1	9			1	9
United States .....	466	3038			466	3038
British West Indies....	625	1057			625	1057
Spanish West Indies...	23	175			23	175
Africa .....	34	340			34	340
Jersey .....	476	658			476	658
St. Domingo .....	23	563			23	563
St. Pierre .....	12	120	3	83	15	203
	2080	12881	3	83	2083	12964

## BRICK.

	No.				No.	
P. E. Island .....	700000	113			700000	113
British West Indies....	10000	100			10000	100
St. Pierre .....	12000	80	6000	54	18000	134
	722000	293	6000	54	728000	347

## BUTTER AND LARD.

	Pkgs.	Lbs.			Pkgs.	Lbs.
New Brunswick .....		5926	1407			1407
Newfoundland .....	498	71108	19487		498	19487
P. E. Island .....		100	20			20
United States .....		20835	4726			4726
British West Indies....		83076	20702			20702
Danish West Indies....		10400	2497			2497
Africa .....		1324	325			325
Jersey .....		2680	670			670
St. Domingo .....		1661	365			365
St. Pierre .....		160	32			32
	498	197270	50261		498	50231

## CANDLES.

	Lbs.				Lbs.	
Canada .....	108	24			108	24
New Brunswick .....	150	25			150	25
Newfoundland .....	488	67			488	67
P. E. Island .....	1530	251			1530	251
United States .....	300	50			300	50
British West Indies....	2970	594			2970	594
Danish West Indies....	1750	315			1750	315
St. Domingo .....	320	70			320	70
	8113	865			8119	865

## CHEESE.

	Lbs.				Lbs.	
New Brunswick .....	5400	590			5400	590
Newfoundland .....	940	75			940	75
P. E. Island .....	415	68			415	68
United States .....	230	23			230	23
British West Indies....	234	47			234	47
Spanish West Indies ...	900	62			900	62
	7616	1896			7616	1896

## GENERAL STATEMENT OF EXPORTS.

## COAL.

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Tons.				Tons.	
Canada.....	1046	\$ 2615			1046	\$ 2615
New Brunswick.....	6116	14677			6116	14677
Newfoundland.....	9223	22918			9223	22918
P. E. Island.....	2967	7299			2967	7299
United States.....	81560	197906	10624	26401	92184	224807
British West Indies.....	1012	2475			1012	2475
Spanish West Indies.....	681	1702			681	1702
Buenos Ayres.....	1225	2944			1225	2944
St. Pierre.....	1300	300			1300	300
	105130	252836	10264	26401	115754	279287

## COFFEE.

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.				Lbs.	
Canada.....	2904	549			2904	549
New Brunswick.....	4387	946			4387	946
Newfoundland.....	2578	494			2578	494
P. E. Island.....	1041	190	346	60	1387	250
United States.....	8956	1319			8956	1319
British West Indies.....	134	25			134	25
Madeira.....	164	25			164	25
	20164	3548	346	60	20510	3608

## CORDAGE AND CANVAS.

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Pkgs.				Pkgs.	
Canada.....	17	265			17	265
New Brunswick.....	250	510			250	510
Newfoundland.....	255	1980			255	1980
P. E. Island.....	70	929			70	929
United States.....	615	4244			615	4244
British West Indies.....	8	153			8	153
	1215	8031			1215	8031

## COTTON AND WOOLLEN MANUFACTURES.

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Pkgs.				Pkgs.	
Great Britain.....	15	6282			15	6282
Canada.....	16	5778			16	5778
New Brunswick.....	79	11572			79	11572
Newfoundland.....	107	13961			107	13961
P. E. Island.....	150	24941	8	2618	158	27559
United States.....	167	25403			167	25403
British West Indies.....	12	2350			12	2350
Africa.....	4	797			4	797
	550	91034	8	2618	558	93652

## DRUGS AND DYE STUFFS.

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Pkgs.				Pkgs.	
Great Britain.....	5	800			5	800
Canada.....	19	1442			19	1442
New Brunswick.....	19	750			19	750
Newfoundland.....	10	115			10	115
P. E. Island.....	103	3082			103	3082
United States.....	83	9542			83	9542
Africa.....	5	341			5	341
	225	16072			225	16072

GENERAL STATEMENT OF EXPORTS.  
EARTHENWARE, GLASS, AND CHINA.

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value
	Quantity.	Value.	Quantity.	Value.		
	Pkgs.				Pkgs.	
New Brunswick.....	1	\$ 50			1	\$ 50
P. E. Island.....	36	698			36	698
United States.....	6	198			6	198
British West Indies.....	15	142			15	142
St. Pierre.....			1	10	1	10
	58	1088	1	10	59	1098

## EGGS.

	Pkgs.	Doz.				Pkgs.	Doz.	
New Brunswick.....		2515	347				2515	347
Newfoundland.....		322	32				322	32
United States.....	10	3723	726	30	10	10	3753	736
St. Pierre.....		40	4				40	4
	10	6606	1109	30	10	10	6630	1119

## FISH (COD).

	Lbs.				Lbs.	
Great Britain.....	287700	10020			287700	10020
Canada.....	27258	1265			27258	1265
New Brunswick.....	398388	14834			398388	14834
Newfoundland.....	326400	16667			326400	16667
P. E. Island.....	4600	150			4600	150
United States.....	2745835	105679	48384	1800	2794219	107479
British West Indies.....	8120202	342648			8120202	342648
Danish West Indies.....	138600	6181			138600	6181
French West Indies.....	46650	2236			46650	2236
Spanish West Indies.....	5757521	245097			5757521	245097
Africa.....	3600	126			3600	126
Brazil.....	230528	10290			230528	10290
Italy.....	362208	15558			362208	15558
Jersey.....	350000	5437			350000	5437
Portugal.....	231224	10208			231224	10208
Spain.....	128000	5680			128000	5680
St. Domingo.....	102670	4400	45000	2000	147670	6400
	19261384	796476	93384	3800	19354768	800276

## FISH (HERRING AND ALEWIVES).

	Pkgs.				Pkgs.	
Canada.....	8930	29767			8930	29767
New Brunswick.....	2346	9949			2346	9949
P. E. Island.....	1523	5937			1523	5937
United States.....	50643	225211	871	3820	51514	229031
British West Indies.....	27711	119249			27711	119249
Danish West Indies.....	162	761			162	761
French West Indies.....	150	713			150	713
Spanish West Indies.....	1831	5870			1831	5870
Africa.....	45	115			45	115
St. Domingo.....	402	2136	130	600	532	2736
St. Pierre.....			10	10	10	10
	93743	399708	1011	4430	94754	404188

## GENERAL STATEMENT OF EXPORTS.

## FISH (MACKEREL, SHAD, AND HALIBUT).

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Pkgs.				Pkgs.	
Great Britain.....	2	\$ 22			2	\$ 22
Canada.....	480	1243			480	1243
New Brunswick.....	285	2099			285	2099
United States.....	71679	737062	561	4940	72240	742002
British West Indies.....	5168	50110			5168	50110
Danish West Indies.....	80	730			80	730
French West Indies.....	100	956			100	956
Spanish West Indies.....	241	2134			241	2134
Africa.....	104	246			104	246
St. Domingo.....	385	3590	150	1400	535	4990
	78524	798192	711	6340	79235	804532

## FISH (SALMON AND TROUT).

	Pkgs.				Pkgs.	
United States.....	1126	22081			1126	22081
British West Indies.....	196	3361			196	3361
Danish West Indies.....	13	304			13	304
French West Indies.....	4	10			4	10
Africa.....	9	29			9	29
	1348	25785			1348	25785

## FISH (SCALE).

	Lbs.				Lbs.	
Great Britain.....	64000	2400			64000	2400
Canada.....	10000	475			10000	475
New Brunswick.....	21932	534			21932	534
United States.....	174510	5353	14784	300	189294	5653
British West Indies.....	1180770	40915			1180770	40915
French West Indies.....	30000	1110			30000	1110
Spanish West Indies.....	1272598	59638			1272598	59638
St. Domingo.....	35350	1235			35350	1235
	2789160	111660	14784	300	2803944	111960

## •FISH (SHELL).

	Pkgs.				Pkgs.	
Great Britain.....	735	5107			735	5107
New Brunswick.....	60	120			60	120
P. E. Island.....	27	30			27	30
United States.....	15	16			15	16
British West Indies.....	128	382			128	382
	965	5655			965	5655

## FISH (PRESERVED AND SMOKED).

	Pkgs.				Pkgs.	
New Brunswick.....	885	612			885	612
United States.....	2065	14698			2065	14698
British West Indies.....	538	913			538	913
Danish West Indies.....	1	15			1	15
St. Domingo.....	6	46			6	46
St. Pierre.....			51	50	51	50
	3495	16284	51	50	3546	16334

## GENERAL STATEMENT OF EXPORTS.

## FLOUR (WHEAT).

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Pkgs.				Pkgs.	
Canada .....	267	\$ 1650			267	\$ 1650
New Brunswick.....	20	140			20	140
Newfoundland.....	1280	8366			1280	8366
P. E. Island.....	413	2862	100	650	513	3452
British West Indies.....	311	2199			311	2199
Spanish West Indies.....	176	723			176	723
Africa.....	192	1575			192	1575
St. Domingo.....	25	193			25	193
	2684	17648	100	650	2784	18298

## FLOUR (OTHER).

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Pkgs.				Pkgs.	
Canada .....	20	100			20	100
Newfoundland.....	169	696			169	696
P. E. Island.....	2	8			2	8
British West Indies.....	541	2182			541	2182
Africa.....	21	105			21	105
	753	3091			753	3091

## FRUIT (APPLES, PEARS, AND PLUMS).

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Pkgs.				Pkgs.	
Great Britain.....	5	25			5	25
Canada .....	2	4			2	4
New Brunswick.....	7488	23520			7488	23520
Newfoundland.....	139	344			139	344
P. E. Island.....	288	1072	6	20	294	1092
United States.....	6005	19144	205	745	6210	19889
British West Indies.....	480	954			480	954
Spanish West Indies.....	5	40			5	40
St. Pierre.....	3	40			3	40
	14415	45143	211	765	14626	45908

## FRUIT (NUTS, RAISINS, &amp;c.)

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Pkgs.				Pkgs.	
Canada .....	18	46			18	46
New Brunswick.....	387	1007			387	1007
Newfoundland.....	75	145			75	145
P. E. Island.....	1560	4578	80	194	1640	4772
British West Indies.....	376	706			376	706
Danish West Indies.....	70	160			70	160
St. Pierre.....			33	75	33	75
	2486	6642	113	269	2599	6911

## FURS.

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Pkgs.				Pkgs.	
Great Britain.....	19	18650			19	18650
United States.....	1	700			1	700
	20	19350			20	19350

GENERAL STATEMENT OF EXPORTS.

GRAIN.

Country to which Exported.	In British Ships.		In Foreign Ships		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
New Brunswick.....	Bush. 584	\$ 318			Bush. 584	\$ 318
Newfoundland.....	1131	382			1131	382
United States.....	2577	1274			2577	1274
British West Indies.....	1628	813			1628	813
Spanish West Indies.....	1705	831			1705	831
Matamoras.....	537	272			537	272
St. Pierre.....	160	64			160	64
	8322	3954			8322	3954

GROCERIES.

	Pkgs.		Pkgs.			
	Quantity.	Value.	Quantity.	Value.		
Great Britain.....	6	250			6	250
Canada.....	37	183			37	183
New Brunswick.....	41	210			41	210
Newfoundland.....	162	283			162	283
P. E. Island.....	192	632			192	632
United States.....	1525	15325			1525	15325
British West Indies.....	21	49			21	49
	1984	16932			1984	16932

GYPSUM, LIME, AND PLASTER.

	Tons.		Tons.			
	Quantity.	Value.	Quantity.	Value.		
Canada.....	245	256			245	256
Newfoundland.....	1	4			1	4
P. E. Island.....	352	223			352	223
United States.....	19745	16139			19745	16139
British West Indies.....	65	230			65	230
	20408	16852			20408	16852

HARDWARE.

	Pkgs.		Pkgs.			
	Quantity.	Value.	Quantity.	Value.		
Canada.....	136	754			136	754
New Brunswick.....	126	47731			126	47731
Newfoundland.....	576	2867			576	2867
P. E. Island.....	3742	12809	34	149	3776	12958
United States.....	2720	17735			2720	17735
British West Indies.....	5	50			5	50
Africa.....	29	100			29	100
St. Pierre.....	51	512	93	178	144	690
	7385	82558	127	327	7512	82885

HAY.

	Tons.		Tons.			
	Quantity.	Value.	Quantity.	Value.		
New Brunswick.....	40	280			40	280
Newfoundland.....	3	57			3	57
United States.....	3	40			3	40
British West Indies.....	7	134			7	134
St. Domingo.....	4	80	2	40	6	120
St. Pierre.....	11	82			11	82
	68	673	2	40	70	713



**GENERAL STATEMENT OF EXPORTS.  
HIDES AND SKINS.**

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.		Total Value.
	Quantity.		Quantity.				
	No.	Pkgs.			No.	Pkgs.	
Great Britain .....		12	\$ 2000			12	\$ 2000
Canada .....	25		115		25		115
New Brunswick .....		163	6893			163	6893
United States .....	26571		19758		26571		19758
Jersey .....	360		360		360		360
	26956	175	29126		26956	175	29126

**LEATHER (SOLE).**

	Pkgs.			Pkgs.		
New Brunswick .....		28	412		28	412
Newfoundland .....		23	177		23	177
P. E. Island .....		443	3360	51	355	3715
		494	3949	51	355	4304

**LEATHER MANUFACTURES.**

	Pkgs.			Pkgs.		
Canada .....		81	1000		81	1000
New Brunswick .....		27	384		27	384
Newfoundland .....		94	1540		94	1540
P. E. Island .....		20	503	3	320	823
United States .....		1	40		1	40
British West Indies .....		24	950		24	950
St. Pierre .....				1	36	36
		247	4417	4	356	4773

**MOLASSES AND TREACLE.**

	Galls.			Galls.		
Canada .....		53321	19684		53321	19684
New Brunswick .....		93284	30971		93284	30971
Newfoundland .....		19484	6620		19484	6620
P. E. Island .....		31167	11607	220	90	31387
United States .....		137525	49845			137525
		334781	118727	220	90	335001

**NAVAL STORES.**

	Pkgs.			Pkgs.		
Canada .....		14	50		14	50
New Brunswick .....		59	277		59	277
Newfoundland .....		8	37		8	37
P. E. Island .....		46	137		46	137
		127	501		127	501

**OAKUM, JUNK, &c.**

	Pkgs.			Pkgs.		
New Brunswick .....		34	164		34	164
United States .....		1143	7284		1143	7284
		1177	7448		1177	7448

## GENERAL STATEMENT OF EXPORTS.

## OIL (FISH).

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Galls.				Galls.	
Canada.....	18044	\$ 13148			18044	\$ 13148
New Brunswick.....	2826	2385			2826	2385
P. E. Island.....	31	40			31	40
United States.....	107678	73909			107678	73909
British West Indies.....	1225	9073			1225	9073
Jersey.....	9123	6611			9123	6611
St. Pierre.....			50	21	50	21
	158927	105166	50	21	158977	105187

## OIL (ROCK AND COAL).

	Galls.		Galls.	
	Quantity.	Value.	Quantity.	Value.
Canada.....	347	227	347	227
New Brunswick.....	277	209	277	209
Newfoundland.....	1537	805	1537	805
P. E. Island.....	1054	583	1054	583
United States.....	1925	1797	1925	1797
Africa.....	170	100	170	100
	5310	3721	5310	3721

## PAPER MANUFACTURES.

	Pkgs.		Pkgs.	
	Quantity.	Value.	Quantity.	Value.
Great Britain.....	2	184	2	184
Canada.....	3	816	3	816
New Brunswick.....	7	535	7	535
P. E. Island.....	89	1219	3	75
United States.....	9	1108	9	1108
	110	3862	3	75
			113	3937

## RICE.

	Lbs.		Lbs.	
	Quantity.	Value.	Quantity.	Value.
Canada.....	448	12	448	12
New Brunswick.....	6944	270	6944	270
Newfoundland.....	1800	60	1800	60
P. E. Island.....	2232	86	2232	86
British West Indies.....	2240	84	2240	84
	13664	512	13664	512

## SALT.

	Bush.		Bush.	
	Quantity.	Value.	Quantity.	Value.
New Brunswick.....	144	18	144	18
Newfoundland.....	46098	11596	46098	11596
P. E. Island.....	580	168	3	4
United States.....	280	68	4	
	47111	11850	3	4
			47114	11854

## SOAP.

	Pkgs.		Pkgs.	
	Quantity.	Value.	Quantity.	Value.
Canada.....	8	26	8	26
New Brunswick.....	16	43	16	43
Newfoundland.....	37	128	37	128
P. E. Island.....	88	319	88	319
British West Indies.....	26	70	26	70
	175	586	175	586

## GENERAL STATEMENT OF EXPORTS.

## SPIRITS (BRANDY).

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Galls.				Galls.	
Canada.....	12	\$ 29			12	\$ 29
New Brunswick.....	406	550			406	550
Newfoundland.....	149	257			149	257
P. E. Island.....	763	1082			763	1082
United States.....	10424	14301	2000	1694	12424	15995
British West Indies.....	626	1165			626	1165
Danish West Indies.....	99	225			99	225
Africa.....	3	5			3	5
St. Domingo.....	60	120			60	120
St. Pierre.....	1320	2000			1320	2000
	13862	19734	2000	1694	15862	21428

## SPIRITS (GENEVA).

	Quantity.	Value.	Quantity.	Value.		
	Galls.				Galls.	
Canada.....	198	94			198	94
New Brunswick.....	477	223			477	223
Newfoundland.....	3165	1705			3165	1705
P. E. Island.....	1956	1193			1956	1193
United States.....	17901	5255			17901	5255
British West Indies.....	24	32			24	32
Danish West Indies.....	36	66			36	66
Africa.....	293	274			293	274
St. Pierre.....			20	20	20	20
	24050	8842	20	20	24070	8862

## SPIRITS (RUM).

	Quantity.	Value.	Quantity.	Value.		
	Galls.				Galls.	
Canada.....	280	260			280	260
New Brunswick.....	11540	7167			11540	7167
Newfoundland.....	6760	4956			6760	4956
P. E. Island.....	4173	2667			4173	2667
United States.....	1970	1479			1970	1479
Africa.....	5689	3500			5689	3500
	30412	20029			30412	20029

## SPIRITS (WHISKEY).

	Quantity.	Value.	Quantity.	Value.		
	Galls.				Galls.	
New Brunswick.....	42	65			42	65
Newfoundland.....	367	300			367	300
P. E. Island.....	126	128			126	128
United States.....	3997	2204			3997	2204
Africa.....	158	235			158	235
	4690	2932			4690	2932

## SPIRITS (WINE).

	Quantity.	Value.	Quantity.	Value.		
	Galls.				Galls.	
Canada.....	35	60			35	60
New Brunswick.....	1463	2940			1463	2940
Newfoundland.....	635	616			635	616
P. E. Island.....	942	1495			942	1495
United States.....	9549	13186			9549	13186
British West Indies.....	333	470			333	470
Danish West Indies.....	30	53			30	53
Africa.....	58	152			58	152
St. Pierre.....	355	300			355	300
	13400	19272			13400	19272

## GENERAL STATEMENT OF EXPORTS.

## STONE.

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Tons.				Tons.	
New Brunswick.....	113	\$ 2734			113	\$ 2734
United States.....	596	6503			596	6503
	709	9237			709	9237

## SUGAR (RAW).

	Lbs.				Lbs.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Canada .....	902911	54769			902911	54769
New Brunswick.....	280815	20530			280815	20530
Newfoundland.....	18716	1210			18716	1210
P. E. Island.....	186185	14497	8859	315	190044	14812
United States.....	946077	53716			946077	53716
Africa.....	10107	740			10107	740
	2344811	145462	8859	315	2348670	145777

## SUGAR (REFINED).

	Lbs.				Lbs.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
New Brunswick.....	17945	1788			17945	1788
Newfoundland.....	220	20			220	20
P. E. Island.....	3683	496			3683	496
British West Indies.....	3445	348			3445	348
Africa.....	11713	1225			11713	1225
	37006	3877			37006	3877

## TEA.

	Lbs.				Lbs.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Canada .....	743	282			743	282
New Brunswick.....	8567	3116			8567	3116
Newfoundland.....	5055	1909			5055	1909
P. E. Island.....	21860	7791	200	60	22060	7851
United States.....	3464	1480	4497	899	7961	2379
British West Indies.....	5452	1944			5452	1944
Danish West Indies.....	47	14			47	14
	45188	16536	4697	959	49885	17495

## TOBACCO.

	M.	Lbs.			M.	Lbs.
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Great Britain.....		36685	7300			36685
Canada .....		1894	522			1894
New Brunswick.....		19554	4132			19554
Newfoundland.....		13728	2980			13728
P. E. Island.....		12678	3851			12678
British West Indies.....		7645	1920			7645
Africa.....	60	8225	11050		60	8225
	60	100409	31755		60	100409

## VEGETABLES.

	Bush.				Bush.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
New Brunswick.....	60223	22747			60223	22747
Newfoundland.....	6586	2417			6586	2417
P. E. Island.....	34	15			34	15
United States.....	2018084	149958	23	21	2018107	149979
British West Indies.....	3437	1949			3437	1949
Danish West Indies.....	347	245			347	245
Spanish West Indies.....	2857	1529			2857	1529
Matamoros.....	2210	1105			2210	1105
St. Pierre.....	1015	386	80	25	1045	361
	2094793	180801	58	46	2094846	180847

## GENERAL STATEMENT OF EXPORTS.

## WOODWARE (BOARDS, PLANK, AND DEAL).

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Great Britain .....	Feet. 2491223	\$ 17443			Feet. 2491223	\$ 17443
New Brunswick .....	74000	875			74000	875
Newfoundland .....	261000	2925			261000	2925
P. E. Island .....	293756	1333			293756	1333
United States .....	2318766	79391	270000	3500	2588766	82891
British West Indies .....	14803889	159135			14803889	159135
Danish West Indies .....	123000	1845			123000	1845
French West Indies .....	95000	132			95000	132
Spanish West Indies .....	577000	7523			577000	7523
Africa .....	160000	8898			160000	8898
Brazil .....	2500	30			2500	30
Maderia .....	200000	2400			200000	2400
St. Domingo .....	81500	2170	15500	220	97000	2390
St. Pierre .....	505519	4094			505519	4094
	21987153	288194	285500	3720	22272653	291914

## WOODWARE (DEAL ENDS AND SCANTLING).

	Feet.			Feet.	
Great Britain .....	10609	53		10609	53
Newfoundland .....	16600	140		16600	140
P. E. Island .....	1000	10		1000	10
United States .....	205914	1959		205914	1959
British West Indies .....	21000	191		21000	191
St. Pierre .....	21000	222		21000	222
	276123	2575		276123	2575

## WOODWARE (FIREWOOD AND LATHWOOD).

	Cords.			Cords.	
Great Britain .....	12	54		12	54
New Brunswick .....	2	6		2	6
United States .....	11270	37598		11270	37598
St. Pierre .....	4	8		4	8
	11288	37666		11288	37666

## WOODWARE (LATHS AND PALINGS).

	No.			No.	
United States .....	195800	473		195800	473
St. Pierre .....	100000	125		100000	125
	295800	598		295800	598

## WOODWARE (SHINGLES).

	No.			No.	
Newfoundland .....	87000	224		87000	224
P. E. Island .....	40000	80		40000	80
United States .....	72000	220		72000	220
British West Indies .....	4916900	18275		4916900	18275
French West Indies .....	100000	220		100000	220
Spanish West Indies .....	1066000	2860		1066000	2860
Africa .....	55750	150		55750	150
St. Domingo .....	38000	95		38000	95
St. Pierre .....	96500	175		96500	175
	6472150	16799		6472150	16799

## GENERAL STATEMENT OF EXPORTS.

## WOODWARE (SPARS AND KNEES).

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	No.				No.	
Great Britain.....	15	\$ 45			15	\$ 45
Newfoundland.....	36	324			36	324
P. E. Island.....	400	400			400	400
United States.....	561	591	750	400	1311	991
British West Indies.....	230	818			230	818
St. Pierre.....	18	76			18	76
	1260	2254	750	400	2010	2654

## WOODWARE (STAVES, HOOPS, AND SHOOKS).

	No.				No.	
British West Indies.....	3514547	50718			3514547	50718
Spanish West Indies.....	56937	1109			56937	1109
	3571484	51827			3571484	51827

## WOODWARE (SWEEPS AND OARS).

	No.				No.	
British West Indies.....	37981	1493			37981	1493

## WOODWARE (TIMBER).

	Pcs.	Tons.			Pcs.	Tons.	
Great Britain.....	43	247	762		43	247	762
Newfoundland.....		115	357			115	357
P. E. Island.....		10	20			10	20
	43	372	1139		43	372	1139

## WOODWARE (MANUFACTURED).

Canada.....		77				77
New Brunswick.....		225				225
Newfoundland.....		1590				1590
P. E. Island.....		431				431
United States.....		870				870
British West Indies.....		307				307
St. Pierre.....			618			618
		3500		618		4118

## WOOL.

	Lbs.				Lbs.	
United States.....	5423	1135			5423	1135

## UNENUMERATED.

Great Britain.....		20891				20891
Canada.....		58				58
New Brunswick.....		21294				21294
Newfoundland.....		3679				3679
P. E. Island.....		1287		13		1300
United States.....		20659		1562		22221
British West Indies.....		924				924
Africa.....		994				994
Brazil.....		112				112
St. Pierre.....		484				484
		70882		1575		72457

## GENERAL STATEMENT

*Of the Quantity and Value of the principal Articles of Merchandize Exported to each Country from the Province of Nova Scotia, during the Six Months ended 31st March, 1866,—whether in British or Foreign Ships.*

## GREAT BRITAIN.

ARTICLES.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Cotton and Woollen manfs.	pkgs. 15	\$ 6232			15	\$ 6232
Drugs	do. 5	800			5	800
Fish, Cod	lbs. 287700	10020			287700	10020
Do. Mackerel	pkgs. 2	22			2	22
Do. Scale	lbs. 64000	2400			64000	2400
Do. Shell	pkgs. 735	5107			735	5107
Fruit, Apples	do. 5	25			5	25
Furs	do. 19	18650			19	18650
Groceries	do. 6	250			6	250
Hides and Skins	do. 12	2000			12	2000
Paper manufactures	do. 2	184			2	184
Tobacco	lbs. 36685	7300			36685	7300
Woodware, brds. plank, &c.	feet 2491223	17443			2491223	17443
Do. Deal ends and scantling	do. 10609	53			10609	53
Do. Firewood and lathwood	cords 12	54			12	54
Do. Spars and knees	No. 15	45			15	45
Do. Timber	tons.247 pcs.43	762			247	762
Unenumerated		20891				20891
		92238				92238

## CANADA.

Beef, Pork, and Hams	pkgs. 16	400			16	400
Bread	do. 50	150			50	150
Candles	lbs. 108	24			108	24
Coal	tons 1046	2615			1046	2615
Coffee	lbs. 2904	549			2904	549
Cordage and Canvas	pkgs. 17	265			17	265
Cotton and Woollen manfs.	do. 16	5778			16	5778
Drugs		1442				1442
Fish, Cod	lbs. 27258	1265			27258	1265
Do. Herring and Alewives	pkgs. 8930	29767			8930	29767
Do. Mackerel, Shad, &c.	do. 480	1243			480	1243
Do. Scale	lbs. 10000	475			10000	475
Flour, Wheat	pkgs. 267	1650			267	1650
Do. Rye	do. 20	100			20	100
Fruit, Apples	do. 2	4			2	4
Do. Nuts, Raisins, &c.	do. 18	46			18	46
Groceries	do. 37	183			37	183
Gypsum, Lime, and Plaster	tons 245	256			245	256
Hardware	pkgs. 136	754			136	754
Hides and Skins	No. 25	115			25	115
Leather manufactures	pkgs. 81	1000			81	1000
Molasses and Treacle	galls. 53321	19684			53321	19684
Naval Stores	pkgs. 14	50			14	50
Oil, Fish	galls. 18044	13148			18044	13148
Oil, Rock and Coal	do. 347	227			347	227
Paper manufactures	pkgs. 3	816			3	816
Rice	lbs. 448	12			448	12
Soap	pkgs. 8	26			8	26

## GENERAL STATEMENT OF EXPORTS.

## CANADA.—CONTINUED.

ARTICLES.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Spirits, Brandy.....	galls. 12	\$ 29			12	\$ 29
Do. Geneva.....	do. 198	94			198	94
Do. Rum.....	do. 280	260			280	260
Do. Wine.....	do. 35	60			35	60
Sugar, Raw.....	lbs. 902911	54769			902911	54769
Tea.....	do. 743	282			743	282
Tobacco.....	do. 1894	522			1894	522
Woodware, miscellaneous.....		77				77
Unenumerated.....		58				58
		138195				138195

## NEW BRUNSWICK.

Ale and Porter.....	pk.173 galls	8799	1980		173	8799	\$ 1980
Animals, Horned Cattle... No.	281	12780			281	12780	12780
Do. Horses.....	do. 34	2604			34	2604	2604
Do. Sheep and Lambs.....	do. 3012	6098			3012	6098	6098
Beef, Pork, and Hams.....	pkgs. 31	339			31	339	339
Butter and Lard.....	lbs. 5926	1407			5926	1407	1407
Candles.....	do. 150	25			150	25	25
Cheese.....	do. 5400	590			5400	590	590
Coal.....	tons 6116	14677			6116	14677	14677
Coffee.....	lbs. 4387	946			4387	946	946
Cordage and Canvas.....	pkgs. 250	510			250	510	510
Cotton, Linen, Silk, &c....	do. 79	11572			79	11572	11572
Drugs & Dye Stuffs, in. soda	do. 19	750			19	750	750
Earthenware, Glass & China	do. 1	50			1	50	50
Eggs.....	doz. 2515	347			2515	347	347
Fish, Codfish.....	lbs. 398388	14834			398388	14834	14834
Do. Herring and Alewives.	pk.8 bbls.2338	9949			8	2338	9949
Do. Mackerel, Shad, &c....	pkgs. 285	2099			285	2099	2099
Do. Scalefish.....	lbs. 21932	584			21932	584	584
Do. Shell.....	pkgs. 60	120			60	120	120
Do. Preserved.....	do. 885	612			885	612	612
Flour, Wheat.....	do. 20	140			20	140	140
Fruit, Apples, Pears, &c....	do. 7488	23520			7488	23520	23520
Do. all other, incl. Nuts... do.	387	1007			387	1007	1007
Grain.....	bush. 584	318			584	318	318
Groceries.....	pkgs. 41	210			41	210	210
Hay.....	tons 40	280			40	280	280
Hardware.....	pk.126 No.24964	47731			126	24964	47731
Hides and Skins.....	pkgs. 163	6893			163	6893	6893
Leather, Sole.....	do. 28	412			28	412	412
Do. manufactures.....	do. 27	384			27	384	384
Molasses and Treacle.....	galls. 98284	30971			98284	30971	30971
Naval Stores.....	pkgs. 59	277			59	277	277
Oakum, Junk, &c.....	do. 34	164			34	164	164
Oil, Fish.....	galls. 2826	2385			2826	2385	2385
Do. other.....	do. 277	209			277	209	209
Paper mfrs. incl. Stationery	pkgs. 7	585			7	585	585
Rice.....	lbs. 6944	270			6944	270	270
Salt.....	bush. 144	18			144	18	18
Soap.....	pkgs. 16	43			16	43	43
Spirits, Brandy & Cordials.	galls. 406	550			406	550	550
Do. Geneva.....	do. 477	223			477	223	223
Do. Rum.....	do. 11540	7167			11540	7167	7167
Do. Whiskey.....	do. 42	65			42	65	65



## GENERAL STATEMENT OF EXPORTS.

## NEW BRUNSWICK.—CONTINUED.

ARTICLES.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Spirits, Wine.....	galls. 1463	\$ 2940			1463	\$ 2940
Stone.....	tons 113	2734			113	2734
Sugar, Raw.....	lbs. 280815	20530			280815	20530
Do. Refined.....	do. 17945	1788			17945	1788
Tea.....	do. 8567	3116			8567	3116
Tobacco.....	do. 19554	4132			19554	4132
Vegetables.....	bush. 60223	22747			60223	22747
Woodware, brds, plk. & deal	feet 74000	875			74000	875
Do. Firewood & lathwood..	cords 2	6			2	6
Do. manufactured.....		225				225
Unenumerated articles....		21294				21294
		286982				286982

## NEWFOUNDLAND.

Ale and Porter.....	galls. 36	10			36	10
Animals, Horses.....	No. 1	48			1	48
Do. Horned Cattle.....	do. 831	21612			831	21612
Do. Sheep and Lambs.....	do. 1358	4426			1358	4426
Do. Hogs and Pigs.....	do. 33	144			33	144
Beef, Pork, and Hams....	pkgs. 373	6182			373	6182
Bread.....	do. 304	883			304	883
Butter and Lard.....	pk. 498 lbs. 71108	19487		498	71108	19487
Candles.....	lbs. 488	67			488	67
Cheese.....	do. 940	75			940	75
Coal.....	tons 9223	22918			9223	22918
Coffee.....	lbs. 2578	494			2578	494
Cordage and Canvas.....	pkgs. 255	1930			255	1930
Cotton and Woollen manfs.	do. 107	13961			107	13961
Drugs.....	do. 10	115			10	115
Eggs.....	doz. 322	82			322	82
Flour, Wheat.....	bbl. 1280	8366			1280	8366
Do. other.....	do. 169	696			169	696
Fish, Cod.....	lbs. 326400	16667			326400	16667
Fruit, Apples, &c.....	pkgs. 139	344			139	344
Do. Raisins.....	do. 75	145			75	145
Grain.....	bush. 1131	382			1131	382
Groceries.....	pkgs. 162	283			162	283
Gypsum, Lime, and Plaster	tons 1	4			1	4
Hardware.....	pkgs. 576	2867			576	2867
Hay.....	tons 3	57			3	57
Leather manufactures....	pkgs. 94	1540			94	1540
Do. Sole.....	do. 23	177			23	177
Molasses and Treacle....	galls. 19484	6620			19484	6620
Naval Stores.....	pkgs. 8	37			8	37
Oil, Rock.....	galls. 1537	805			1537	805
Rice.....	lbs. 1800	60			1800	60
Spirits, Brandy.....	galls. 149	257			149	257
Do. Geneva.....	do. 3165	1705			3165	1705
Do. Rum.....	do. 6760	4956			6760	4956
Do. Whiskey.....	do. 367	300			367	300
Do. Wine.....	do. 635	616			635	616
Salt.....	bush. 46098	11596			46098	11596
Soap.....	pkgs. 37	128			37	128
Sugar, Raw.....	lbs. 18716	1210			18716	1210
Do. Refined.....	do. 220	20			220	20
Tea.....	do. 5055	1909			5055	1909



## GENERAL STATEMENT OF EXPORTS.

## PRINCE EDWARD ISLAND.—CONTINUED.

ARTICLES.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Woodware, Boards & Plank	feet 293756	\$ 1333			293756	\$ 1333
Do. Scantlings	do. 1000	10			1000	10
Do. Spars and Knees	No. 400	400			400	400
Do. Shingles	do. 40000	80			40000	80
Do. Timber	tons 10	20			10	20
Unenumerated		1287		13		1300
		121175		4988		126163

## UNITED STATES.

Ale and Porter	pkg.52	galls.508	372		52	508	372
Animals, Horned Cattle	No.	118	6200			118	6200
Do. Horses	do.	2	200			2	200
Do. Sheep and Lambs	do.	30	118			30	118
Beef, Pork, and Hams	pkgs.	466	3038			466	3038
Butter and Lard	lbs.	20835	4726			20835	4726
Candles	do.	300	50			300	50
Cheese	do.	230	23			230	23
Coal	tons	81560	197906	10624	26401	92184	224307
Coffee	lbs.	8956	1319			8956	1319
Cordage and Canvas	pkgs.	615	4244			615	4244
Cotton, Linen, Silk, &c.	do.	167	25403			167	25403
Drugs & dye stuffs, inc. soda	do.	83	9542			83	9542
Earthenware, Glass & China	do.	6	198			6	198
Eggs	pkg.10	doz.3723	726	30	10	3753	736
Fish, Codfish	lbs.	2745835	105679	48384	1800	2794219	107479
Do. Herring and Alewives	pkgs.	50343	225211	871	3820	51514	229031
Do. Mackerel, Shad, &c.	do.	71679	737062	561	4940	72240	742002
Do. Salmon and Trout	do.	1126	22081			1126	22081
Do. Scalefish	lbs.	174510	5353	14784	300	189294	5653
Do. Shell	pkgs.	15	16			15	16
Do. Preserved and Smoked	do.	2041	14560			2041	14560
Do. Tongues and Sounds	do.	24	138			24	138
Fruit, Apples, Pears, &c.	do.	6005	19144	205	745	6210	19889
Furs	do.	1	700			1	700
Grain	bush.	2577	1274			2577	1274
Groceries	pkgs.	1525	15325			1525	15325
Gypsum, Lime, and Plaster	tons	19745	16139			19745	16139
Hardware	pkgs.	2720	17735			2720	17735
Hides and Skins	No.	26571	19758			26571	19758
Hay	tons	3	40			3	40
Leather manufactures	pkg.	1	40			1	40
Molasses and Treacle	galls.	137525	49845			137525	49845
Oakum, Junk, &c.	pkgs.	1143	7284			1143	7284
Oil, Rock and Coal	galls.	1925	1797			1925	1797
Do. Fish	do.	107678	73909			107678	73909
Paper mnfs. incl. Stationery	pkgs.	9	1108			9	1108
Salt	bush.	280	68			280	68
Spirits, Brandy & Cordials	galls.	10424	14301	2000	1694	12424	15995
Do. Geneva	do.	17901	5255			17901	5255
Do. Rum	do.	1970	1479			1970	1479
Do. Whiskey	do.	3997	2204			3997	2204
Do. Wine	do.	9549	13186			9549	13186
Stone	tons	596	6503			596	6503
Sugar, Raw	lbs.	946077	53716			946077	53716
Tea	do.	3464	1480	4497	899	7961	2379
Vegetables	bush.	2018084	149958	23	21	2018107	149979

## GENERAL STATEMENT OF EXPORTS.

## UNITED STATES.—CONTINUED.

ARTICLES.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.	
	Quantity.	Value.	Quantity.	Value.			
Woodware, Boards, &c. . . . .	feet	2318766	\$ 79391	270000	\$ 3500	2588766	\$ 82891
Do. Deal Ends & Scantling.	do.	205914	1959			205914	1959
Do. Firewood & Lathwood.	cords	11270	37598			11270	37598
Do. Laths and Palings . . . . .	No.	195800	473			195800	473
Do. Shingles. . . . .	do.	72000	220			72000	220
Do. Spars and Knees. . . . .	do.	561	591	750	400	1311	991
Do. manufactured. . . . .			870				870
Wool . . . . .	lbs.	5423	1135			5423	1135
Unenumerated articles. . . . .			20659		1562		22221
			1979309		46092		2025401

## BRITISH WEST INDIES.

Ale and Porter . . . . .	galls.	17930	6413			17930	6413
Animals, Horned Cattle. . . . .	No.	38	2290			38	2290
Do. Horses. . . . .	do.	2	250			2	250
Do. Sheep and Lambs. . . . .	do.	195	910			195	910
Beef, Pork, and Hams . . . . .	pkgs.	625	1057			625	1057
Bread. . . . .	do.	56	126			56	126
Brick . . . . .	No.	10000	100			10000	100
Butter and Lard . . . . .	lbs.	83076	20702			83076	20702
Candles . . . . .	do.	2970	594			2970	594
Cheese . . . . .	do.	234	47			234	47
Coal . . . . .	tons	1012	2475			1012	2475
Coffee. . . . .	lbs.	134	25			134	25
Cordage and Canvas. . . . .	pkgs.	8	153			8	153
Cotton, Linen, Silk, &c. . . . .	do.	12	2350			12	2350
Earthenware, Glass, China.	do.	15	142			15	142
Fish, Codfish. . . . .	lbs.	8120202	342648			8120202	342648
Do. Herring & Alewives. . . . .	pkgs.	27711	119249			27711	119249
Do. Mackerel, Shad, &c. . . . .	do.	5168	50110			5168	50110
Do. Salmon and Trout. . . . .	do.	196	3361			196	3361
Do. Scalefish . . . . .	lbs.	1180770	40915			1180770	40915
Do. Shell. . . . .	pkgs.	128	382			128	382
Do. Preserved and Smoked.	do.	538	913			538	913
Flour, Wheat. . . . .	do.	311	2199			311	2199
Do. all other . . . . .	do.	541	2182			541	2182
Fruit, Apples, Pears, &c. . . . .	do.	480	954			480	954
Do. all other, incl. Nuts. . . . .	do.	376	706			376	706
Grain . . . . .	bush.	1628	813			1628	813
Groceries. . . . .	pkgs.	21	49			21	49
Gypsum, Lime, and Plaster	tons	65	230			65	230
Hardware. . . . .	do.	5	50			5	50
Hay. . . . .	do.	7	134			7	134
Leather manufactures. . . . .	pkgs.	24	950			24	950
Oil, Fish. . . . .	galls.	1225	9073			1225	9073
Rice . . . . .	lbs.	2240	84			2240	84
Soap. . . . .	pkgs.	26	70			26	70
Spirits, Brandy & Cordials.	galls.	626	1165			626	1165
Do. Geneva . . . . .	do.	24	32			24	32
Do. Wine. . . . .	do.	333	470			333	470
Sugar, Refined. . . . .	lbs.	3445	348			3445	348
Tea . . . . .	do.	5452	1944			5452	1944
Tobacco . . . . .	do.	7645	1920			7645	1920
Vegetables, all. . . . .	bush.	3437	1949			3437	1949
Woodware, Boards, &c. . . . .	feet	14803889	159135			14803889	159135
Do. Deal Ends & Scantling.	do.	21000	191			21000	191

## GENERAL STATEMENT OF EXPORTS.

## BRITISH WEST INDIES.—CONTINUED.

ARTICLES.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Woodware, Shingles.....	No.	4916900	\$ 13275		4916900	\$ 13275
Do. Spars and Knees.....	do.	230	818		230	818
Do. Staves, Hoops, & Shooks	do.	3514547	50718		3514547	50718
Do. Sweeps and Oars.....	do.	37981	1493		37981	1493
Do. manufactured.....			307			307
Unenumerated articles.....			924			924
			847395			847395

## DANISH WEST INDIES.

Butter and Lard.....	lbs.	10400	2497		10400	2497
Candles.....	do.	1750	315		1750	315
Fruit, Nuts, &c.....	pkgs.	70	160		70	160
Fish, Cod.....	lbs.	138600	6181		138600	6181
Do. Mackerel.....	pkgs.	80	730		80	730
Do. Herring.....	do.	162	761		162	761
Do. Salmon.....	do.	13	304		13	304
Do. Preserved.....	do.	1	15		1	15
Spirits, Brandy.....	galls.	99	225		99	225
Do. Geneva.....	do.	36	66		36	66
Do. Wine.....	do.	30	53		30	53
Tea.....	lbs.	47	14		47	14
Vegetables.....	bush.	347	245		347	245
Woodware, Boards, &c.....	feet	123000	1845		123000	1845
			13411			13411

## FRENCH WEST INDIES.

Fish, Cod.....	lbs.	46650	2236		46650	2236
Do. Herring.....	pkgs.	150	713		150	713
Do. Mackerel.....	do.	100	956		100	956
Do. Salmon.....	do.	4	10		4	10
Do. Scale.....	lbs.	30000	1110		30000	1110
Woodware, Boards, &c.....	feet	95000	132		95000	132
Do. Shingles.....	No.	100000	220		100000	220
			5377			5377

## SPANISH WEST INDIES.

Ale and Porter.....	galls.	1998	947		1998	947
Beef, Pork, and Hams.....	pkgs.	23	175		23	175
Coal.....	tons	681	1702		681	1702
Cheese.....	lbs.	900	62		900	62
Flour, Wheat.....	pkgs.	176	723		176	723
Fish, Cod.....	lbs.	5757521	245097		5757521	245097
Do. Herring.....	pkgs.	1831	5870		1831	5870
Do. Mackerel.....	do.	241	2134		241	2134
Do. Scale.....	lbs.	1272598	59638		1272598	59638
Fruit, Apples.....	pkgs.	5	40		5	40
Grain.....	bush.	1705	831		1705	831
Vegetables.....	do.	2857	1529		2857	1529
Woodware, Boards & Plank	feet	577000	7523		577000	7523
Do. Shingles.....	No.	1066000	2360		1066000	2360
Do. Staves, Hoops, &c.....	do.	56937	1109		56937	1109
			329740			329740

## GENERAL STATEMENT OF EXPORTS.

## AFRICA.

ARTICLES.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Beef, Pork, and Hams . . . . .	pkgs. 34	\$ 340			34	\$ 340
Bread . . . . .	do. 240	6520			240	6520
Butter and Lard . . . . .	lbs. 1324	325			1324	325
Cotton & Woollen Manfts. . . . .	pkgs. 4	797			4	797
Drugs . . . . .	do. 5	341			5	341
Flour, Wheat . . . . .	do. 192	1575			192	1575
Do. other . . . . .	do. 21	105			21	105
Fish, Cod . . . . .	lbs. 3600	126			3600	126
Do. Herring . . . . .	pkgs. 45	115			45	115
Do. Mackerel . . . . .	do. 104	246			104	246
Do. Salmon . . . . .	do. 9	29			9	29
Hardware . . . . .	do. 29	100			29	100
Oil, Coal . . . . .	galls. 170	100			170	100
Spirits, Brandy . . . . .	do. 3	5			3	5
Do. Geneva . . . . .	do. 293	274			293	274
Do. Rum . . . . .	do. 5689	3500			5689	3500
Do. Whiskey . . . . .	do. 158	235			158	235
Do. Wine . . . . .	do. 58	152			58	152
Sugar, Raw . . . . .	lbs. 10107	740			10107	740
Do. Refined . . . . .	do. 11713	1225			11713	1225
Tobacco . . . . .	M.60 lbs. 8225	11050	60		8225	11050
Woodware, Boards, &c. . . . .	feet 160000	8898			160000	8898
Do. Shingles . . . . .	No. 55750	150			55750	150
Unenumerated . . . . .		994				994
		37942				37942

## BRAZIL.

Fish, Cod . . . . .	lbs. 230528	10290			230528	10290
Woodware, Boards, &c. . . . .	feet 2500	30			2500	30
Unenumerated . . . . .		112				112
		10432				10432

## BUENOS AYRES.

Coal . . . . .	tons 1225	2944			1225	2944
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## ITALY.

Fish, Cod . . . . .	lbs. 362208	15558			362208	15558
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## JERSEY.

Beef and Pork . . . . .	pkgs. 476	658			476	658
Butter and Lard . . . . .	lbs. 2680	670			2680	670
Fish, Cod . . . . .	do. 350000	5487			350000	5487
Hides and Skins . . . . .	No. 360	360			360	360
Oil, Fish . . . . .	galls. 9123	6611			9123	6611
		18786				18786

## GENERAL STATEMENT OF EXPORTS.

## MADEIRA.

ARTICLES.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value
	Quantity.	Value.	Quantity.	Value.		
Coffee.....	lbs. 164	..... \$ 25	.....	.....	.....164	\$ 25
Woodware, Boards.....	feet 200000	.....2400	.....	.....	.....200000	2400
		2425				2425

## MATAMORAS.

Grain.....	bush. 537	.....272	.....	.....	.....537	272
Vegetables.....	do. 2210	.....1105	.....	.....	.....2210	1105
		1377				1377

## PORTUGAL.

Fish, Cod.....	lbs. 231224	...10208	.....	.....	.....231224	10208
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## SPAIN.

Fish, Cod.....	lbs. 128000	....5680	.....	.....	.....128000	5680
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## SAINT DOMINGO.

Ale and Porter.....	galls. 570	.....300	.....	.....	.....570	300
Beef and Pork.....	pkgs. 23	.....563	.....	.....	.....23	563
Butter and Lard.....	lbs. 1661	.....365	.....	.....	.....1661	365
Candles.....	do. 320	.....70	.....	.....	.....320	70
Flour, Wheat.....	pkgs. 25	.....193	.....	.....	.....25	193
Fish, Cod.....	lbs. 102670	...4400	...45000	..2000	.....147670	6400
Do. Scale.....	do. 35350	.....1235	.....	.....	.....35350	1235
Do. Herring.....	pkgs. 402	.....2136	.....130	..600	.....582	2736
Do. Mackerel.....	do. 385	.....3590	.....150	..1400	.....535	4990
Do. Preserved.....	do. 6	.....46	.....	.....	.....6	46
Hay.....	tons 4	.....80	.....2	..40	.....6	120
Spirits, Brandy.....	galls. 60	.....120	.....	.....	.....60	120
Woodware, Boards, &c.....	feet 81500	...2170	...15500	..220	.....97000	2390
Do. Shingles.....	No. 38000	.....95	.....	.....	.....38000	95
		15363		4260		19623

## SAINT PIERRE.

Ale and Porter.....	galls. ....	.....	.....60	..15	.....60	15
Animals, Horned Cattle...	No. 52	...1068	.....	.....	.....52	1068
Do. Sheep.....	do. 85	.....320	.....	.....	.....85	320
Beef and Pork.....	pkgs. 12	.....120	.....3	..83	.....15	203
Bread.....	do. 110	.....100	.....	.....	.....110	100
Brick.....	No. 12000	.....80	...6000	..54	.....18000	184
Butter and Lard.....	lbs. 160	.....32	.....	.....	.....160	32
Coal.....	tons 1800	.....300	.....	.....	.....1800	300

## GENERAL STATEMENT OF EXPORTS.

## SAINT PIERRE.—CONTINUED.

ARTICLES.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Earthenware.....	pkgs.		1	\$ 10	1	\$ 10
Eggs.....	doz.	40			40	4
Fish, Herring.....	pkgs.		10	10	10	10
Do. Preserved.....	do.		51	50	51	50
Fruit, Apples.....	do.	3			3	40
Do. other.....	do.		33	75	33	75
Grain.....	bush.	160			160	64
Hardware.....	pkgs.	51	93	178	144	690
Hay.....	tons	11			11	82
Leather manufactures.....	pkgs.		1	36	1	36
Oil, Fish.....	galls.		50	21	50	21
Spirits, Brandy.....	do.	1320			1320	2000
Do. Geneva.....	do.		20	20	20	20
Do. Wine.....	do.	355			355	300
Vegetables.....	bush.	1015	30	25	1045	361
Woodware, Boards, &c.....	feet	505519			505519	4094
Do. Deal Ends, &c.....	do.	21000			21000	222
Do. Firewood.....	cords	4			4	8
Do. Laths.....	No.	100000			100000	125
Do. Shingles.....	do.	96500			96500	175
Do. Spars.....	do.	18			18	76
Do. manufactured.....				618		613
Unenumerated.....						484
		10542		1190		11732

## ABSTRACT

*Of the Value of the principal Articles of Merchandize exported to each Country from the Province of Nova Scotia, during the Six Months ended 31st March, 1866,—whether in British or Foreign Ships.*

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Great Britain.....		\$ 92238				\$ 92238
Canada.....		138195				138195
New Brunswick.....		286982				286982
Newfoundland.....		168767				168767
P. E. Island.....		121175		\$ 4988		126163
United States.....		1979309		46092		2025401
British West Indies.....		847895				847895
Danish West Indies.....		13411				13411
French West Indies.....		5877				5877
Spanish West Indies.....		329740				329740
Africa.....		37942				37942
Brazil.....		10432				10432
Buenos Ayres.....		2944				2944
Italy.....		15558				15558
Jersey.....		13736				13736
Madeira.....		2425				2425
Matamoras.....		1377				1377
Portugal.....		10208				10208
Spain.....		5680				5680
St. Domingo.....		15363		4260		19623
St. Pierre.....		10542		1190		11732
		4108796		56580		4165376

FINANCIAL SECRETARY'S OFFICE,  
HALIFAX, 31st March, 1866. }

JAMES McDONALD,  
Financial Secretary.



## ABSTRACT

*Of the principal Articles of Merchandize Exported from the Province of Nova Scotia during the Six Months ended 31st March, 1866,—shewing the Total Quantity and Value of each Article Exported, and whether in British or Foreign Vessels.*

ARTICLES.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Ale and Porter . . . . .	pkgs. 225 galls. 30121	\$ 10271	60	15	225 . . . . . 30181	\$ 10286
Animals, Hogs and Pigs. . . . .	No. 33	144			33	144
Do. Horned Cattle . . . . .	do. 1320	43950			1320	43950
Do. Horses . . . . .	do. 39	3102			39	3102
Do. Sheep and Lambs. . . . .	do. 4680	11872			4680	11872
Beef, Pork, and Hams. . . . .	pkgs. 2080	12881	3	83	2083	12964
Bread. . . . .	do. 810	8066	20	65	830	8131
Brick . . . . .	No. 722000	293	6000	54	728000	347
Butter and Lard . . . . .	pkgs. 498 lbs. 197270	50231			498 . . . . . 197270	50231
Candles. . . . .	lbs. 7616	1396			7616	1396
Cheese . . . . .	do. 8119	865			8119	865
Coal . . . . .	tons 105130	252836	10624	26401	115754	279237
Coffee. . . . .	lbs. 20164	3548	346	60	20510	3608
Cordage and Canvas. . . . .	pkgs. 1215	8031			1215	8031
Cotton, Linen, Silk, &c. . . . .	do. 550	91034	8	2618	558	93652
Drugs & Dye Stuffs, in. soda	do. 225	16072			225	16072
Earthenware, Glass & China	do. 58	1088	1	10	59	1098
Eggs. . . . .	pk. 10 doz. 6600	1109	30	10	10 . . . . . 6630	1119
Fish, Codfish. . . . .	lbs. 19261384	796476	93384	3800	19354 . . . . . 768	800276
Do. Herring and Alewives.	pkgs. 93743	399708	1011	4430	94754	404138
Do. Mackerel, Shad, &c. . . . .	pkgs. 78524	798192	711	6340	79235	804582
Do. Salmon and Trout. . . . .	do. 1348	25785			1348	25785
Do. Scalefish. . . . .	lbs. 2789160	111660	14784	300	2808944	111960
Do. Shell . . . . .	do. 965	5655			965	5655
Do. Preserved and Smoked	do. 3495	16284	51	50	3546	16384
Flour, Wheat. . . . .	pkgs. 2684	17648	100	650	2784	18298
Do. other. . . . .	do. 753	3091			753	3091
Fruit, Apples, Pears, &c. . . . .	do. 14415	45143	211	765	14626	45908
Do. all other. . . . .	do. 2486	6642	113	269	2599	6911
Furs. . . . .	do. 20	19350			20	19350
Grain . . . . .	bush. 8322	3954			8322	3954
Groceries . . . . .	pkgs. 1984	16932			1984	16932
Gypsum, Lime, and Plaster	tons 20408	16852			20408	16852
Hardware . . . . .	pkgs. 7385	82558	127	327	7512	82885
Hides and Skins. . . . .	pkgs. 175 No. 26956	29126			175 . . . . . 26956	29126
Hay. . . . .	tons 68	673	2	40	70	713
Leather, Sole. . . . .	pkgs. 494	3949	51	355	545	4304
Leather manufactures . . . . .	do. 247	4417	4	356	251	4773
Molasses and Treacle. . . . .	galls. 334781	118727	220	90	335001	118817
Naval Stores. . . . .	pkgs. 127	501			127	501
Oakum, Junk, &c. . . . .	do. 1177	7448			1177	7448
Oil, Fish . . . . .	galls. 158927	105166	50	21	158977	105187
Oil, Rock and Coal. . . . .	do. 5310	3721			5310	3721
Paper mnfs. incl. Stationery	do. 110	3862	3	75	113	3937
Rice . . . . .	lbs. 13664	512			13664	512
Salt . . . . .	bush. 47111	11850	3	4	47114	11854
Soap. . . . .	pkgs. 175	586			175	586
Spirits, Brandy & Cordials.	galls. 13862	19734	2000	1694	15862	21428
Do. Geneva. . . . .	do. 24050	8842	20	20	24070	8862
Do. Rum . . . . .	do. 30412	20029			30412	20029
Do. Whiskey . . . . .	do. 4690	2932			4690	2932
Do. Wine. . . . .	do. 13400	19272			13400	19272
Stone . . . . .	tons 709	9237			709	9237

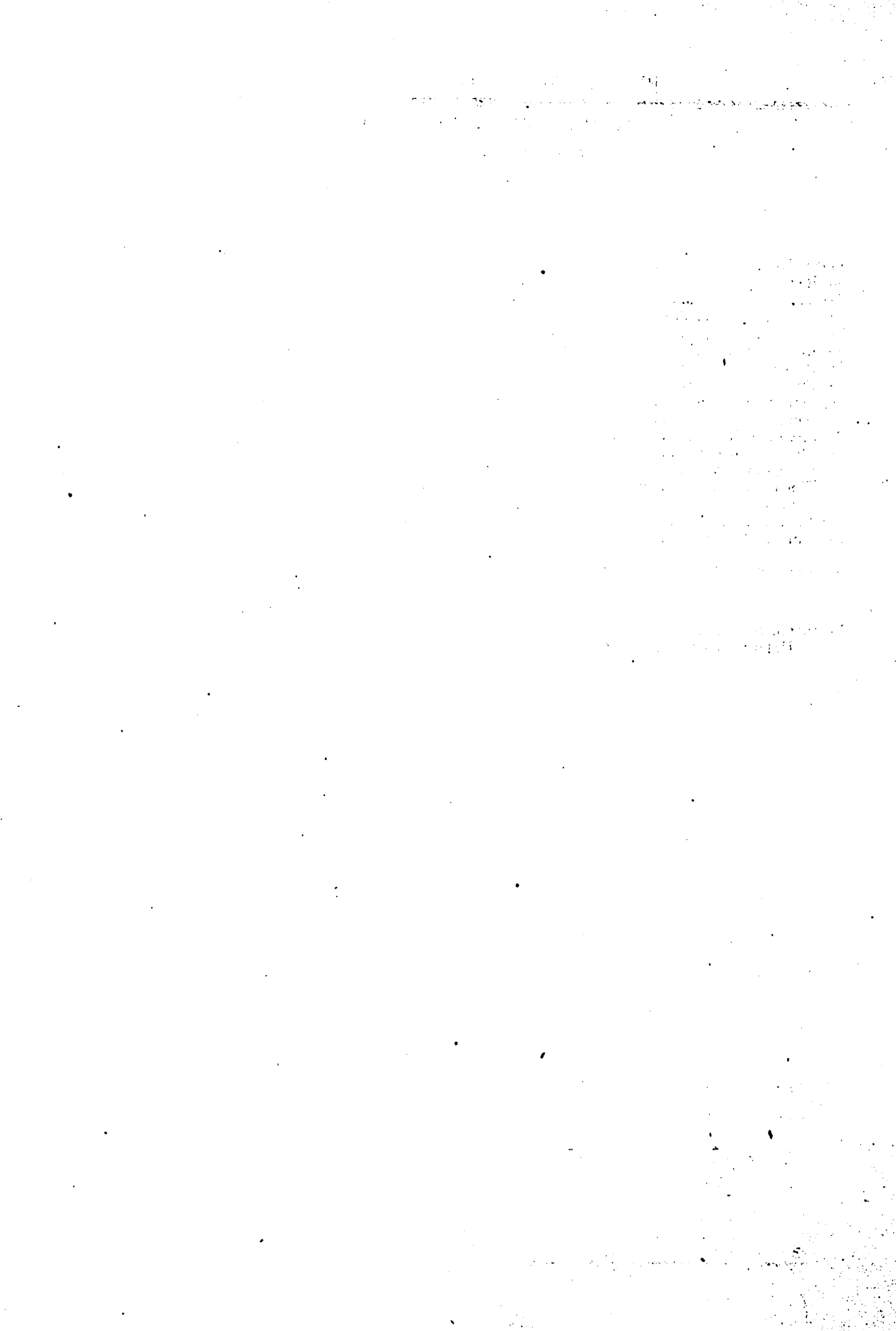
## GENERAL STATEMENT OF EXPORTS.

## ABSTRACT.—CONTINUED.

ARTICLES.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value
	Quantity.	Value.	Quantity.	Value.		
Sugar, Raw.....	lbs. 2344811	\$ 145462	3859	\$ 315	2348670	\$ 145777
Do. Refined.....	do. 37006	3877			37006	3877
Tea.....	lbs. 45188	16586	4697	959	49885	17495
Tobacco.....	M. 60 lbs. 100409	31755			60 100409	31755
Vegetables.....	bush. 2094793	180301	53	46	2094846	180347
Woodware, brds. plank, &c.	feet 21987153	288194	285500	3720	22272653	291914
Do. Deal ends and scantling	do. 276123	2575			276123	2575
Do. Firewood and lathwood	cords 11288	37666			11288	37666
Do. Laths and Palings....	No. 295800	598			295800	598
Do. Shingles.....	do. 6472150	16799			6472150	16799
Do. Spars and Knees.....	do. 1260	2254	750	400	2010	2654
Do. Staves, Hoops, &c.....	do. 3571484	51827			3571484	51827
Do. Sweeps and Oars.....	do. 37981	1493			37981	1493
Do. Timber, all.....	pcs. 43 tons 372	1139			43 372	1139
Do. manufactured.....		3500		613		4113
Wool.....	lbs. 5423	1135			5423	1135
Unenumerated articles.....		70382		1575		71957
		4108796		56530		4165326

JAMES McDONALD,  
*Financial Secretary.*

FINANCIAL SECRETARY'S OFFICE, }  
HALIFAX, 31st March, 1866. }



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## REGISTRY OF SHIPPING:

Being an account of the Number and Tonnage of Vessels entered Inwards at each Port in Nova Scotia, from each Country, during the Six Months ended 31st March, 1866,—shewing the number of Men navigating the same, distinguishing Vessels with Cargoes from those in Ballast, and British from Foreign Ships.

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NEWFOUNDLAND.

Ports.	BRITISH.				FOREIGN.				TOTAL.					
	With Cargoes.		In Ballast.		With Cargoes.		In Ballast.		With Cargoes.		In Ballast.		Total.	
	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.
Halifax.....	94	8422	936	94	8422	936	12	825	106	9247	1075	106	9247	1075
Antigonish.....	2	142	9	2	142	9			1	68	5	2	142	9
Arischat.....	1	68	5	1	68	5			4	240	16	1	68	5
Baddeck.....	4	240	16	4	240	16						14	840	56
Cape Canso.....	1		6	1	199	6						1	199	6
Cow Bay.....	1	40	20	1	199	6			1	40	4	1	199	6
Great Bras d'Or.....	1	40	4	2	156	10			1	40	4	2	156	10
Lingan.....	8	1022	55	8	1022	55						8	1022	55
Little River.....	8	300	18	8	300	18						8	300	18
Margaree.....	8	188	12	8	188	12						8	188	12
North Sydney.....	39	5360	282	39	5360	282						39	5360	282
Pictou.....	2	102	10	2	102	10			2	102	10	2	102	10
Pt. Hawkesbury.....	3	136	15	3	136	15			3	136	15	3	136	15
St. Ann's.....	1	184	7	1	184	7			1	184	7	1	184	7
Tatamagouche.....														
Total.....	105	9008	986	177	17627	1447	12	825	117	9828	1125	12	825	117

PRINCE EDWARD ISLAND.

Halifax.....	143	9122	648	148	9122	648	4	1980	147	11102	774	147	11102	774
Arischat.....	9	275	27	9	275	27			9	275	27	9	275	27
Barrington.....	2	57	6	2	57	6			2	57	6	2	57	6
Cape Canso.....	1	72	4	1	72	4			1	72	4	1	72	4
Cow Bay.....	1	85	4	1	85	4			1	85	4	1	85	4
Liverpool.....	5	214	25	5	214	25			5	214	25	5	214	25
Louisburg.....	1	67	5	1	67	5			1	67	5	1	67	5
Lunenburg.....	1	31	4	1	31	4			1	31	4	1	31	4
Mahone Bay.....	1	87	3	1	87	3			1	87	3	1	87	3
Total.....	147	9828	774	147	11102	774	4	1980	147	11102	774	4	1980	147

PRINCE EDWARD ISLAND—CONTINUED.

North Sydney.....	2	157	9	2	157	9			2	157	9	2	157	9
Pictou.....	32	6522	228	32	6522	228			32	6522	228	32	6522	228
Pt. Haykesbury.....	4	427	18	4	427	18			4	427	18	4	427	18
Port Medway.....	1	38	3	1	38	3			1	38	3	1	38	3
Port Mulgrave.....	4	149	15	4	149	15			4	149	15	4	149	15
Port Richmond.....	1	30	3	1	30	3			1	30	3	1	30	3
Pugwash.....	8	697	38	8	697	38			8	697	38	8	697	38
Ragged Islands.....	1	42	4	1	42	4			1	42	4	1	42	4
St. Angier.....	2	48	8	2	48	8			2	48	8	2	48	8
Tatamagouche.....	3	159	11	3	159	11			3	159	11	3	159	11
Wallace.....	2	50	6	2	50	6			2	50	6	2	50	6
Yarmouth.....	8	585	41	8	585	41			8	585	41	8	585	41
Total.....	222	17960	1068	222	23161	1809	4	1980	222	19940	1189	4	25141	1485

BRITISH WEST INDIES.

Halifax.....	39	7049	416	42	7411	487			39	7049	416	42	7411	487
Annapolis.....	1	67	5	1	67	5			1	67	5	1	67	5
Bear River.....	2	180	11	2	180	11			2	180	11	2	180	11
Bellevue Cove.....	1	118	6	1	118	6			1	118	6	1	118	6
Cape Canso.....	2	289	14	2	289	14			2	289	14	2	289	14
Lahave.....	18	3236	148	18	3236	148			18	3236	148	18	3236	148
Liverpool.....	3	482	23	3	482	23			3	482	23	3	482	23
Lunenburg.....	1	65	8	1	65	8			1	65	8	1	65	8
Mahone Bay.....	1	88	5	1	88	5			1	88	5	1	88	5
Margaretsville.....	2	351	14	2	351	14			2	351	14	2	351	14
Port Medway.....	8	644	46	8	644	46			8	644	46	8	644	46
Ragged Islands.....	1	67	5	1	67	5			1	67	5	1	67	5
Sandy Cove.....	3	849	21	3	849	21			3	849	21	3	849	21
Weymouth.....	1	88	6	1	88	6			1	88	6	1	88	6
Wilmot.....	18	1817	78	18	1817	78			18	1817	78	18	1817	78
Yarmouth.....	96	14840	801	96	14840	801			96	14840	801	96	14840	801
Total.....	222	17960	1068	222	23161	1809	4	1980	222	19940	1189	4	25141	1485



UNITED STATES.—CONTINUED.

Ports	BRITISH.						FOREIGN.						TOTAL.						
	With Cargoes.			In Ballast.			With Cargoes.			In Ballast.			With Cargoes.			In Ballast.			
	Vessels	Tons	Crew	Vessels	Tons	Crew	Vessels	Tons	Crew	Vessels	Tons	Crew	Vessels	Tons	Crew	Vessels	Tons	Crew	
Tusket	6	388	50	1	93	5	1	98	5	7	481	55	1	95	5	7	481	55	
Walton	8	715	40	1	95	5	1	98	5	8	715	40	1	95	5	8	715	40	
Westport	16	916	64	2	220	10	1	136	6	16	916	64	2	220	10	16	916	64	
Weymouth	8	870	42	1	131	6	1	131	6	9	1001	48	1	80	5	9	1001	48	
Wilmot	11	945	55	1	80	5	1	1025	6	11	945	55	1	80	5	11	945	55	
Windsor	16	2028	108	1	151	7	1	2179	110	16	2028	108	1	151	7	16	2028	108	
Yarmouth	47	3755	239	2	140	10	49	3895	249	47	3755	239	2	140	10	49	3895	249	
Total	884	108609	6211	227	82577	1447	1061	136186	7658	17	5098	213	20	5857	189	37	10455	402	851

BELGIUM.

Halifax	1	94	6	1	94	6	1	94	6	1	94	6	1	94	6	1	94	6
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CHINA.

Halifax	1	342	12	1	342	12	1	342	12	1	342	12	1	342	12	1	342	12
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GERMANY.

Halifax	1	128	6	1	128	6	1	128	6	1	128	6	1	128	6	1	128	6
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GREENLAND.

Halifax	1	276	18	1	276	18	1	276	18	1	276	18	1	276	18	1	276	18
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HOLLAND.

Halifax	1	187	6	1	187	6	1	187	6	1	187	6	1	187	6	1	187	6
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ITALY.

Arichat	1	187	8	1	187	8	1	187	8	1	187	8	1	187	8	1	187	8
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MEXICO.

Halifax	1	248	8	1	248	8	1	248	8	1	248	8	1	248	8	1	248	8
Yarmouth	1	122	5	1	122	5	1	122	5	1	122	5	1	122	5	1	122	5
Total	2	365	13	2	365	13	2	365	13	2	365	13	2	365	13	2	365	13

SAINT PIERRE.

Halifax	2	245	18	1	108	6	3	848	24	2	245	18	1	108	6	3	848	24
Baddeck	4	68	4	1	68	4	1	68	4	1	68	4	1	68	4	1	68	4
Lingan	1	107	7	1	107	7	1	107	7	1	107	7	1	107	7	1	107	7
Liverpool	1	86	5	1	86	5	1	86	5	1	86	5	1	86	5	1	86	5
Margaree	1	22	4	1	22	4	1	22	4	1	22	4	1	22	4	1	22	4
North Sydney	4	282	19	4	282	19	4	282	19	4	282	19	4	282	19	4	282	19
St. Ann's	2	64	8	2	64	8	2	64	8	2	64	8	2	64	8	2	64	8
Yarmouth	1	101	7	1	101	7	1	101	7	1	101	7	1	101	7	1	101	7
Total	4	187	19	7	588	35	11	725	54	2	245	18	17	1208	95	10	1448	118

SAINT DOMINGO.

Halifax	1	92	5	1	92	5	1	92	5	1	92	5	1	92	5	1	92	5
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SPAIN.

Halifax	5	610	34	5	610	34	5	610	34	5	610	34	5	610	34	5	610	34
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ABSTRACT

*Of the Number, Tonnage, and Crews of Vessels entered Inwards for Six Months ended 31st March, 1866.*

WHERE FROM.	BRITISH.						FOREIGN.						TOTAL.														
	With Cargoes.			In Ballast.			With Cargoes.			In Ballast.			With Cargoes.			In Ballast.											
	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.									
Great Britain ..	38	28768	1931	5	2308	64	38	31076	1995	..	..	..	..	..	..	..	..	..	..								
Canada.....	45	3887	280	1	..	..	46	3882	294	..	..	..	..	..	..	..	..	..	..								
New Brunswick.	378	44584	1818	..	..	..	378	44584	1818	..	..	..	..	..	..	..	..	..	..								
Newfoundland..	105	9003	986	72	8624	461	117	9828	1125	..	..	..	..	..	..	..	..	..	..								
P. E. Island....	222	17960	1063	55	5201	246	277	23161	1309	4	1980	126	..	..	..	..	..	..	..								
British W. Indies	96	14340	801	9	1144	58	105	15484	859	..	..	..	..	..	..	..	..	..	..								
For gn W. Indies	65	7279	432	11	1327	66	76	8606	493	..	..	..	..	..	..	..	..	..	..								
United States..	834	108009	6211	227	32577	1447	1061	136186	7658	17	5098	213	20	5357	189	37	10455	402	..								
Belgium .....	1	94	6	..	..	..	1	94	6	..	..	..	..	..	..	..	..	..	..								
China.....	1	342	12	..	..	..	1	342	12	..	..	..	..	..	..	..	..	..	..								
Germany.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..								
Greenland.....	1	276	13	..	..	..	1	276	13	..	..	..	..	..	..	..	..	..	..								
Holland.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..								
Italy.....	1	137	8	..	..	..	1	137	8	..	..	..	..	..	..	..	..	..	..								
Mexico.....	2	365	13	..	..	..	2	365	13	..	..	..	..	..	..	..	..	..	..								
Spain.....	5	610	34	..	..	..	5	610	34	..	..	..	..	..	..	..	..	..	..								
St. Domingo...	1	92	5	..	..	..	1	92	5	..	..	..	..	..	..	..	..	..	..								
St. Pierre.....	4	187	19	7	538	35	11	725	54	2	245	18	17	1203	95	19	1448	113	..								
Total.....	1794	231433	13632	451	172408	2369	2245	308891	16501	138	8453	522	37	6560	234	75	15013	806	1832	239936	14154	488	78983	3153	2320	318904	17307

JAMES McDONALD,  
*Financial Secretary.*

FINANCIAL SECRETARY'S OFFICE,  
HALIFAX, 31st March, 1866.

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## REGISTRY OF SHIPPING:

Being an account of the Number and Tonnage of Vessels cleared at each Port in Nova Scotia, during the Six Months ended 31st March, 1866,— shewing the number of Men navigating the same, the Country for which such Vessels cleared, distinguishing Vessels with Cargoes from those in Ballast, and British from Foreign Ships.

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PRINCE EDWARD ISLAND.

Ports.	BRITISH.						FOREIGN.						TOTAL.										
	With Cargoes.			In Ballast.			Total.	With Cargoes.			In Ballast.			Total.	With Cargoes.			In Ballast.			Total.		
	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.		Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.		Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.			
Halifax.....	44	3172	244	21	1657	124	65	4829	368	70	1244	2	1244	70	46	4410	814	21	1657	124	67	6078	488
Antigonish.....	.....	.....	.....	1	61	4	1	61	4	.....	.....	2	1244	.....	.....	.....	.....	1	61	4	1	61	4
Arichat.....	4	108	16	7	280	28	11	448	44	.....	.....	.....	.....	.....	4	168	16	7	280	28	11	448	44
Cape Canso.....	8	232	17	2	181	12	5	413	29	.....	.....	.....	.....	.....	8	232	17	2	181	12	5	413	29
Chester.....	.....	.....	.....	1	25	4	1	25	4	.....	.....	.....	.....	.....	.....	.....	.....	1	25	4	1	25	4
Cow Bay.....	3	132	13	.....	.....	.....	3	132	13	.....	.....	.....	.....	.....	3	132	13	.....	.....	.....	.....	.....	.....
Great Bras d'Or.	2	150	10	.....	.....	.....	2	150	10	.....	.....	.....	.....	.....	2	150	10	.....	.....	.....	.....	.....	.....
Harb-au-Bouche.	.....	.....	.....	1	28	3	1	28	3	.....	.....	.....	.....	.....	.....	.....	.....	1	28	3	1	28	3
Isaac's Harbor..	4	137	16	.....	.....	.....	4	137	16	.....	.....	.....	.....	.....	4	137	16	.....	.....	.....	.....	.....	.....
Little River.....	.....	.....	.....	2	103	7	2	103	7	.....	.....	.....	.....	.....	.....	.....	.....	2	103	7	2	103	7
Liverpool.....	2	86	8	2	74	10	4	160	18	.....	.....	.....	.....	.....	2	86	8	2	74	10	4	160	18
North Sydney..	6	375	25	.....	.....	.....	6	375	25	.....	.....	.....	.....	.....	6	375	25	.....	.....	.....	.....	.....	.....
Pictou.....	49	3147	183	26	6007	226	75	9154	409	.....	.....	.....	.....	.....	49	3147	183	26	6007	226	75	9154	409
Pt. Hawkesbury.	4	368	20	4	580	26	8	948	46	.....	.....	.....	.....	.....	4	368	20	4	580	26	8	948	46
Port Hood.....	1	40	4	.....	.....	.....	1	40	4	.....	.....	.....	.....	.....	1	40	4	.....	.....	.....	.....	.....	.....
Port Medway...	2	84	9	.....	.....	.....	2	84	9	.....	.....	.....	.....	.....	2	84	9	.....	.....	.....	.....	.....	.....
Port Mulgrave..	8	308	30	4	295	20	12	603	50	.....	.....	.....	.....	.....	8	308	30	4	295	20	12	603	50
Port Richmond..	1	30	8	.....	.....	.....	1	30	8	.....	.....	.....	.....	.....	1	30	8	.....	.....	.....	.....	.....	.....
Pugwash.....	1	210	7	.....	.....	.....	1	210	7	.....	.....	.....	.....	.....	1	210	7	.....	.....	.....	.....	.....	.....
Ragged Islands..	1	42	4	.....	.....	.....	1	42	4	.....	.....	.....	.....	.....	1	42	4	.....	.....	.....	.....	.....	.....
St. Mary's River.	2	141	10	.....	.....	.....	2	141	10	.....	.....	.....	.....	.....	2	141	10	.....	.....	.....	.....	.....	.....
Shelburne.....	.....	.....	.....	1	69	5	1	69	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tangier.....	3	74	12	1	28	3	4	102	15	.....	.....	.....	.....	.....	3	74	12	1	28	3	4	102	15
Tatanagouche..	2	38	4	.....	.....	.....	2	38	4	.....	.....	.....	.....	.....	2	38	4	.....	.....	.....	.....	.....	.....
Wallace.....	1	50	6	8	80	9	4	180	15	.....	.....	.....	.....	.....	1	50	6	8	80	9	4	180	15
Yarmouth.....	8	189	15	1	222	5	4	411	20	.....	.....	.....	.....	.....	8	189	15	1	222	5	4	411	20
Total.....	146	9173	656	77	9690	486	223	18863	1142	70	1244	2	1244	70	148	10417	726	77	9690	486	225	20107	1212





BRAZIL.

Ports.	BRITISH.			FOREIGN.			TOTAL.											
	In Ballast.			With Cargoes.			Total.											
	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.									
Halifax .....	1	116	8	1	194	8	2	310	16	1	116	8	1	194	8	2	310	16

GERMANY.

Halifax .....	1	222	8	1	222	8	1	222	8	1	222	8	1	222	8	1	222	8
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ITALY.

Arichat .....	1	187	8	1	187	8	1	187	8	1	187	8	1	187	8	1	187	8
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JERSEY.

Arichat .....	1	187	10	1	187	10	1	187	10	1	187	10	1	187	10	1	187	10
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MADEIRA.

Port Medway...	1	236	11	1	236	11	1	236	11	1	236	11	1	236	11	1	236	11
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MEXICO.

Yarmouth .....	1	120	6	1	120	6	1	120	6	1	120	6	1	120	6	1	120	6
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PORTUGAL.

Arichat .....	1	95	7	1	95	7	1	95	7	1	95	7	1	95	7	1	95	7
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SPAIN.

Halifax .....	1	109	7	1	109	7	1	109	7	1	109	7	1	109	7	1	109	7
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SAINT DOMINGO.

Halifax .....	3	294	19	3	294	19	3	294	19	3	294	19	3	294	19	3	294	19
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SAINT PIERRE.

Halifax .....	8	315	22	8	315	22	8	315	22	8	315	22	8	315	22	8	315	22
Baddeck .....	1	68	4	1	68	4	1	68	4	1	68	4	1	68	4	1	68	4
Guysborough...	1	38	3	1	38	3	1	38	3	1	38	3	1	38	3	1	38	3
Liverpool .....	1	56	5	1	56	5	1	56	5	1	56	5	1	56	5	1	56	5
North Sydney ..	2	135	7	2	135	7	2	135	7	2	135	7	2	135	7	2	135	7
Port Acadia .....	1	81	5	1	81	5	1	81	5	1	81	5	1	81	5	1	81	5
Port Medway ..	1	106	8	1	106	8	1	106	8	1	106	8	1	106	8	1	106	8
Pugwash .....	1	76	4	1	76	4	1	76	4	1	76	4	1	76	4	1	76	4
St. Ann's .....	2	64	8	2	64	8	2	64	8	2	64	8	2	64	8	2	64	8
St. Mary's River.	1	48	4	1	48	4	1	48	4	1	48	4	1	48	4	1	48	4
Yarmouth .....	1	89	5	1	89	5	1	89	5	1	89	5	1	89	5	1	89	5
Total .....	20	1066	75	20	1066	75	20	1066	75	20	1066	75	20	1066	75	20	1066	75

ABSTRACT

Of the Number, Tonnage, and Crews of Vessels cleared Outwards for Six Months ended 31st March, 1866.

Countries for which Cleared.	BRITISH.						FOREIGN.						TOTAL.														
	With Cargoes.			In Ballast.			With Cargoes.			In Ballast.			With Cargoes.			In Ballast.											
	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.									
Great Britain ..	22	21085	1535	1	294	34	28	21379	1569	..	..	..	..	..	..	22	21085	1535	1	294	34	28	21379	1569			
Canada.....	37	3748	249	6	785	53	48	4533	302	..	..	..	..	..	..	37	3748	249	6	785	53	48	4533	302			
New Brunswick.	272	35610	1398	87	34223	776	359	69833	2174	..	..	1	640	19	1	272	35610	1398	88	34863	795	360	70478	2198			
Newfoundland..	143	14455	987	8	2647	198	151	17102	1185	..	..	..	..	..	..	143	14455	987	8	2647	198	151	17102	1185			
P. E. Island....	146	9173	656	77	9690	486	223	18803	1142	..	..	2	1244	70	..	146	9173	656	77	9690	486	223	18803	1142			
British W. Indies	215	31810	1632	2	278	18	217	32088	1645	..	..	..	..	..	..	215	31810	1632	2	278	18	217	32088	1645			
For'gn W. Indies	51	7786	471	5	508	28	56	8294	499	..	..	..	..	..	..	51	7786	471	5	508	28	56	8294	499			
United States...	846	112500	5380	48	34577	1779	894	147077	7159	32	9707	293	5	2544	116	87	12341	409	58	37121	1395	981	159418	7568			
Africa.....	3	443	25	3	443	..	3	443	25	..	..	..	..	..	..	3	443	25	3	443	..	3	443	25			
Brazil.....	1	116	8	1	194	8	2	310	16	..	..	..	..	..	..	1	116	8	1	194	8	2	310	16			
Buenos Ayres ..	2	830	20	..	..	..	2	830	20	..	..	..	..	..	..	2	830	20	..	..	..	2	830	20			
Germany.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
Italy.....	1	187	8	..	..	..	..	..	..	..	..	1	222	8	..	1	187	8	..	..	..	..	1	187			
Jersey.....	1	187	10	..	..	..	1	187	10	..	..	..	..	..	..	1	187	10	..	..	..	1	187	10			
Madeira.....	1	236	11	..	..	..	1	236	11	..	..	..	..	..	..	1	236	11	..	..	..	1	236	11			
Mexico.....	1	120	6	..	..	..	1	120	6	..	..	..	..	..	..	1	120	6	..	..	..	1	120	6			
Portugal.....	1	95	7	..	..	..	1	95	7	..	..	..	..	..	..	1	95	7	..	..	..	1	95	7			
Spain.....	..	..	..	1	109	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	109	7			
St. Domingo ..	3	294	19	..	..	..	3	294	19	..	..	..	..	..	..	3	294	19	..	..	..	3	294	19			
St. Pierre.....	20	1066	75	..	..	..	20	1066	75	..	..	..	..	..	..	20	1066	75	..	..	..	20	1066	75			
Total.....	1766	239691	12497	236	83905	3382	2002	322396	15879	47	12054	443	11	8719	155	58	16773	598	1818	251745	12940	247	87024	3537	2060	388769	19477

JAMES McDONALD,  
Financial Secretary.

FINANCIAL SECRETARY'S OFFICE,  
HALIFAX, 31st March, 1866.



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DETAILED STATEMENTS AND ABSTRACTS  
OF THE  
QUANTITIES AND VALUE OF THE PRINCIPAL ARTICLES  
IMPORTED INTO THE PROVINCE OF NOVA SCOTIA  
FOR THE SIX MONTHS ENDED 30TH SEPTEMBER, 1866.

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# TRADE RETURNS

FOR THE HALF YEAR ENDED 30<sup>TH</sup> SEPTEMBER, 1866.

## GENERAL STATEMENT OF IMPORTS.

*Being a detailed Account of the Quantity and Value of the Principal Articles imported from each Country—with the Quantity and Value entered for Home Consumption, and amount of Duty collected thereon.*

### GREAT BRITAIN.

#### ALE AND PORTER.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Galls. 104109	\$ 44324	Galls. 69237	\$ 29760	6 cts.	\$ 4154 26
Pictou.....	990	492	990	492		59 40
Yarmouth.....			456	198		27 36
	105099	44816	70683	30450		4241 02

#### ARMS AND AMMUNITION.

	Pkgs.		Pkgs.			
Halifax.....	3828	10508	3828	10508	10 p. c.	1050 80
Arichat.....	6	30	6	30		3 00
North Sydney.....	853	2917	853	2917		291 70
Pictou.....	2724	10614	2724	10614		1061 40
Weymouth.....	3	11	3	11		1 10
	7414	24080	7414	24080		2408 00

#### BEEF AND PORK.

	Bbbs.		Bbbs.			
Halifax.....	4	64	4	64	\$1.00	4 00

#### BACON AND HAMS.

	Lbs.		Lbs.			
Halifax.....	317	67	317	67	2 cts.	6 34

#### BREAD (FINE).

	Lbs.		Lbs.			
Halifax.....	12420	1760	12145	1503	1 ct.	121 45

#### BREAD (PILOT OR NAVY).

	Lbs.		Lbs.			
Amherst.....	20000	550	20000	550	20 cts.	40 00

## GENERAL STATEMENT OF IMPORTS—GREAT BRITAIN.

## CANDLES (TALLOW).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.		Lbs.			
Amherst .....	100	\$ 14	100	\$ 14	3 cts.	\$ 3 00
North Sydney .....	288	33	288	33		8 64
	388	47	388	47		11 64

## CANDLES (OTHER).

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	2582	594	1690	411	8 cts.	135 20
North Sydney .....	216	37	216	37		17 28
	2798	631	1906	448		152 48

## CHEESE.

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	2791	692	3508	807	1 ct.	35 08
Pictou .....	157	31	157	31		1 57
Weymouth.....	32	6	32	6		32
	2980	729	3697	844		36 97

## COAL.

	Chalds.		Chalds.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	1105	3020	1105	3020	Free.	
Arichat .....	7	50	7	50		
Weymouth .....	42	123	42	123		
Windsor.....	52	138	52	138		
	1206	3331	1206	3331		

## CLOCKS.

	Pkgs.		Pkgs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	18	945	18	945	20 p. c.	189 00
Pictou .....	1	44	1	44		8 80
	19	989	19	989		197 80

## CORDAGE AND CANVAS.

	Lbs.		Pkgs.		Lbs.	Pkgs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		Quantity.	Value.		
Halifax.....	24994	809343	22482	273611	32007	206	6791	5 p. c.	13680 55
Antigonish.....			25	136					6 80
Arichat .....	273	4180	273	4180					209 00
Liverpool.....	216	3752	225	2091					104 55
Pictou .....	32007	206	32007	206	32007	206	6791		389 55
North Sydney .....		50		50			1302		65 10
Tatamagouche .....				26			944		47 20
Weymouth .....		42		42			1254		62 70
Windsor.....		252		252			8203		410 15
	32007	26033	32007	23581	32007	23581	298512		14925 60

## GENERAL STATEMENT OF IMPORTS—GREAT BRITAIN.

## COTTON, LINEN, SILK, AND WOOLLEN MANUFACTURES.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 6618	\$1996322	Pkgs. 8212	\$1906044	10 p. c.	190604 40
Amherst .....	37	9586	37	9586		958 60
Antigonish.....			59	9165		916 50
Arichat .....	52	9765	52	9765		976 50
Baddeck .....			5	2314		231 40
Hantsport .....	27	2612	27	2612		261 20
Liverpool.....	29	9504	29	9504		874 70
Lunenburg .....			14	2527		252 70
North Sydney .....			24	5800		580 00
Pictou .....	157	20338	161	30086		3008 60
Port Hood .....			29	5835		583 50
Tatamagouche .....			2	929		92 90
Wallace .....			9	1432		143 20
Weymouth .....	34	9312	34	9312		931 20
Windsor.....	24	7800	24	7800		780 00
Yarmouth .....			30	22123		2212 30
	6978	2065239	8746	2034077		203407 70

## COTTON WARP.

Halifax.....	Pkgs. 241	44906	Pkgs. 250	46066	5 p. c.	2303 30
Antigonish .....			7	959		47 95
Baddeck.....			1	185		9 25
Lunenburg .....			1	177		8 85
Pictou .....	2	218	2	218		10 90
Tatamagouche.....			1	73		3 65
Wallace.....			1	136		6 80
	243	45124	263	47814		2390 70

## CONFECTIONERY.

Halifax.....	Pkgs. 519	11005	Pkgs. 400	7859	20 p. c.	1571 80
Antigonish.....			2	54		10 80
Liverpool.....	12	123	12	123		24 60
Pictou .....	14	227	14	227		45 40
Port Hood.....			1	22		4 40
Weymouth .....	1	20	1	20		4 00
	546	11375	430	8305		1661 00

## DRUGS AND PATENT MEDICINES.

Halifax.....	Pkgs. 16	530	Pkgs. 16	530	20 p. c.	106 00
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## DRUGS AND DYE STUFFS.

Halifax.....	Pkgs. 3687	59772	Pkgs. 4073	55207	10 p. c.	5520 70
Arichat.....	3	71	7	192		19 20
Londonderry .....			4	32		3 20
Lunenburg .....			10	53		5 30
Port Hood .....			1	8		80
Pictou .....	113	2835	117	3530		353 00
Yarmouth .....			9	47		4 70
	3803	62678	4221	59069		5906 90

## GENERAL STATEMENT OF IMPORTS—GREAT BRITAIN.

## EARTHENWARE, GLASS, AND CHINA.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Pkgs.		Pkgs.			
Halifax.....	23156	\$ 70622	24528	\$ 68845	10 p. c.	\$ 6884 50
Antigonishe.....			147	738		73 80
Arichat.....	40	752	40	752		75 20
Hantsport.....	6	177	6	177		17 70
Liverpool.....	4	101	40	218		21 80
Londonderry.....			4	143		14 30
Pictou.....	333	3029	333	3029		302 90
Tatamagouche.....			45	133		13 30
Wallace.....			5	107		10 70
Weymouth.....	34	435	34	435		43 50
Windsor.....	444	613	444	613		61 30
	24017	75729	25626	75190		7519 00

## FLOUR (WHEAT).

	Bbls.		Bbls.		
Halifax.....	5	30	5	30	25 cts. 1 25

## FLOUR (OTHER).

	Bbls.		Bbls.		
Halifax.....	197	1450	197	1450	Free.
Liverpool.....	1	12	1	12	
	198	1462	198	1462	

## FRUIT (RAISINS).

	Lbs.		Lbs.		
Hantsport.....	249	38	249	38	2 cts. 4 98
Weymouth.....	823	73	823	73	16 46
	1072	111	1072	111	21 44

## FRUIT (OTHER).

	Pkgs.		Pkgs.		
Halifax.....	953	8719	705	5828	10 p. c. 582 80
Arichat.....	3	43	3	43	4 30
Pictou.....	33	300	33	300	30 00
	989	9062	741	61710	

## GROCERIES (INCLUDING SOAP).

	Lbs.	Pkgs.		Lbs.	Pkgs.		
Halifax.....		6169	30066		5543	28713	10 p. c. 2871 30
Arichat.....		13	87		13	87	8 70
Liverpool.....		20	55		20	55	5 50
Pictou.....	6696		1029	6696		1029	102 90
Weymouth.....		16	97		16	97	9 70
Yarmouth.....					11	492	49 20
	6696	6218	31334	6696	5603	30473	3047 30

## GINGER AND PEPPER (GROUND).

	Lbs.		Lbs.		
Halifax.....	235	50	235	50	4 cts. 9 40
Weymouth.....	42	5	42	5	1 68
	277	55	277	55	11 08

GENERAL STATEMENT OF IMPORTS—GREAT BRITAIN.

GRAIN (RICE).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Bush. 7869	\$ 17889	Pkgs. 3	Bush. 7869	\$ 17889	Free.
Antigonish.....					28	
	7869	17889	3	7867	17917	

GRAIN (OTHER).

Halifax.....	Bush. 998	2353	Bush. 998	2353	Free.
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HARDWARE (FIRST CLASS).

	Pcs. and Pkgs.		Pcs. and Pkgs.		10 p. c.	
Halifax.....	27732	221289	23074	215333		21533 30
Amherst.....	1	229	1	229		22 90
Antigonishe.....			778	4739		473 90
Arichat.....	80	1812	80	1812		181 20
Liverpool.....	40	146	40	146		14 60
Londonderry.....	80	1254	80	1254		125 40
North Sydney.....	2400	32304	2400	32604		3260 40
Pictou.....	1887	14602	1917	15237		1523 70
Port Hood.....			123	945		94 50
Pugwash.....	22	309	148	1452		145 20
Tatamagouche.....			9	117		11 70
Wallace.....			10	239		23 90
Weymouth.....	29	404	29	404		40 40
Windsor.....	734	3818	734	3818		381 80
Yarmouth.....			14	1057		105 70
	33005	276167	29437	279386		27938 60

HARDWARE (SECOND CLASS).

	Lbs.	Pcs. & Pkgs.		Lbs.	Pcs. & Pkgs.	5 p. c.	
Halifax.....	194325	291763	182613	286726		14336 30	
Antigonishe.....			2262	4118		205 90	
Arichat.....	304	805	304	805		40 25	
Hantsport.....	52351	1090	52351	1090		54 50	
Liverpool.....	1348	3144	1340	3131		156 55	
Londonderry.....	443	399	443	399		19 95	
North Sydney.....		2820		2820		141 00	
Pictou.....	849277	226	849752	226		1238 50	
Pugwash.....	1094	1206	1820	6412		320 60	
Tatamagouche.....			13973	922		1324	
Wallace.....			45	317		66 20	
Weymouth.....	35	1844	35	1844		15 85	
Windsor.....	321099	139	321099	139		92 20	
Yarmouth.....			33	7104		423 15	
	1222727	198214	335922	1236700	190182	349323	
						17466 15	

HARDWARE (THIRD CLASS).

	Tons.	Pcs. & Pkgs.		Tons.	Pcs. & Pkgs.	Free.
Halifax.....	1335	12442	1335	12442	189285	Free.
Arichat.....		45		45	4070	
Liverpool.....		201		201	1105	
Pictou.....	336		336		4500	
Pugwash.....		10		10	163	
Windsor.....	282		282		5186	
	1953	12698	204309	1953	12698	204309

## GENERAL STATEMENT OF IMPORTS—GREAT BRITAIN.

## HATS AND CAPS.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 261	\$ 27972	Pkgs. 263	\$28123	10 p. c.	\$ 2812 30
Amherst.....	2	146	2	146		14 60
Antigonishe.....			3	289		28 90
Arichat.....	8	140	8	140		14 00
Liverpool.....	1	68	1	68		6 80
Pictou.....	5	418	5	418		41 80
Weymouth.....	1	98	1	98		9 80
	278	28842	283	29282		2928 20

## HIDES AND SKINS.

Halifax.....	No. 200	Pkgs. 2	2327	No. 200	Pkgs. 2	2327	Free.
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## INDIA RUBBER MANUFACTURES.

Halifax.....	Pkgs. 193	7684	Pkgs. 169	6844	10 p. c.	684 40
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## JEWELRY (WATCHES, TOYS, AND MUSICAL INSTRUMENTS).

Halifax.....	Pkgs. 215	28447	Pkgs. 210	28823	10 p. c.	2882 30
Pictou.....	1	80	1	80		8 00
	216	28527	211	28903		2890 30

## LEATHER MANUFACTURES.

Halifax.....	Pkgs. 423	69986	Pkgs. 420	70806	10 p. c.	7080 60
Antigonishe.....			2	176		17 60
Arichat.....	16	2792	16	2792		279 20
Pictou.....	3	377	6	1049		104 90
Weymouth.....	4	353	4	353		35 30
Windsor.....	1	243	1	243		24 30
	447	73751	449	75419		7541 90

## LEATHER (SOLE).

Arichat.....	Lbs. 323	121	Lbs. 323	121	4 cts.	12 92
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## MOLASSES.

Halifax.....	Galls. 213	59	Galls. 32	8	5 cts.	1 60
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## NAVAL STORES.

Halifax.....	Pkgs. 2743	7344	Pkgs. 2583	6864	5 p. c.	343 20
Arichat.....	40	92	40	92		4 60
Liverpool.....	120	415	120	415		20 75
	2903	7851	2743	7371		368 55



## GENERAL STATEMENT OF IMPORTS—GREAT BRITAIN.

## OIL (LINSEED, &amp;c.)

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 28802	\$ 20823	Pkgs. 29692	\$ 22118	10 p. c.	\$ 2211 80
Antigonishe.....			310	220		22 00
Arichat.....	240	177	240	177		17 70
Liverpool.....	6	334	2	72		7 20
Londonderry.....	40	30	40	30		3 00
Pictou.....	81	116	81	116		11 60
Pugwash.....	9	295	10	350		35 00
Tatamagouche.....			5	255		25 50
Windsor.....	1830	1092	1830	1092		109 20
	15	30993	17	32193		2443 00

## PAPER MANUFACTURES AND STATIONERY.

Halifax.....	Pkgs. 965	34414	Pkgs. 812	33594	10 p. c.	3359 40
Antigonishe.....			14	383		38 30
Arichat.....	1	37	1	37		3 70
Liverpool.....	1	20	1	20		2 00
Londonderry.....	1	25	1	25		2 50
North Sydney.....	3	218	3	218		21 80
Pictou.....	13	592	13	592		59 20
Wallace.....			1	34		3 40
Weymouth.....	2	86	2	86		8 60
Yarmouth.....			5	394		39 40
	986	35392	853	35383		3538 30

## PAPER (PRINTING), BOOKS, &amp;c.

Halifax.....	Pkgs. 512	43523	Pkgs. 512	43523	Free.	
Pictou.....	5	513	5	513		
	517	44086	517	44036		

## PAINT AND PUTTY.

Halifax.....	Pkgs. 2174	30477	Pkgs. 1842	24260	10 p. c.	2426 00
Antigonishe.....			95	719		71 90
Arichat.....	2	70	2	70		7 00
Liverpool.....	6	305	3	383		38 30
Londonderry.....	40	138	40	138		13 80
North Sydney.....	10	113	30	708		70 80
Pictou.....	61	1059	61	1059		105 90
Pugwash.....	65	199	95	287		28 70
Tatamagouche.....			43	118		11 80
Wallace.....			22	241		24 10
Weymouth.....	105	359	105	359		35 90
Windsor.....	102	1324	102	1324		132 40
	2565	34044	2440	29666		2966 60

## GENERAL STATEMENT OF IMPORTS—GREAT BRITAIN.

## SPIRITS (BRANDY AND CORDIALS).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Galls.		Galls.			
Halifax.....	17669	\$ 35388	2368	\$ 4738	\$1.20	\$ 2842 56
Glace Bay.....			60	98		72 00
North Sydney.....			33	50		39 60
Pictou.....	45	91	380	761		456 72
Pugwash.....			66	122		79 20
Tatamagouche.....			10	20		12 00
Weymouth.....	12	35	12	35		14 40
Yarmouth.....			9	38		11 40
	17726	35509	2939	5882		3527 88

## SPIRITS (GENEVA AND WHISKEY).

	Galls.		Galls.		90 cts.	
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	37254	28666	11634	5817		10470 78
Arichat.....	140	46	221	86		198 90
Baddeck.....			246	144		221 40
Great Bras d'Or.....			44	44		89 60
Liverpool.....			82	121		73 80
Little River.....			39	51		35 10
North Sydney.....			167	166		150 30
Pictou.....	305	331	1385	1412		1246 68
Pugwash.....			203	122		182 70
Tatamagouche.....			114	97		102 60
Weymouth.....	20	23	20	23		18 00
Yarmouth.....			30	35		27 00
	37719	29066	14185	8118		12766 86

## SPIRITS (RUM).

	Galls.		Galls.		75 cts.	
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	2673	2162	585	410		438 75
Pictou.....	247	247	335	335		251 25
	2920	2409	920	745		690 00

## SPIRITS (STRONG WATERS).

	Galls.	Value.	Galls.	Value.	90 cts.	
Halifax.....	318	953	52	231		46 80

## SPIRITS (WINE).

	Doz.	Galls.	Value.	Doz.	Galls.	Value.	
	Halifax.....	341	27404	43455	134	8255	
Pictou.....	8		92	8		92	16 00
Weymouth.....		14	30		14	30	10 50
Windsor.....	$\frac{3}{4}$		6	$\frac{3}{4}$		6	1 50
Yarmouth.....				4		20	8 00
	349 $\frac{1}{4}$	27418	43583	146 $\frac{1}{4}$	8269	13768	3984 50

## SUGAR (RAW).

	Lbs.	Value.	Lbs.	Value.	1 $\frac{1}{2}$ cts.	
Halifax.....	1054	75	1054	75		15 81

## GENERAL STATEMENT OF IMPORTS—GREAT BRITAIN.

## SUGAR (REFINED).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Lbs. 327462	\$ 21338	Lbs. 255164	\$ 25516	2 cts.	\$ 5103 28
Antigonishe.....	.....	.....	.....1113	.....84	.....	22 26
Arichat.....	.....1477	.....118	.....1477	.....118	.....	29 54
Great Bras d'Or.....	.....	.....	.....430	.....40	.....	8 60
Hantsport.....	.....775	.....72	.....775	.....72	.....	15 50
Weymouth.....	.....782	.....62	.....782	.....62	.....	15 64
	330496	21590	259741	25892		5194 82

## STONE (MANUFACTURED).

	No.		No.			
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	21500	446	21500	446	10 p. c.	44 60
Londonderry.....	15000	463	15000	463	.....	46 30
North Sydney.....	7000	82	7000	82	.....	8 20
Pictou.....	1000	20	1000	20	.....	2 00
	44500	1011	44500	1011		101 10

## STONE (UNMANUFACTURED).

	No.		No.		
	Quantity.	Value.	Quantity.	Value.	
Halifax... slate	12500	620	12500	620	Free.

## SALT.

	Bush.		Bush.		
	Quantity.	Value.	Quantity.	Value.	
Halifax.....	585369	112023	585369	112023	Free.
Arichat.....	11700	1850	11700	1850	.....
Cape Canso.....	38680	6613	38680	6613	.....
Pugwash.....	750	138	750	138	.....
	636499	120624	636499	120624	

## TEA (BLACK).

	Lbs.		Lbs.			
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	694239	210416	481947	141138	6 cts.	28916 82
Antigonishe.....	.....	.....	.....11790	.....3187	.....	707 40
Arichat.....	.....	.....	.....3875	.....1200	.....	232 50
Baddeck.....	.....	.....	.....5607	.....2022	.....	336 42
Great Bras d'Or.....	.....	.....	.....1709	.....567	.....	102 54
Liverpool.....	.....	.....	.....880	.....352	.....	52 80
Little River.....	.....	.....	.....1392	.....501	.....	83 52
North Sydney.....	.....	.....	.....1930	.....750	.....	115 80
Pictou.....	41174	16870	45305	18523	.....	2718 30
Port Hood.....	.....	.....	.....4163	.....1352	.....	249 78
Pugwash.....	.....	.....	.....1411	.....431	.....	84 66
Tatamagouche.....	.....	.....	.....353	.....97	.....	21 18
Weymouth.....	1796	542	1796	542	.....	107 76
Yarmouth.....	.....	.....	.....1330	.....542	.....	79 80
	737209	227828	563488	171199		33809 28

## TEA (GREEN).

	Lbs.		Lbs.			
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	250	150	673	332	11 cts.	74 08

## GENERAL STATEMENT OF IMPORTS—GREAT BRITAIN.

## TOBACCO (CIGARS AND SNUFF).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 14	\$ 794	Pkgs. 21	\$ 1530	20 p. c.	\$ 306 00

## WOODWARE (MANUFACTURED).

	Pcs. and Pkgs.		Pcs. and Pkgs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	33	2259	33	2259	10 p. c.	225 90
Pictou .....	1807	1875	1807	1875		187 50
Pugwash.....			60	218		21 80
	1840	4134	1900	4352		435 20

## WOODWARE (UNMANUFACTURED).

	Pcs.	Tons.	Value.	Pcs.	Tons.	Rate of Duty.	Duty Collected.
	Quantity.	Quantity.		Quantity.	Quantity.		
Halifax .....	299	10	100	299	10	Free.	
Cape Canso.....	25		13	25			
	324	10	113	324	10		

## UNENUMERATED (AT 10 PER CENT).

	Pcs. and Pkgs.		Pcs. and Pkgs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	301	835	301	835	10 p. c.	83 50
Antigonishe.....			10	88		8 80
Arichat.....	63	1278	63	1278		127 80
Pugwash.....			4	26		2 60
Tatamagouche.....			5	113		11 30
	364	2113	383	2340		234 00

## UNENUMERATED (FREE).

	Pcs. and Pkgs.		Pcs. and Pkgs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	1145	14657	1145	14657	Free.	
Londonderry.....	4	126	4	126		
	1149	14783	1149	14783		

## CANADA.

## ALE AND PORTER.

	Galls.		Galls.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	701	300	30	12	6 cts.	1 80
Pictou .....	777	311	777	311		46 65
	1478	611	807	323		48 45

## BEEF AND PORK.

	Bbls.		Bbls.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Margaree .....	16	392	16	392	Free.	

## BREAD (FINE).

	Pkgs.		Pkgs. Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....			1977	200	1 ct.	19 77
North Sydney.....	188	602	188	602	Free.	
	188	602	188	1977		19 77

## GENERAL STATEMENT OF IMPORTS—CANADA.

## BREAD (PILOT AND NAVY).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.		Lbs.			
Halifax .....	6500	325	6500	325	Free.	
Margaree .....	25200	1090	25200	1090	.....	
	31700	1415	31700	1415		

## BUTTER AND LARD.

	Lbs.		Lbs.			
Halifax.....	32207	6441	32207	6441	Free.	
Cape Canso.....	2562	451	2562	451	.....	
Pictou .....	2510	530	2510	530	.....	
	37279	7422	37279	7422		

## CLOCKS, WATCHES, &amp;c.

	Pkgs.		Pkgs.			
Arichat.....	1	5	1	5	20 p. c.	1 00

## CHEESE.

	Lbs.		Lbs.			
Halifax.....	819	100	819	100	Free.	
Pictou .....	14878	2195	14878	2195	.....	
	15697	2295	15697	2295		

## COTTON, LINEN, SILK, &amp;c.

	Pkgs.		Pkgs.			
Halifax.....	1	8	1	8	10 p. c.	80

## DRUGS AND DYE STUFFS.

	Pkgs.		Pkgs.			
Halifax.....	54	1213	54	1213	10 p. c.	121 30

## DRUGS AND PATENT MEDICINES.

	Pkgs.		Pkgs.			
Halifax .....	13	275	13	275	20 p. c.	55 00
Pictou .....	2	80	2	80	.....	16 00
	15	355	15	355		71 00

## EARTHENWARE, GLASS, AND CHINA.

	Lbs.		Lbs.			
Halifax .....	117	1029	117	1029	10 p. c.	102 90
Pictou .....	4	102	4	102	.....	10 20
	121	1131	121	1131		113 10

## GENERAL STATEMENT OF IMPORTS—CANADA.

## FLOUR (WHEAT).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Bbls.		Bbls.			
Halifax .....	35380	247660	35380	247660	Free.	
Arichat .....	115	874	115	874		
Canso .....	793	5790	793	5790		
Cornwallis .....	500	3000	500	3000		
Glace Bay.....	100	800	100	800		
Mahone Bay.....	5	350	5	350		
Margaree .....	786	5396	786	5396		
North Sydney.....	1222	8615	1222	8615		
Pictou .....	13400	101624	13400	101624		
Port Hawkesbury.....	403	3100	403	3100		
Pugwash .....	395	3400	395	3400		
Sydney.....	105	780	105	780		
Windsor.....	418	3167	418	3167		
Yarmouth .....	524	3970	524	3970		
	54146	388519	54146	388519		

## FLOUR (OTHER).

	Bbls.		Bbls.		
Halifax .....	1364	5557	1364	5557	Free.
North Sydney .....	345	1334	345	1334	
Pictou .....	917	3668	917	3668	
Windsor.....	2	6	2	6	
	2628	10565	2628	10565	

## FISH (DRY).

	Lbs.		Lbs.		
Halifax.....	419776	14992	419776	14992	Free.

## FISH (HERRING AND ALEWIVES).

	Bbls.		Bbls.		
Halifax .....	94	224	94	224	Free.
Port Hawkesbury .....	1385	3170	1385	3170	
Port Mulgrave.....	700	700	700	700	
Port Richmond.....	230	690	230	690	
	2409	4784	2409	4784	

## FISH (SALMON AND TROUT).

	Bbls.		Bbls.		
Halifax.....	255	4736	255	4736	Free.

## FISH (MACKEREL AND SHAD).

	Bzs.	Bbls.		Bzs.	Bbls.	
Halifax.....	80	168	80	168	Free.	
Port Hawkesbury .....	281	1686	281	1686		
Port Mulgrave.....	196	980	196	980		
Port Richmond.....	75	450	75	450		
	80	552	80	552	3284	

GENERAL STATEMENT OF IMPOETS—CANADA.

GROCERIES.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 350	\$ 1212	Pkgs. 130	\$ 241	10 p. c.	\$ 24 10

GRAIN (RICE).

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	Bush. 30	60	Bush. 30	60	Free.	

GRAIN (OTHER).

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	Bush. 66699	36788	Bush. 66699	36788	Free.	
Margaree.....	66	70	66	70		
Pictou.....	11650	3146	11650	3146		
	78415	40004	78415	40004		

HARDWARE (FIRST CLASS).

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	Pkgs. 220	7206	Pkgs. 190	5055	10 p. c.	505 50
Margaree.....	12	64	12	64		6 40
Pictou.....	71	779	71	779		77 90
	303	8049	273	5898		589 80

HARDWARE (SECOND CLASS).

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Port Hawkesbury.....	Pkgs. 27	60	Pkgs. 27	60	5 p. c.	3 00

HIDES AND SKINS.

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	No. 2591	2900	No. 2591	2900		

INDIA RUBBER MANUFACTURES.

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	Pkgs. 74	1160	Pkgs. 74	1160	10 p. c.	116 00

LEATHER MANUFACTURES.

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	Pkgs. 61	5200	Pkgs. 42	4190	10 p. c.	419 00
Arichat.....	1	8	1	8		80
Margaree.....	2	46	2	46		4 60
Pictou.....	6	534	6	534		53 40
	70	5788	51	4778		477 80

LEATHER (SOLE).

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	Lbs. 33168	8033	Lbs. 31615	8647	4 cts.	1264 60
Mahone Bay.....	431	108	431	108		17 24
Margaree.....	500	118	500	118		20 00
Pictou.....	220	50	220	50		8 80
Sydney.....	136	30	136	30		5 44
	34455	8339	32902	8953		1316 08

## GENERAL STATEMENT OF IMPORTS—CANADA.

## OIL (LINSEED).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Pictou .....	Pkgs. 718	\$ 855	Pkgs. 718	\$ 855	10 p. c.	\$ 85 50
Windsor .....	7	279	7	279		27 90
	7	1134	7	1134		113 40

## OIL (FISH OIL).

Halifax .....	Galls. 6300	3150	Galls. 6300	3150	Free.	
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## PAPER MANUFACTURIES AND STATIONERY.

Halifax .....	Pkgs. 2	43	Pkgs. 2	43	10 p. c.	4 30
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## PAPER (PRINTING), BOOKS, &amp;c.

Pictou .....	Pkgs. 9	828	Pkgs. 9	828	Free.	
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## PAINT AND PUTTY.

Halifax .....	Pkgs. 69	1649	Pkgs. 27	822	10 p. c.	82 20
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## SPIRITS (GENEVA AND WHISKEY).

Halifax .....	Galls. 4171	2158	Galls. 900	450	90 cts.	810 00
Pictou .....	2	4	2	4		1 80
	4173	2162	902	454		811 80

## SPIRITS (RUM).

Pictou .....	Galls. 64	64	Galls. 64	64	75 cts.	48 00
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## SPIRITS (WINE.)

Halifax .....	Doz. 2	Galls. 2430	3645	2	20	\$2.00	4 00
Pictou .....	2	2430	3665	2	20		4 00

## SALT.

Halifax .....	Bush. 8801	1320	Bush. 8801	1320	Free.	
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## STONE (MANUFACTURED).

Glance Bay .....	M. 45	180	M. 45	180	10 p. c.	18 00
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GENERAL STATEMENT OF IMPORTS—CANADA.

STONE (UNMANUFACTURED).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Pictou .....	No. 800	\$ 1200	No. 800	\$ 1200	Free.	

TEA (BLACK).

	Lbs.	Value.	Lbs.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	2000	600				
Pictou .....	6	3	6	3	6 cts.	\$ 0 36
	2006	603	6	3		

TOBACCO (MANUFACTURED).

	Lbs.	Value.	Lbs.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	14810	3501	1082	270	10 cts.	108 20
Mahone Bay .....	344	69	344	69		34 40
	14654	3570	1426	339		142 60

WOODWARE (MANUFACTURED).

	Pcs. and Pkgs.	Value.	Pcs. and Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	813	1573	612	1087	10 p. c.	108 70
Pictou .....	569	724	569	724		72 40
	1382	2297	1181	1811		181 10

WOODWARE (UNMANUFACTURED).

	Tons	Pcs.	M.	M.	Value.	Tons	Pcs.	M.	M.	Value.	Rate of Duty.	Duty Collected.
Halifax.....			24½		1415			24½		1415	Free.	
Arichat .....	150	350		20	1600	150	350		20	1600		
Cape Canso .....			1		20			1		20		
Margaree .....			140	8	349			140	8	349		
North Sydney .....	20				200	20				200		
Yarmouth .....		2			100		2			100		
	20	152	515½	28	3684	20	152	515½	28	3684		

NEW BRUNSWICK.

ALE AND PORTER.

	Galls.	Value.	Galls.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	29	15	29	15	6 cts.	1 74
Annapolis .....	37½	14	37½	14		2 75
Canada Creek.....	12	4	12	4		72
Digby.....	851	431	851	431		51 06
Joggins.....	12	9	12	9		72
Margaretsville.....	128	52	128	52		7 68
Port Acadia.....	10½	16	10½	16		63
Westport.....	36	27	36	27		2 16
Weymouth.....	90	50	90	50		5 40
Wilmot.....	20	10	20	10		1 20
Yarmouth.....	5	1	5	1		30
	1231	629	1231	629		73 86

GENERAL STATEMENT OF IMPORTS—NEW BRUNSWICK.

ANIMALS (SWINE).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	No.		No.			
Barrington.....	7	\$ 21	7	\$ 21	Free.	
Yarmouth.....	4	20	4	20		
	11	41	11	41		

ARMS AND AMMUNITION.

	Pkgs.		Pkgs.			
Digby.....	8	42	8	42	10 p. c.	\$ 4 20

BEEF AND PORK.

	Bbbs.		Bbbs.			
Advocate Harbor.....	4	81	3	59	\$1.00	3 00
Annapolis.....	21	335	21	335	\$1.00	21 00
Barrington.....	4½	114	4½	114	Free.	
Bear River.....	19	393	14	280	\$1.00	14 00
Bellevieu Creek.....	1	25	1	25	Free.	
Bridgetown.....	2	41	2	41	Free.	
Digby.....	8½	207	8½	207	\$1.00	8 50
Five Islands.....	6	120	6	120	Free.	
Harborville.....	2	44	2	44	Free.	
Joggins.....	38	946	38	946	Free.	
Ratchford's River.....	5	98	5	98	Free.	
Thorne's Cove.....	1	26	1	26	Free.	
Weymouth.....	4	96	4	96	Free.	
Windsor.....	1	24	1	24	Free.	
Yarmouth.....	34	780	34	780	Free.	
	151	3330	144	3195		46 50

BUTTER AND LARD.

	Pkgs.		Pkgs.		
Halifax.....	650	130	650	130	Free.
Clementsport.....	25	4	25	4	
Joggins.....	250	54	250	54	
Westport.....	296	78	296	78	
Windsor.....	5555	1201	5555	1201	
Yarmouth.....	1175	235	1175	235	
	7951	1702	7951	1702	

BREAD (FINE).

	Lbs.		Lbs.			
Amherst.....	1225	75	1225	75	1 ct.	12 25
Annapolis.....	163	15	163	15		1 63
Bear River.....	136	13	136	13		1 36
Bridgetown.....	400	44	400	44		4 00
Canada Creek.....	25	2	25	2		25
Clementsport.....	228	20	228	20		2 28
Digby.....	1084	87	1084	87		10 84
Farrsborough.....	49	4	49	4		49
Port Acadia.....	45	4	45	4		45
Thorne's Cove.....	35	4	35	4		35
Weymouth.....	111	9	111	9		1 11
Wilmot.....	50	2	50	2		50
Windsor.....	130	12	130	12		1 30
Yarmouth.....	65	3	65	3		65
	3746	294	3746	294		37 46

GENERAL STATEMENT OF IMPORTS—NEW BRUNSWICK.

BREAD (PILOT OR NAVY).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.		Lbs.			
Amherst .....	115	\$ 13	115	\$ 13	20 cts.	\$ 0 23
Annapolis .....	2075	103	2075	103		4 15
Clementsport .....	80	4	80	4		16
Cornwallis .....	720	50	720	50		1 44
Digby .....	270	13	270	13		54
Parrsborough .....	300	17	300	17	Free.	
Westport .....	80	4	80	4		
Wilmot .....	200	5	200	5	20 cts.	40
Yarmouth .....	100	5	100	5		20
	3940	214	3940	214		7 12

CANDLES (TALLOW).

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Amherst .....	51	8	51	8	3 cts.	1 53
Annapolis .....	35	5	35	5		1 05
Bear River .....	117	18	117	18		3 51
Bridgetown .....	51	7	51	7		1 53
Clementsport .....	51	8	51	8		1 53
Digby .....	130	21	130	21		3 90
Parrsborough .....	54	8	54	8		1 62
	489	75	489	75		14 67

CHEESE.

	Lbs.	Value.	Lbs.	Value.	Rate of Duty.	Duty Collected.
Westport .....	50	6	50	6	Free.	

COAL.

	Chalds.		Chalds.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	336	3338	336	3338	Free.	
Annapolis .....	2	11	2	11		
Bellevue Cove .....	8	41	8	41		
Bridgetown .....	6	42	6	42		
Canada Creek .....	2	12	2	12		
Clementsport .....	6	28	6	28		
Cornwallis .....	18	108	18	108		
French Cross .....	3	19	3	19		
Harborville .....	3	20	3	20		
Horton .....	6	30	6	30		
Maitland .....	9	45	9	45		
Port Acadia .....	6	30	6	30		
Port Gilbert .....	14	84	14	84		
Ratchford's River .....	2	11	2	11		
Truro .....	35	42	35	42		
Weymouth .....	3	15	3	15		
Windsor .....	25	345	25	345		
Yarmouth .....	58	340	58	340		
	542	4561	542	4561		

CLOCKS.

	Pkgs.		Pkgs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Five Islands .....	1	5	1	5	20 p. c.	1 00
Windsor .....	1	5	1	5		1 00
Yarmouth .....	3	36	3	36		7 20
	5	46	5	46		9 20

## GENERAL STATEMENT OF IMPORTS—NEW BRUNSWICK.

## COFFEE (GREEN).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.		Lbs.			
Halifax.....			60	\$ 9	4 cts.	\$ 2 40
Annapolis.....	21	\$ 4	21	4		84
Bridgetown.....	12	2	12	2		48
Clementsport.....	60	13	60	13		2 40
Digby.....	142	27	142	27		5 68
Sandy Cove.....	14	2	14	2		56
Weymouth.....	5	1	5	1		20
	254	49	314	58		12 56

## COFFEE (ROASTED).

	Lbs.		Lbs.			
Amherst.....	32	6	32	6	5 cts.	1 60
Annapolis.....	9	2	9	2		45
Bridgetown.....	30	8	30	8		1 50
Digby.....	92	28	92	28		4 60
	163	44	163	44		8 15

## CORDAGE AND CANVAS.

	Lbs.	Pkgs.		Lbs.	Pkgs.		
Halifax.....				26	161	5 p. c.	8 05
Annapolis.....		144	6132	144	6132		306 60
Bear River.....		29	768	29	768		38 40
Clementsport.....		9	155	9	155		7 75
Digby.....		14	1176	14	1176		58 80
Five Islands.....		58	1038	58	1038		51 90
French Cross.....		2	11	2	11		55
Maitland.....		243	9493	243	9493		474 65
Port Gilbert.....	13805	13	3471	13805	13	3471	173 55
Port Acadia.....		47	657	47	657		32 85
Port Williams.....	3930	1	884	3930	1	884	44 20
Ratchford's River.....		19	443	19	443		22 15
Thorne's Cove.....		10	360	10	360		18 00
Westport.....		297	2883	297	2883		144 15
Wilmot.....		2	12	2	12		60
Weymouth.....		30	488	30	488		24 40
Yarmouth.....		99	1611	99	1611		80 55
	17735	1017	29582	17735	1043	29743	1487 15

## COTTON, LINEN, SILK, AND WOOLLEN MANUFACTURES.

	Pkgs.		Pkgs.			
Amherst.....	83	16083	83	16083	10 p. c.	1608 30
Annapolis.....	108	10306	108	10306		1030 60
Advocate Harbor.....	4	112	4	112		11 20
Bear River.....	35	7128	35	7128		712 80
Barrington.....	1	38	1	38		3 80
Bridgetown.....	48	10410	48	10410		1041 00
Canada Creek.....	17	2984	17	2984		298 40
Clementsport.....	38	3380	38	3380		338 00
Cornwallis.....	3	300	3	300		30 00
Digby.....	80	15270	80	15270		1527 00
Five Islands.....	2	126	2	126		12 60
Harborville.....	14	1150	14	1150		115 00
Joggins.....	36	4692	36	4692		469 20
Margaretsville.....	30	2182	30	2182		218 20
Parrsborough.....	5	867	5	867		86 70

## GENERAL STATEMENT OF IMPORTS—NEW BRUNSWICK.

## COTTON, LINEN, SILK, &amp;c. — CONTINUED.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Port Acadia . . . . .	Pkgs. 6	\$ 866	Pkgs. 6	\$ 866	10 p. c.	\$ 86 60
Port Gilbert . . . . .	9	1237	9	1237		123 70
Port Williams . . . . .	6	394	6	394		39 40
Ratchford's River . . . . .	4	664	4	664		66 40
Sandy Cove . . . . .	15	831	15	831		83 10
Thorne's Cove . . . . .	11	1090	11	1090		109 00
Westport . . . . .	31	1710	31	1710		171 00
Weymouth . . . . .	52	3541	52	3541		354 10
Wilmot . . . . .	94	6356	94	6356		635 60
Windsor . . . . .	4	711	4	711		71 10
Yarmouth . . . . .	381	37867	381	37867		3786 70
	1117	130295	1117	130295		13029 50

## COTTON WARP.

	Pkgs.		Pkgs.		
Amherst . . . . .	2	124	2	124	5 p. c. 6 20
Annapolis . . . . .	5	181	5	181	9 05
Bear River . . . . .	1	34	1	34	1 70
Bridgetown . . . . .	3	239	3	239	11 95
Canada Creek . . . . .	1	12	1	12	60
Clementsport . . . . .	28	134	28	134	6 70
Digby . . . . .	18	990	18	990	49 50
Five Islands . . . . .	1	5	1	5	25
French Cross . . . . .	6	12	6	12	60
Harborville . . . . .	1	49	1	49	2 45
Margaretsville . . . . .	16	32	16	32	1 60
Parrsborough . . . . .	2	117	2	117	5 85
Port Acadia . . . . .	1	22	1	22	1 10
Port Gilbert . . . . .	1	45	1	45	2 25
Port Williams . . . . .	1	5	1	5	25
Westport . . . . .	2	134	2	134	6 70
Weymouth . . . . .	5	189	5	189	9 45
Wilmot . . . . .	5	157	5	157	7 85
Yarmouth . . . . .	14	965	14	965	48 25
	113	3446	113	3446	172 30

## CONFECTIONERY.

	Lbs.	Pkgs.	Lbs.	Pkgs.	
Annapolis . . . . .		8		8	20 p. c. 7 40
Harborville . . . . .		1		1	60
Joggins . . . . .	52		52		2 60
Margaretsville . . . . .	110		110		4 00
Parrsborough . . . . .		1		1	60
Weymouth . . . . .		3		3	2 00
Windsor . . . . .		4		4	4 04
Yarmouth . . . . .	62		62		5 00
	224	17	224	17	26 60

## DRUGS AND PATENT MEDICINES.

	Pkgs.		Pkgs.		
Halifax . . . . .	3	65	3	65	20 p. c. 13 00
Amherst . . . . .	11	251	11	251	50 20
Annapolis . . . . .	11	193	11	193	38 60
Bridgetown . . . . .	3	37	3	37	7 40
Digby . . . . .	18	274	18	274	54 80
Windsor . . . . .	17	316	17	316	63 20
	63	1136	63	1136	227 20

## GENERAL STATEMENT OF IMPORTS—NEW BRUNSWICK.

## DRUGS AND DYE STUFFS.

PORTS.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.	Pkgs.	Lbs.	Pkgs.		
Annapolis .....	67	1	67	1	10 p. c.	\$ 81 20
Bridgetown .....	3	0	3	0		2 00
Canada Creek .....	8	0	8	0		7 50
Clementsport .....	361	10	361	10		4 60
Digby .....	650	18	650	18		50 30
Joggins .....	112	2	112	2		1 80
Parrsborough .....	1	0	1	0		3 00
Pictou .....	1	0	1	0		4 00
Weymouth .....	3	0	3	0		1 10
Windsor .....	3	0	3	0		5 30
	5562	23	5562	23		62 10

## EARTHENWARE, GLASS, AND CHINA.

	Pcs. and Pkgs.		Pcs. and Pkgs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	4	32	4	32	10 p. c.	3 20
Annapolis .....	62	553	62	553		55 30
Bear River .....	16	506	16	506		50 60
Bridgetown .....	7	150	7	150		15 00
Clementsport .....	12	221	12	221		22 10
Cornwallis .....	1	100	1	100		10 00
Digby .....	20	458	20	458		45 80
French Cross .....	10	35	10	35		3 50
Harborville .....	4	47	4	47		4 70
Horton .....	1	17	1	17		1 70
Joggins .....	7	47	7	47		4 70
Margaretsville .....	2	23	2	23		2 30
Parrsborough .....	1	2	1	2		20
Port Acadia .....	2	30	2	30		3 00
Port Gilbert .....	1	8	1	8		80
Ratchford's River .....	3	45	3	45		4 50
Sandy Cove .....	4	47	4	47		4 70
Walton .....	4	74	4	74		7 40
Westport .....	12	307	12	307		30 70
Weymouth .....	36	324	36	324		32 40
Wilmot .....	21	272	21	272		27 20
Windsor .....	3	21	3	21		2 10
Yarmouth .....	31	876	31	876		87 60
	264	4195	264	4195		419 50

## FLOUR (WHEAT).—SAY CANADA.

	Bbls.	Value.	Bbls.	Value.	Rate of Duty.	Duty Collected.
Advocate Harbor .....	81	648	81	648	Free.	
Amherst .....	715	4874	715	4874		
Annapolis .....	535	4097	535	4097		
Apple River .....	27	228	27	228		
Barrington .....	44	338	44	338		
Bear River .....	343	2456	343	2456		
Bridgetown .....	49	358	49	358		
Canada Creek .....	82	626	82	626		
Clementsport .....	38	317	38	317		
Digby .....	607	3907	607	3907		
Five Islands .....	9	76	9	76		
French Cross .....	209	1679	209	1679		
Harborville .....	135	1099	135	1099		
Horton .....	130	1096	130	1096		

GENERAL STATEMENT OF IMPORTS—NEW BRUNSWICK.

FLOUR (WHEAT).—CONTINUED.

PORTS.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Bbls.		Bbls.			
Joggins .....	569	\$ 4546	569	\$ 4546	Free.	
Londonderry .....	37	296	37	296		
Maitland .....	426	2982	426	2982		
Margaretsville .....	303	2423	303	2423		
Parrsborough .....	50	393	50	393		
Port Gilbert .....	36	288	36	288		
Port Williams .....	354	3029	354	3029		
Ratclford's River .....	86	705	86	705		
Sandy Cove .....	92	742	92	742		
Thorne's Cove .....	62	448	62	448		
Westport .....	69	577	69	577		
Weymouth .....	69	543	69	543		
Wilmot .....	49	441	49	441		
Yarmouth .....	3	20	3	20		
	5209	39232	5209	39232		

FLOUR (WHEAT).

	Bbls.		Bbls.			
	Quantity.	Value.	Quantity.	Value.		
Advocate Harbor .....	41	337	41	337	25 cts.	\$ 10 25
Annapolis .....	213	1671	213	1671		53 25
Barrington .....	17	130	17	130		4 25
Bear River .....	150	1125	150	1125		37 50
Bridgetown .....	111	834	111	834		27 75
Canada Creek .....	52	442	52	442		13 00
Clementsport .....	57	453	57	453		14 25
Cornwallis .....	50	400	50	400		12 50
Digby .....	66	462	66	462		16 50
Harborville .....	34	294	34	294		8 50
Londonderry .....	75	600	75	600		18 75
Parrsborough .....	42	342	42	342		10 50
Port Acadia .....	1	8	1	8		25
Ratclford's River .....	30	240	30	240		7 50
Thorne's Cove .....	28	196	28	196		7 00
Walton .....	7	49	7	49		1 75
Westport .....	41	352	41	352		10 25
Weymouth .....	11	91	11	91		2 75
Wilmot .....	47	399	47	399		11 75
Yarmouth .....	1	8	1	8		25
	1074	8433	1074	8433		268 50

FLOUR (OTHER).

	Bbls.		Bbls.		
	Quantity.	Value.	Quantity.	Value.	
Advocate Harbor .....	27	117	27	117	Free.
Annapolis .....	229	1027	229	1027	
Apple River .....	15	58	15	58	
Barrington .....	35	140	35	140	
Bear River .....	190	764	190	764	
Bridgetown .....	15	53	15	53	
Bellevieu Cove .....	2	9	2	9	
Canada Creek .....	48	192	48	192	
Clementsport .....	35	150	35	150	
Digby .....	356	1424	356	1424	
Five Islands .....	20	80	20	80	
French Cross .....	55	234	55	234	
Harborville .....	31	139	31	139	
Horton .....	7	28	7	28	
Joggins .....	121	597	121	597	

## GENERAL STATEMENT OF IMPORTS—NEW BRUNSWICK.

## FLOUR (OTHER).—CONTINUED.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Bbls.		Bbls.			
Londonderry .....	8	\$ 35	8	\$ 35	Free.	
Margaretsville .....	60	260	60	260		
Parrsborough .....	58	245	58	245		
Port Gilbert .....	10	40	10	40		
Port Williams .....	64	257	64	257		
Ratchford's River .....	47	190	47	190		
Thorne's Cove .....	13	73	13	73		
Westport .....	49	234	49	234		
Weymouth .....	28	112	28	112		
Wilmot .....	33	178	33	178		
	1556	6636	1556	6636		

## FRUIT (GREEN AND DRIED).

	Pkgs.		Pkgs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Joggins .....	2	40	2	40	Free.	
Yarmouth .....	31	136	31	136		
	33	176	33	176		

## FRUIT (RAISINS).

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Amherst .....	1463	70	1463	70	2 cts.	\$ 29 26
Annapolis .....	146	17	146	17		2 92
Clementsport .....	122	16	122	16		2 44
Digby .....	230	30	230	30		4 60
French Cross .....	20	3	20	3		40
Harborville .....	40	6	40	6		80
Maitland .....	14	1	14	1		28
Margaretsville .....	60	9	60	9		1 20
Parrsborough .....	73	9	73	9		1 46
Port Acadia .....	25	3	25	3		50
Port Gilbert .....	40	5	40	5		80
Sandy Cove .....	75	10	75	10		1 50
Weymouth .....	168	23	168	23		3 36
Wilmot .....	170	21	170	21		3 40
Windsor .....	25	3	25	3		50
	2671	226	2671	226		53 42

## FRUIT (ALL OTHER).

	Pkgs.		Pkgs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Amherst .....	5	12	5	12	10 p. c.	1 20
Annapolis .....	8	57	8	57		5 70
Bridgetown .....	3	14	3	14		1 40
Digby .....	9	167	9	167		16 70
	25	250	25	250		25 00

## FISH (DRY).

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Apple River .....	280	10	280	10	Free.	
Canada Creek .....	56	2	56	2		
Londonderry .....	1000	41	1000	41		
Joggins .....	5694	208	5694	208		
Windsor .....	1120	40	1120	40		
	8150	301	8150	301		



GENERAL STATEMENT OF IMPORTS—NEW BRUNSWICK.

FISH (HERRING AND ALEWIVES).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Bbls. 1469	\$ 4690	Bbls. 1469	\$ 4690	Free.	
Apple River.....	3	15	3	15		
Cape Canso.....	300	1100	300	1100		
Harborville.....	4	12	4	12		
Port Hood.....	182	646	182	646		
	1958	6463	1958	6463		

FISH (SALMON AND TROUT).

Halifax.....	Bbls. 5	100	Bbls. 5	100	Free.	
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FISH (SHELL FISH).

Halifax.....	Bush. 240	200	Bush. 240	200	Free.	
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GROCERIES.

	Pkgs.		Pkgs.			
Annapolis.....	14	52	14	52	10 p. c.	\$ 5 20
Barrington.....	1	5	1	5		50
Bear River.....	4	25	4	24		2 50
Canada Creek.....	5	22	5	22		2 20
Clementsport.....	18	104	18	104		10 40
Digby.....	52	469	52	469		46 90
Harborville.....	10	35	10	35		3 50
Joggins.....	35	166	35	166		16 60
Parrsborough.....	4	20	4	20		2 00
Port Acadia.....	2	10	2	10		1 00
Ratchford's River.....	2	18	2	18		1 80
Weymouth.....	13	64	13	64		6 40
Windsor.....	4	40	4	40		4 00
Yarmouth.....	34	390	34	390		39 00
	198	1420	198	1420		142 00

GINGER AND PEPPER (GROUND).

	Lbs.		Lbs.			
Annapolis.....	116	27	116	27	4 cts.	4 64
Bear River.....	73	12	73	12		2 92
Bridgetown.....	5	1	5	1		20
Digby.....	23	6	23	6		92
Joggins.....	50	8	50	8		2 00
Port Acadia.....	8	1	8	1		32
Port Gilbert.....	7	1	7	1		28
Weymouth.....	28	4	28	4		1 12
Wilmot.....	15	2	15	2		60
Yarmouth.....	20	3	20	3		80
	345	65	345	65		13 80

## GENERAL STATEMENT OF IMPORTS—NEW BRUNSWICK.

## GRAIN (RICE).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Barrington .....	Pkgs. 224	\$ 11	Pkgs. 224	\$ 11	Free.	
Bear River .....	600	60	600	60		
Clementsport .....	1407	66	1407	66		
Harborville .....	1 100	15	1 100	15		
Joggins .....	9	29	9	29		
Parrsborough .....	1	10	1	10		
Port Acadia .....	1	11	1	11		
Wilmot .....	850	37	850	37		
	12 3181	239	12 3181	239		

## GRAIN (OTHER).

	Bush.	Value.	Bush.	Value.	Rate of Duty.	Duty Collected.
Apple River .....	78	55	78	55	Free.	
Canada Creek .....	6	12	6	12		
Clementsport .....	9	4	9	4		
Digby .....	56	28	56	28		
Joggins .....	24	29	24	29		
Maitland .....	26	51	26	51		
Port Acadia .....	15	8	15	8		
Weymouth .....	31	15	31	15		
Yarmouth .....	500	390	500	390		
	745	592	745	592		

## HARDWARE (FIRST CLASS).

	Pcs. and Pkgs.	Value.	Pcs. and Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax .....	107	1597	130	2247	10 p. c.	\$ 224 70
Advocate Harbor .....	1	6	1	6		60
Amherst .....	163	5982	163	5982		598 20
Annapolis .....	309	3525	309	3525		352 50
Bear River .....	31	1084	31	1084		108 40
Bridgetown .....	96	2127	96	2127		212 70
Canada Creek .....	11	149	11	149		14 90
Clementsport .....	70	561	70	561		56 10
Cornwallis .....	35	1700	35	1700		170 00
Digby .....	47	1179	47	1179		117 90
Five Islands .....	18	192	18	192		19 20
French Cross .....	17	81	17	81		8 10
Harborville .....	19	213	19	213		21 30
Horton .....	17	166	17	166		16 60
Joggins .....	81	603	81	603		60 30
Londonderry .....	8	14	8	14		1 40
Maitland .....	29	332	29	332		33 20
Margaretsville .....	365	3537	365	3537		353 70
Parrsborough .....	1	4	1	4		40
Pictou .....	9	355	9	355		35 50
Port Acadia .....	15	226	15	226		22 60
Port Gilbert .....	4	109	4	109		10 90
Port Williams .....	2	28	2	28		2 80
Ratchford's River .....	5	42	5	42		4 20
Thorne's Cove .....	1	3	1	3		30
Westport .....	15	130	15	130		13 00
Weymouth .....	86	785	86	785		78 50
Wilmot .....	49	406	49	406		40 60
Windsor .....	36	1338	36	1338		133 80
Yarmouth .....	256	4380	256	4380		438 00
	1903	30854	1926	31504		3150 40

GENERAL STATEMENT OF IMPORTS—NEW BRUNSWICK.

HARDWARE (SECOND CLASS).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Tons.	Pcs. & Pkgs.	Tons.	Pcs. & Pkgs.		
Halifax.....		311		311	5 p. c.	\$ 244 35
Advocate Harbor.....		4		4		1 00
Annapolis.....		3169		3169		213 30
Amherst.....		230		230		208 95
Bear River.....				2110		105 50
Beaver River.....		31		415		20 75
Bellevue Cove.....		4		1		9 40
Bridgetown.....		16		16		104 25
Canada Creek.....				2		50
Cheverie.....		72		72		150 00
Clementsport.....		376		376		55 00
Cornwallis.....		24		24		273 35
Digby.....		15		15		54 30
Five Islands.....		1		1		24 40
French Cross.....		1		1		30 35
Harborville.....		53		53		28 95
Horton.....		32		32		6 10
Hantsport.....		11½		11½		39 00
Joggins.....		147		147		69 40
Londonderry.....		583		583		41 70
Maitland.....		2525		2225		541 25
Margaretsville.....		22		22		53 15
Parrsborough.....		½		½		2 15
Port Acadia.....		1316		1316		129 10
Port Gilbert.....		47		47		214 10
Port Williams.....		3½		3½		11 95
Ratchford's River.....		2		2		16 45
Sandy Cove.....		21		21		1 10
Shelburne.....		27½		27½		77 15
Thorne's Cove.....		1275		1275		13 80
Truro.....						6 90
Walton.....		3		3		12 50
Westport.....		1104		1104		81 15
Weymouth.....		13		13		3 45
Wilmot.....		1		1		4 15
Windsor.....		63		63		153 70
Yarmouth.....		757		757		521 20
	227	19897	227	19897		3523 80

HARDWARE (THIRD CLASS).

	Tons.	Pcs. & Pkgs.	Tons.	Pcs. & Pkgs.		
Bridgetown.....	5½		5½		Free.	
Clementsport.....		2		2		8
Digby.....		10		10		2224
Joggins.....		134		134		349
Port Acadia.....		1		1		21
Ratchford's River.....		1		1		8
Truro.....						189
Westport.....		14		14		394
Weymouth.....		13		13		239
Yarmouth.....		76		76		3151
	5½	251	5½	251		6704

HATS AND CAPS.

	Pkgs.		Pkgs.		
Bridgetown.....	1	11	1	11	10 p. c. 1 10

## GENERAL STATEMENT OF IMPORTS—NEW BRUNSWICK.

## HIDES AND SKINS.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.	
	Quantity.	Value.	Quantity.	Value.			
Halifax .....	No. 200	Pkgs. 1	\$ 600	No. 200	Pkgs. 1	\$ 600	Free.
Windsor .....	.....	.....11	.....2320	.....	.....11	.....2320	.....
	200	12	2920	200	12	2920	

## INDIA RUBBER MANUFACTURES.

	Pkgs.		Pkgs.			
Londonderry .....	.....1	.....49	.....1	.....49	10 p. c.	\$ 4 90
Yarmouth .....	.....5	.....300	.....5	.....300	.....	30 00
	6	349	6	349		34 90

## JEWELRY, (WATCHES, TOYS, &amp;c.)

	Pkgs.		Pkgs.			
Halifax .....	.....1	.....100	.....1	.....100	10 p. c.	10 00
Digby .....	.....5	.....289	.....5	.....289	.....	28 90
Yarmouth .....	.....10	.....592	.....10	.....592	.....	59 20
	16	981	16	981		98 10

## LEATHER MANUFACTURES.

	Pkgs.		Pkgs.			
Halifax .....	.....4	.....95	.....4	.....95	10 p. c.	9 50
Bridgetown .....	.....1	.....117	.....1	.....117	.....	11 70
Digby .....	.....7	.....224	.....7	.....224	.....	22 40
Parrsborough .....	.....3	.....189	.....3	.....189	.....	18 90
Port Acadia .....	.....4	.....43	.....4	.....43	.....	4 30
Ratchford's River .....	.....1	.....7	.....1	.....7	.....	70
Weymouth .....	.....2	.....50	.....2	.....50	.....	5 00
Yarmouth .....	.....47	.....1408	.....47	.....1408	.....	140 80
	69	2133	69	2133		213 30

## LEATHER (SOLE).

	Lbs.		Lbs.			
Annapolis .....	.....205	.....58	.....205	.....58	4 cts.	8 20
Joggins .....	.....95	.....24	.....95	.....24	.....	3 80
Thorne's Cove .....	.....41	.....11	.....41	.....11	.....	1 64
	341	93	341	93		13 64

## MOLASSES.

	Galls.		Galls.			
Advocate Harbor .....	.....107	.....44	.....107	.....44	5 cts.	5 35
Amherst .....	.....3141	.....397	.....3141	.....397	.....	157 05
Annapolis .....	.....1838	.....573	.....1838	.....573	.....	91 90
Apple River .....	.....37	.....15	.....37	.....15	.....	1 85
Barrington .....	.....224	.....76	.....224	.....76	.....	11 20
Bear River .....	.....281	.....84	.....201	.....84	.....	14 05
Bridgetown .....	.....358	.....126	.....358	.....126	.....	17 90
Canada Creek .....	.....1967	.....703	.....1967	.....703	.....	98 35
Clementsport .....	.....569	.....213	.....569	.....213	.....	28 45

GENERAL STATEMENT OF IMPORTS—NEW BRUNSWICK.

MOLASSES—CONTINUED:

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Galls.		Galls.			
Cornwallis .....	358	\$ 118	358	\$ 118	5 cts.	\$ 17 90
Digby .....	1433	573	1433	573		71 65
Five Islands .....	226	75	226	75		11 30
Harborville .....	392	143	392	143		19 60
Horton .....	105	40	105	40		5 25
Joggins .....	3312	981	3312	984		165 60
Margaretsville .....	134	48	134	48		6 70
Parrsborough .....	15	6	15	6		75
Port Gilbert .....	272	100	272	100		13 60
Port Williams .....	511	178	511	178		25 55
Ratchford's River .....	337	134	337	134		16 85
Sandy Cove .....	174	25	174	25		8 70
Thorne's Cove .....	329	129	329	129		16 45
Wilmot .....	777	160	777	160		38 85
	16897	4941	16897	4941		844 85

NAVAL STORES.

	Lbs.	Pkgs.		Lbs.	Pkgs.		
Annapolis .....		91	353		91	353	5 p. c. 17 65
Bear River .....	300	30	444	300	30	444	22 20
Bellevue Cove .....	300		22	300		22	1 10
Bridgetown .....		3	38		3	38	1 90
Clementsport .....	1700	6	164	1700	6	164	8 20
Digby .....		4	70		4	70	3 50
Five Islands .....	300	1	27	300	1	27	1 35
Harborville .....		21	93		21	93	4 65
Joggins .....		16	363		16	363	18 15
Port Acadia .....		20	36		20	36	1 80
Port Gilbert .....	7770	5	594	7770	5	594	29 70
Port Williams .....	1050		90	1050		90	4 50
Ratchford's River .....	400	9	104	400	9	104	5 20
Shelburne .....	2000		160	2000		160	8 00
Thorne's Cove .....		2	9		2	9	45
Weymouth .....		2	8		2	8	40
Windsor .....		47	312		47	312	15 60
	13820	257	2887	13820	257	2887	144 35

OIL (FISH OIL).

	Pkgs.	Galls.		Pkgs.	Galls.		
Joggins .....		636	490		636	490	Free.
Weymouth .....	1		23	1		23	
	1	636	513	1	636	513	

OIL (ROCK AND COAL).

	Galls.		Galls.		
Halifax .....	1230	553			
Advocate Harbor .....	39	16	39	16	7 cts. 2 73
Amherst .....	121	45	121	45	8 47
Annapolis .....	124½	51	124½	51	8 71
Barrington .....	82½	39	82½	39	5 78
Bear River .....	282	112	282	112	19 74
Bridgetown .....	39	17	39	17	2 73
Clementsport .....	81½	37	81½	37	5 70

## GENERAL STATEMENT OF IMPORTS—NEW BRUNSWICK.

## OIL (ROCK AND COAL)—CONTINUED.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Galls.		Galls.			
Digby.....	297½	\$ 147	297½	\$ 147	7 cts.	\$ 20 88
French Cross.....	10	5	10	5		70
Horton.....	80	38	80	38		5 60
Joggins.....	113	50	113	50		7 91
Margaretsville.....	83	38	83	38		5 81
Maitland.....	9	5	9	5		63
Port Gilbert.....	41	16	41	16		2 87
Thorne's Cove.....	40	15	40	15		2 80
Weymouth.....	11	7	11	7		77
Wilmot.....	80	32	80	32		5 60
Windsor.....	94	40	94	40		6 58
Yarmouth.....	218	86	218	86		15 26
	3076	1349	1846	796		129 22

## OIL (LINSEED).

	Pkgs.	Galls.		Pkgs.	Galls.		Rate of Duty.	Duty Collected.
Annapolis.....		117	168		117	168	10 p. c.	16 80
Bear River.....		15	15		15	15		1 50
Bridgetown.....	4		64	4		64		6 40
Canada Creek.....		2	2		2	2		20
Clementsport.....		29	29		29	29		2 90
Cornwallis.....	17		1700	17		1700		170 00
Digby.....		186	190		186	190		19 00
Five Islands.....		10	12		10	12		1 20
French Cross.....		80	100		80	100		10 00
Joggins.....		50	59		50	59		5 90
Port Acadia.....		3	4		3	4		40
Port Gilbert.....		40	40		40	40		4 00
Wilmot.....		60	57		60	57		5 70
Yarmouth.....		555	640		555	640		64 00
	21	1147	3080	21	1147	3080		308 00

## PAPER MANUFACTURES AND STATIONERY.

	Pkgs.		Pkgs.		Rate of Duty.	Duty Collected.
Annapolis.....	6	100	6	100	10 p. c.	10 00
Amherst.....	13	145	13	145		14 50
Bridgetown.....	2	35	2	35		3 50
Canada Creek.....	3	33	3	33		3 30
Digby.....	12	343	12	343		34 30
Joggins.....	7	24	7	24		2 40
Parrsborough.....	1	1	1	1		10
Wilmot.....	1	23	1	23		2 30
Windsor.....	1	17	1	17		1 70
Yarmouth.....	45	804	45	804		80 40
	91	1525	91	1525		152 50

## PAPER (PRINTING), BOOKS, &amp;c.

	Pkgs.		Pkgs.		Rate of Duty.	Duty Collected.
Halifax.....	1	176	1	176	Free.	
Clementsport.....	1	2	1	2		
Pictou.....	2	300	2	300		
Yarmouth.....	42	600	42	600		
	46	1078	46	1078		

GENERAL STATEMENT OF IMPORTS—NEW BRUNSWICK.

PAINT AND PUTTY.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Bear River	Pkgs. 12	\$ 39	Pkgs. 12	\$ 39	10 p. c.	\$ 39 00
Canada Creek	3	7	3	7		\$ 21 00
Cornwallis	277	2450	277	2450		\$ 245 00
Digby	65	473	65	473		\$ 473 30
Five Islands	2	15	2	15		\$ 1 50
French Cross	1	35	1	35		\$ 3 50
Joggins	4	46	4	46		\$ 4 60
Parrsborough	2	6	2	6		\$ 6 60
Port Acadia	3	8	3	8		\$ 8 80
Thorne's Cove	22	56	22	56		\$ 5 60
Westport	43	101	43	101		\$ 10 10
Weymouth	23	141	23	141		\$ 14 10
Wilmot	13	42	13	42		\$ 4 20
	470	3419	470	3419		\$ 341 90

SPIRITS (BRANDY).

	Galls.	Value.	Galls.	Value.	Rate of Duty.	Duty Collected.
Halifax	335	550	5	10	\$1.20	\$ 6 00
Amherst	80	150	80	150		\$ 96 00
Annapolis	35	40	35	40		\$ 42 00
Bridgetown	67	74	67	74		\$ 80 40
Canada Creek	4	12	4	12		\$ 4 80
Digby	82	249	82	249		\$ 98 40
Five Islands	22	54	22	54		\$ 26 40
Joggins	20	50	20	50		\$ 24 00
Margaretsville	67	111	67	111		\$ 80 40
Weymouth	11	41	11	41		\$ 18 20
Windsor	138	165	69	83		\$ 82 80
Yarmouth	24	10	24	10		\$ 2 70
	863½	1506	464½	884		\$ 557 10

SPIRITS (GENEVA AND WHISKEY).

	Galls.	Value.	Galls.	Value.	Rate of Duty.	Duty Collected.
Halifax	20	12	20	12	90 cts.	\$ 18 00
Amherst	232	389	232	389		\$ 208 80
Annapolis	79	38	79	38		\$ 71 10
Bear River	22	22	22	22		\$ 19 80
Bridgetown	83	54	83	54		\$ 74 70
Canada Creek	79	79	79	79		\$ 71 10
Digby	261	305	261	305		\$ 284 90
Joggins	104	95	104	95		\$ 93 60
Margaretsville	286	161	286	161		\$ 257 40
Weymouth	35	61	35	61		\$ 31 50
Yarmouth	31½	46	31½	46		\$ 28 13
	1232½	1262	1232½	1262		\$ 1109 03

SPIRITS (WINE.)

	Doz.	Galls.	Value.	Doz.	Galls.	Value.	Duty Collected.
Amherst	64	131	64	131	\$ 48 00		
Digby	69	207	69	207	\$ 51 75		
Horton	2	8	2	8	\$ 1 50		
Weymouth	10	30	10	30	\$ 7 50		
Yarmouth	2½	12	2½	12	\$ 5 00		
	12½	135	388	12½	135	\$ 118 75	

## GENERAL STATEMENT OF IMPORTS—NEW BRUNSWICK.

## SPIRITS (RUM).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Galls.		Galls.			
Amherst .....	269	\$ 175	269	\$ 175	75 cts.	\$ 201 75
Annapolis .....	152	66	152	66		114 00
Bridgetown .....	158	100	158	100		118 50
Canada Creek .....	222	231	222	231		166 50
Digby .....	240	270	240	270		180 00
Joggins .....	231	209	231	209		173 25
Margaretsville.....	700½	434	700½	434		525 37
Sandy Cove.....	2	2	2	2		1 50
Westport .....	15	9	15	9		11 25
Wilmot .....	88	53	88	53		66 00
	2077½	1549	2077½	1549		1558 12

## SUGAR (RAW).

	Lbs.		Lbs.			
	Quantity.	Value.	Quantity.	Value.		
Amherst .....	35388	2605	35388	2605	1½ cts.	530 82
Annapolis .....	6639	341	6639	341		99 59
Bear River .....	702	66	702	66		10 53
Bridgetown .....	1408	110	1408	110		21 12
Clementsport.....	596	52	596	52		8 94
Digby .....	5346	427	5346	427		80 19
French Cross.....	100	8	100	8		1 50
Joggins .....	7782	569	7782	569		116 72
Port Williams.....	224	20	224	20		3 36
Ratchford's River.....	250	20	250	20		3 75
Thorne's Cove.....	25	2	25	2		37
Weymouth .....	266	24	266	24		3 99
Wilmot .....	1094	70	1094	70		16 41
Windsor .....	235	20	235	20		3 53
Yarmouth .....	11084	886	10121	878		151 82
	71139	5220	70176	5212		1052 64

## SUGAR (REFINED).

	Lbs.		Lbs.			
	Quantity.	Value.	Quantity.	Value.		
Amherst .....	2643	550	2643	550	2 cts.	52 86
Annapolis .....	441	50	441	50		8 82
Bear River .....	954	84	954	84		19 08
Clementsport.....	25	3	25	3		50
Digby .....	1466	178	1466	178		29 32
Joggins .....	227	23	227	23		4 54
Westport .....	464	64	464	64		9 28
Weymouth.....	233	25	233	25		4 66
Yarmouth .....	4609	460	4609	460		92 18
	11062	1437	11062	1437		221 24

## SALT.

	Bush.		Bush.		
	Quantity.	Value.	Quantity.	Value.	
Halifax .....	12399	2479	12399	2479	Free.
Annapolis .....	1608	432	1608	432	
Advocate Harbor .....	324	87	324	87	
Barrington.....	600	163	600	163	
Bear River .....	306	58	306	58	
Bridgetown .....	881	192	881	192	
Canada Creek .....	2153	574	2153	574	
Clementsport.....	1670	457	1670	457	
Cornwallis.....	1800	600	1800	600	



GENERAL STATEMENT OF IMPORTS—NEW BRUNSWICK.

SALT—CONTINUED.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Bush.		Bush.			
Digby.....	2449	\$ 588	2449	\$ 588	Free.	
Five Islands.....	1595	422	1595	422		
French Cross.....	819	232	819	232		
Hantsport.....	90	35	90	35		
Harborville.....	1988	594	1988	594		
Horton.....	1380	390	1380	390		
Joggins.....	551	152	551	152		
Londonderry.....	4599	1259	4599	1259		
Maitland.....	1064	295	1064	295		
Margaretsville.....	1170	329	1170	329		
Parrsborough.....	285	78	285	78		
Port Acadia.....	91	25	91	25		
Port Williams.....	5641	1880	5641	1880		
Ratchford's River.....	348	108	348	108		
Sandy Cove.....	1415	289	1415	289		
Thorne's Cove.....	1356	360	1356	360		
Truro.....	870	261	870	261		
Walton.....	600	190	600	190		
Westport.....	1097	212	1097	212		
Weymouth.....	1141	426	1141	426		
Wilmot.....	948	358	948	358		
Windsor.....	640	163	640	163		
	51878	13688	51878	13688		

STONE (MANUFACTURED).

	Pcs.	Brick. M.	Value.	Pcs.	Brick. M.	Value.	Rate of Duty.	Duty Collected.	
Halifax.....	45	405	405	45	405	405	10 p. c.	40	50
Barington.....	8	80	80	8	80	80		8	00
Bridgetown.....	6	30	30	6	30	30		3	00
Clementsport.....	3	20	20	3	20	20		2	00
Digby.....	2	53	53	2	53	53		5	30
Joggins.....	1½	15	15	1½	15	15		1	50
Londonderry.....	6	91	91	6	91	91		9	10
Maitland.....	4	42	42	4	42	42		4	20
Parrsborough.....	3½	35	35	3½	35	35		3	50
Port Gilbert.....	2	20	20	2	20	20		2	00
Pubnico.....	1½	13	13	1½	13	13		1	30
Weymouth.....	2	4	4	2	4	4			40
Windsor.....	58	533	533	58	533	533		53	30
Yarmouth.....	28	283	283	28	283	283		28	30
	16	156	1624	16	156	1624		162	40

STONE (UNMANUFACTURED) INCLUDING LIME.

	Tons.	Pcs. & Pkgs.	Value.	Tons.	Pcs. & Pkgs.	Value.	Rate of Duty.	Duty Collected.	
Halifax.....		9930	3208		9930	3208	Free.		
Annapolis.....		198	283		198	283			
Barrington.....	32	107	537	32	107	537			
Bear River.....		40	50		40	50			
Belleveu Cove.....		2	3		2	3			
Bridgetown.....		176	141		176	141			
Canada Creek.....		79	85		79	85			
Clementsport.....		29	41		29	41			
Cornwallis.....		594	724		594	724			

## GENERAL STATEMENT OF IMPORTS—NEW BRUNSWICK.

## STONE (UNMANUFACTURED) INCLUDING LIME—CONTINUED.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.		Quantity.			
	Tons.	Pcs. & Pkgs.	Tons.	Pcs. & Pkgs.		
Digby . . . . .	121	\$ 169	121	\$ 169	Free.	
Five Islands . . . . .	46	69	46	69		
French Cross . . . . .	39	49	39	49		
Harborville . . . . .	17	23	17	23		
Horton . . . . .	145	195	145	195		
Hantsport . . . . .	22	40	22	40		
Joggings . . . . .	27	42	27	42		
Liverpool . . . . .	150	300	150	300		
Londonderry . . . . .	224	317	224	317		
Maitland . . . . .	123	175	123	175		
Margaretsville . . . . .	49	70	49	70		
Parrsborough . . . . .	30	44	30	44		
Pictou . . . . .	669	1698	669	1698		
Port Acadia . . . . .	50	67	50	67		
Port Gilbert . . . . .	8	12	8	12		
Port Williams . . . . .	28	40	28	40		
Pubnico . . . . .	25	28	25	28		
Sandy Cove . . . . .	14	14	14	14		
Thorne's Cove . . . . .	11	13	11	13		
Truro . . . . .	35	52	35	52		
Westport . . . . .	30	40	30	40		
Weymouth . . . . .	107	153	107	153		
Wilmot . . . . .	88	220	88	220		
Windsor . . . . .	299	415	299	415		
Yarmouth . . . . .	928	1140	928	1140		
	32	14440	10457			
			32	14440	10457	

## TEA (BLACK).

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax . . . . .	440	132				
Annapolis . . . . .	804	290	804	290	6 cts.	48 24
Amherst . . . . .	1734	488	1734	488		104 04
Advocate Harbor . . . . .	92	30	92	30		5 52
Barrington . . . . .	191	80	191	80		11 46
Bear River . . . . .	658	699	658	699		39 48
Bridgetown . . . . .	273	117	273	117		16 38
Canada Creek . . . . .	192	65	192	65		11 52
Clementsport . . . . .	328	131	328	131		19 68
Digby . . . . .	2430	1001	2430	1001		145 80
Five Islands . . . . .	73	33	73	33		4 38
French Cross . . . . .	509	178	509	178		30 54
Harborville . . . . .	314	120	314	120		18 84
Joggings . . . . .	1575	462	1575	462		94 50
Margaretsville . . . . .	314	108	314	108		18 84
Parrsborough . . . . .	89	35	89	35		5 34
Port Acadia . . . . .	85	36	85	36		5 10
Port Williams . . . . .	334	139	334	139		20 04
Ratchford's River . . . . .	40	16	40	16		2 40
Sandy Cove . . . . .	98	42	98	42		5 88
Thorne's Cove . . . . .	111	43	111	43		6 66
Westport . . . . .	129	61	129	61		7 74
Weymouth . . . . .	218	90	218	90		13 08
Wilmot . . . . .	832	290	832	290		49 92
Windsor . . . . .	47	19	47	19		2 82
Yarmouth . . . . .	698	279	698	279		41 88
	12608	4984	12168	4852		730 08

GENERAL STATEMENT OF IMPORTS—NEW BRUNSWICK.

TOBACCO (MANUFACTURED).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.	\$	Lbs.	\$		
Halifax .....	7	2	7	2	10 cts.	\$ 0 70
Advocate Harbor .....	65	17	65	17		6 50
Amherst .....	347	89	347	89		34 70
Annapolis .....	175	47	175	47		17 50
Barrington .....	224	81	224	81		22 40
Bear River .....	395	122	395	122		39 50
Bridgetown .....	19	8	19	8		1 90
Canada Creek .....	60	12	60	12		6 00
Clementsport .....	236	73	236	73		23 60
Digby .....	1166	393	1166	393		116 60
Joggins .....	768	201	768	201		76 80
Margaretsville .....	162	42	162	42		16 20
Parrsborough .....	52	14	52	14		5 20
Port Acadia .....	60	17	60	17		6 00
Port Gilbert .....	120	30	120	30		12 00
Walton .....	20	7	20	7		2 00
Weymouth .....	169	55	169	55		16 90
Wilmot .....	237	69	237	69		23 70
Yarmouth .....	121	48	121	48		12 10
	4403	1327	4403	1327		440 30

TOBACCO (SNUFF AND CIGARS).

	Pkgs.		Pkgs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Clementsport .....	2	3	2	3	20 p. c.	60
Weymouth .....	2	5	2	5		1 00
	4	8	4	8		1 60

VEGETABLES.

	Bush.	Value.	Bush.	Value.	Rate of Duty.
Apple River .....	65	19	65	19	Free.

WOODWARE (MANUFACTURED).

	Pcs. and Pkgs.		Pcs. and Pkgs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	30	106	35	160	10 p. c.	16 00
Annapolis .....	35	732	35	732		73 20
Barrington .....	15	16	15	16		1 60
Bear River .....	41	95	41	95		9 50
Beaver River .....	6	1100	6	1100		110 00
Bridgetown .....	2	66	2	66		6 60
Canada Creek .....	4	12	4	12		1 20
Clementsport .....	18	51	18	51		5 10
Digby .....	23	778	23	778		77 80
Five Islands .....	4	2	4	2		20
French Cross .....	3	9	3	9		90
Harborville .....	18	70	18	70		7 00
Joggins .....	20	113	20	113		11 30
Maitland .....	2	73	2	73		7 30
Parrsborough .....	12	51	12	51		5 10
Pictou .....	1	30	1	30		3 00
Port Acadia .....	7	179	7	179		17 90
Port Mulgrave .....	120	48	120	48		4 80
Port Williams .....	1	2	1	2		20
Ratchford's River .....	2	4	2	4		40
Truro .....	21	1320	21	1320		132 00
Walton .....	1	2	1	2		20
Westport .....	4	19	4	19		1 90
Weymouth .....	14	109	14	109		10 90
Windsor .....	16	435	16	435		43 50
Yarmouth .....	201	912	201	912		91 20
	621	6334	626	6388		638 80

GENERAL STATEMENT OF IMPORTS—NEW BRUNSWICK.  
WOODWARE (UNMANUFACTURED).

PORTS.	Total Imports.			Entered for Home Consumption.			Rate of Duty.	Duty Collected.	
	Quantity.		Value.	Quantity.		Value.			
	Pcs. and Pkgs.	Lths. & c. M.	Lmbr. M.		Pcs. and Pkgs.	Lths. & c. M.	Lmbr. M.		
Halifax .....	9497	.6888	5269	\$ 24963	9497	.6888	5269	\$ 24963	Free.
Annapolis .....		30	.6½	289		30	.6½	289	
Arichat .....		4415	.220	7235		4415	.220	7235	
Barrington .....		665	.31	1595		665	.31	1595	
Bellevue Cove.....		1		10		1		10	
Canada Creek.....			.33	94			.33	94	
Clementsport.....		15	.12½	169		15	.12½	169	
Cornwallis .....	786	.266	458	6334	786	.266	458	6334	
Digby .....		40	.5	222		40	.5	222	
Five Islands.....		13	.37	23		13	.37	23	
Harborville.....		4	.1	27		4	.1	27	
Horton.....	200		.93	1339	200		.93	1339	
Londonderry.....		15	.13	314		15	.13	314	
Liverpool.....		30	.6	187		30	.6	187	
Maitland .....	20	.5	20	464	20	.5	20	464	
Margaretsville.....		2		3		2		3	
Margaree.....		473		710		473		710	
North Sydney.....		130	.19	1024		130	.19	1024	
Pictou .....		2515	2538	14528		2515	2538	14528	
Port Acadia.....		5		10		5		10	
Port Gilbert.....			.50	400			.50	400	
Port Hawkesbury.....		130		195		130		195	
Port Hood.....		645	.40	1875		645	.40	1875	
Port Mulgrave.....		24	.30	189		24	.30	189	
Pubnico.....		52	.1	192		52	.1	191	
Ratchford's River.....		2		2		2		2	
Thorne's Cove.....		10	.3	77		10	.3	77	
Truro.....	1500			270	1500			270	
Tusket.....	40	.150		336	40	.150		336	
Westport.....			.16	62			.16	62	
Windsor .....	1293		.356	1961	1293		.356	1961	
Yarmouth.....		1396	.283	10158		1396	.283	10158	
	13337	17910	8541	75256	13337	17910	8541	75256	

## UNENUMERATED (AT 10 PER CENT).

	Pkgs.		Pkgs.			
Bridgetown .....	4	30	4	30	10 p. c.	\$ 3 00
Horton.....	2	4	2	4		40
Joggins .....	67	90	67	90		9 00
Westport .....	3	45	3	45		4 50
	76	169	76	169		16 90

## UNENUMERATED (FREE).

	Tons.	Pkgs.		Tons.	Pkgs.		
Halifax.....	43		773	43		773	Free.
Annapolis .....		17	66		17	66	
Canada Creek.....		4	16		4	16	
Clementsport.....		4	65		4	65	
Joggins .....			353			353	
Maitland .....	4	320	1262	4	320	1262	
Parrsborough.....		9	92		9	92	
Pictou .....	291		2781	291		2781	
Port Acadia.....		5	70		5	70	
Westport.....		6	18		6	18	
Windsor.....	223	25	1844	223	25	1844	
	561	390	7340	561	390	7340	

## GENERAL STATEMENT OF IMPORTS.

## NEWFOUNDLAND.

## ALE AND PORTER.

PORTS.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Little River.....	Galls. 423	\$ 130	Galls. 423	\$ 130	6 cts.	\$ 25 38

## CORDAGE AND CANVAS.

North Sydney.....	Pkgs. 17	332	Pkgs. 17	332	5 p. c.	16 60
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## COTTON, LINEN, SILK, AND WOOLLEN MANUFACTURES.

Halifax.....	Pkgs. 1	.27	Pkgs. 1	.27	10 p. c.	2 70
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## DRUGS AND DYE STUFFS.

Halifax.....	Pkgs. 1	.53	Pkgs. 1	.53	10 p. c.	5 30
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## FLOUR (WHEAT).

Antigonish.....	Bbls. 30	240	Bbls. 30	240	Free.	
Little River.....	11	97	11	97		
Margaree.....	4	34	4	34		
	45	371	45	371		

## FLOUR (OTHER).

Little River.....	Bbls. 1	4	Bbls. 1	4	Free.	
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## FISH (DRY).

Halifax.....	Lbs. 316624	11308	Lbs. 316624	11308	Free.	
Baddeck.....	1344	48	1344	48		
	317968	11356	317968	11356		

## FISH (HERRING AND ALEWIVES).

Halifax.....	Bbls. 14243	29251	Bbls. 14243	29251	Free.	
Arichat.....	300	750	300	750		
Baddeck.....	119	398	119	398		
Cape Canso.....	1100	2200	1100	2200		
Little River.....	5	25	5	25		
North Sydney.....	24	72	24	72		
	15791	32696	15791	32696		

## FISH (SALMON).

Halifax.....	Bbls. 1277	12900	Bbls. 1277	12900	Free.	
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## GENERAL STATEMENT OF IMPORTS—NEWFOUNDLAND.

## FISH (SHAD AND HALIBUT).

PORTS.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Baddeck.....	Bbls. 10	\$ 49	Bbls. 10	\$ 49	Free.	

## HARDWARE (SECOND CLASS).

Halifax.....	Pkgs. 29	1518	Pkgs. 29	1518	5 p. c.	\$ 75 90
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## HIDES AND SKINS (UNDRESSED).

	Pkg.	No.		Pkg.	No.		Rate of Duty.	Duty Collected.
Halifax.....	1	2880	4050	1	2880	4050	Free.	
Little River.....		248	588		248	588		
	1	3128	4638	1	3128	4638		

## MOLASSES.

Little River.....	Galls. 111	50	Galls. 111	50	5 cts.	5 55
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## NAVAL STORES.

Little River.....	Pkgs. 2	7	Pkgs. 2	7	Free.	
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## OIL (FISH OIL).

Halifax.....	Galls. 18248	7952	Galls. 18248	7952	Free.	
Little River.....	611	593	611	593		
	18859	8545	18859	8545		

## PAPER (PRINTING), BOOKS, &amp;c.

Halifax.....	Pkgs. 44	5296	Pkgs. 44	5296	Free.	
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## SPIRITS (WINE.)

Halifax.....	Doz. 3	Galls. 6542	8853	Doz. 3	Galls. 168	353	132 00
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## SUGAR (RAW).

Little River.....	Lbs. 108	10	Lbs. 108	10	1½ cts.	1 62
Margaree.....	593	39	593	39		8 89
	701	49	701	49		10 51

## STONE (MANUFACTURED).

Baddeck.....	brick	M. ½	7	M. ½	7	10 p. c.	70
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GENERAL STATEMENT OF IMPORTS—NEWFOUNDLAND.

STONE (UNMANUFACTURED).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax..... <i>slate</i>	M. 49	\$ 245	M. 49	\$ 245	Free.	

SALT.

	Bush.	Value.	Bush.	Value.	Rate of Duty.	Duty Collected.
Baddeck.....	800	64	800	64	Free.	
Little River.....	660	165	660	165		
	1460	229	1460	229		

WOODWARE (UNMANUFACTURED).

	M.	Value.	M.	Value.	Rate of Duty.	Duty Collected.
Margaree.....	2½	37	2½	37	Free.	

UNENUMERATED (10 PER CENT).

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Baddeck.....	25	119	25	119	10 p. c.	11 90

PRINCE EDWARD ISLAND.

ALE AND PORTER.

	Galls.	Value.	Galls.	Value.	Rate of Duty.	Duty Collected.
Pictou.....	135	54	135	54	6 cts.	8 10
Tatamagouche.....	15	5	15	5		90
	150	59	150	59		9 00

ANIMALS.

	No.	Value.	No.	Value.	Rate of Duty.	Duty Collected.
Tatamagouche. .... <i>sheep</i>	128	643	128	643	Free.	

BEEF AND PORK.

	Bbls.	Value.	Bbls.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	1051	21561	1051	21561	Free.	
Liverpool.....	20	364	20	364		
Pugwash.....	1	25	1	25		
	1072	21950	1072	21950		

BUTTER AND LARD.

	Lbs.	Value.	Lbs.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	8881	2404	8881	2404	Free.	
Liverpool.....	550	110	550	110		
Pugwash.....	30	7	30	7		
	9461	2521	9461	2521		

CANDLES (OTHER THAN TALLOW).

	Lbs.	Value.	Lbs.	Value.	Rate of Duty.	Duty Collected.
Pictou.....	40	4	40	4	8 cts.	3 20

## GENERAL STATEMENT OF IMPORTS—PRINCE EDWARD ISLAND.

## CLOCKS.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Pictou.....	Pkgs. 8	\$ 233	Pkgs. 8	\$ 233	20 p. c.	\$ 46 60

## COTTON, LINEN, SILK, &amp;c.

Pictou.....	Pkgs. 13	2473	Pkgs. 13	2473	10 p. c.	247 30
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## DRUGS AND DYE STUFFS.

Pictou.....	Pkgs. 27	144	Pkgs. 27	144	10 p. c.	14 40
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## DRUGS AND PATENT MEDICINES.

Pictou.....	Pkgs. 3	35	Pkgs. 3	35	20 p. c.	7 00
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## EARTHENWARE, GLASS, AND CHINA.

Pictou.....	Pcs. and Pkgs. 299	854	Pcs. and Pkgs. 299	854	10 p. c.	85 40
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## FLOUR (WHEAT).

	Bbls.		Bbls.		
Pugwash.....	52	534	52	534	Free.
Tatamagouche.....	13	115	13	115	
	65	649	65	649	

## FLOUR (OTHER).

	Bbls.		Bbls.		
Halifax.....	669	4178	669	4178	Free.
Liverpool.....	9	50	9	50	
Pugwash.....	5	30	5	30	
Tatamagouche.....	23	145	23	145	
	706	4403	706	4403	

## FISH (DRY).

	Lbs.		Lbs.		
Halifax.....	7392	264	7392	264	Free.
Pictou.....	2000	90	2000	90	
Tatamagouche.....	896	32	896	32	
	10288	386	10288	386	

## FISH (SALMON AND TROUT).

Halifax.....	Cases. 14	95	Cases. 14	95	Free.
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GENERAL STATEMENT OF IMPORTS—PRINCE EDWARD ISLAND.

FISH (SHELL FISH).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Bush.		Bush.			
Halifax.....	362	\$ 200	362	\$ 200	Free.	
Liverpool.....	56	50	56	50	.....	
	418	250	418	250		

FRUIT.

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax .....	Pkgs. 6	300				

GROCERIES.

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Pictou.....	Lbs. 2619	110	Lbs. 2619	110	10 p. c.	\$ 11 00

GRAIN (OTHER THAN RICE).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Bush.		Bush.			
Halifax.....	39207	15682	39207	15682	Free.	
Arichat .....	1400	700	1400	700	.....	
Liverpool.....	3013	1617	3013	1617	.....	
Margaree.....	252	202	252	102	.....	
Mahone Bay .....	200	65	200	65	.....	
Pictou .....	15805	8564	15805	8564	.....	
Port Hood.....	6	3	6	3	.....	
Pugwash.....	232	139	232	139	.....	
Tatamagouche .....	1665	882	1665	882	.....	
	61780	27754	61780	27754		

HARDWARE (FIRST CLASS).

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Pictou .....	Pkgs. 335	5233	Pkgs. 335	5233	10 p. c.	523 30
Port Hawkesbury.....	3	31	3	31	.....	3 10
	338	5264	338	5264		526 40

HARDWARE (SECOND CLASS).

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Pictou.....	Pkgs. 121	Lbs. 53600	Pkgs. 121	Lbs. 53600	5 p. c.	162 90

HIDES AND SKINS (UNDRESSED).

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	Pkgs. 4	313	Pkgs. 4	313	Free.	

LEATHER MANUFACTURES.

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax .....	Pkgs. 4	60	Pkgs. 4	60	10 p. c.	6 00
Port Hawkesbury.....	3	4	3	4	.....	40
	7	64	7	64		6 40

MOLASSES.

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Pictou.....	Galls. 14	7	Galls. 14	7	5 cts.	70

## GENERAL STATEMENT OF IMPORTS—PRINCE EDWARD ISLAND.

## NAVAL STORES.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Pictou.....	Pkgs. 10	\$ 30	Pkgs. 10	\$ 30	5 p. c.	\$1 50

## OIL (LINSEED).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Pictou .....	Galls. 297	226	Galls. 297	226	10 p. c.	22 60

## PAINT AND PUTTY.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Pictou.....	Pkgs. 94	665	Pkgs. 94	665	10 p. c.	66 50

## SPIRITS (BRANDY AND CORDIALS).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Pictou.....	Galls. 24	5	Galls. 24	5	\$1.20	2 70

## SPIRITS (GENEVA AND WHISKEY).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Pictou.....	Galls. 120	180	Galls. 120	180	90 cts.	108 00

## SPIRITS (RUM).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Pictou.....	Galls. 40	40	Galls. 40	40	75 cts.	30 00
Tatamagouche .....	1	1	1	1		37
	40½	41	40½	41		30 37

## SPIRITS (WINE).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Pictou.....	Galls. 26	65	Galls. 26	65	75 cts.	19 50
Tatamagouche .....	1	2	1	2		38
	26½	67	26½	67		19 88

## SUGAR (REFINED).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Pictou.....	Lbs. 4248	449	Lbs. 4248	449	2 cts.	84 96

## SALT.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Tatamagouche .....	Bush. 30	10	Bush. 30	10	Free.	

## STONE (UNMANUFACTURED).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Pictou....	Pcs. 666	1598	Pcs. 666	1598	Free.	

## TEA (BLACK).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Pictou.....	Lbs. 13487	5395	Lbs. 8235	3294	6 cts.	494 10

GENERAL STATEMENT OF IMPORTS—PRINCE EDWARD ISLAND.

TOBACCO (MANUFACTURED).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	Lbs. 720	\$ 225				

TOBACCO (LEAF).

Pictou.....	Lbs. 20	2	Lbs. 20	\$ 2	5 cts.	\$ 1 00
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VEGETABLES (OTHER THAN ONIONS).

	Bush.		Bush.		Free.
	Quantity.	Value.	Quantity.	Value.	
Halifax.....	31105	9331	31105	9331	Free.
Arichat .....	1600	680	1600	680	
Mahone Bay.....	830	290	830	290	
Margaree .....	390	156	390	156	
North Sydney .....	400	150	400	150	
Pictou .....	3025	1210	3025	1210	
Port Hawkesbury.....	1103	441	1103	441	
Port Hood .....	1370	685	1370	685	
Port Mulgrave.....	1830	815	1830	815	
Pugwash .....	380	149	380	149	
Tatamagouche .....	176	88	176	88	
	42209	13995	42209	13995	

WOODWARE (UNMANUFACTURED).

	Pcs.	Crds.	Shgls. M.	Lmb. M.	Value.	Free.
	Arichat.....			20		
Pictou.....	189		25		398	
Port Hawkesbury.....	183				183	
Port Hood.....			107		214	
Port Mulgrave..				14	98	
	183	189	152	57	1343	

WOODWARE (MANUFACTURED).

	Pkgs.		Pkgs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Pictou .....	3	68	3	68	10 p. c.	6 80
Tatamagouche .....	5	283	5	283		28 30
	8	351	8	351		35 10

BRITISH WEST INDIES.

BREAD (PILOT OR NAVY).

Halifax.....	Lbs. 2800	28	Lbs. 900	9	20 cts.	1 80
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CANDLES (OTHER THAN TALLOW).

Halifax.....	Lbs. 360	144	8 cts.	28 80
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## GENERAL STATEMENT OF IMPORTS—BRITISH WEST INDIES.

## COFFEE (GREEN).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.		Lbs.			
Halifax .....	66139	\$ 16090	45165	\$ 11278	4 cts.	\$ 1806 60
LaHave .....	155	20	155	20		6 20
Liverpool.....			125	25		5 00
Lunenburg .....			1282	205		51 28
Ragged Islands.....	240	36	240	36		9 60
	66534	16146	46967	11564		1878 68

## CORDAGE AND CANVAS.

Ports.	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	242	2531	55	499	5 p. c.	24 95

## COTTON, LINEN, SILK, AND WOOLLEN MANUFACTURES.

Ports.	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	52	8276	149	10070	10 p. c.	1007 00

## DRUGS AND DYE STUFFS.

Ports.	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	37	865	46	882	10 p. c.	82 20

## EARTHENWARE, GLASS, AND CHINA.

Ports.	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax .....	135	1301	67	627	10 p. c.	62 70
Yarmouth .....	3	25	3	25		2 50
	138	1326	70	652		65 20

## FRUIT (OTHER THAN RAISINS).

Ports.	No.	Pkgs.	Value.	No.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax.....		23	90		11	40	10 p. c.	4 00
Digby.....		7	14		7	14		1 40
LaHave.....		3	9		3	9		90
Margaretsville.....	900	32	131	900	32	131		13 10
Port Acadia.....		7	12		7	12		1 20
Weymouth.....		4	14		4	14		1 40
Yarmouth.....		86	463		86	463		46 30
	900	162	733	900	150	633		68 30

## GROCERIES.

Ports.	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	685	4782	239	2045	10 p. c.	204 50

## HARDWARE (FIRST CLASS).

Ports.	Pcs. and Pkgs.	Value.	Pcs. and Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax .....	489	5261	212	9242	10 p. c.	924 20

## HARDWARE (SECOND CLASS).

Ports.	Pcs. and Pkgs.	Value.	Pcs. and Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	6	265	368	900	5 p. c.	45 00
Port Acadia.....	48	48	48	48		2 40
Yarmouth.....	54	125	54	125		6 25
	108	438	470	1073		53 65

GENERAL STATEMENT OF IMPORTS—BRITISH WEST INDIES.

HARDWARE (THIRD CLASS).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Port Acadia.....	Lbs. 383	\$ 61	Lbs. 383	\$ 61	Free.	

HIDES AND SKINS (UNDRESSED).

	No.		No.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	1425	3798	1425	3798	Free.	
Digby.....	798	2000	798	2000		
Liverpool.....	54	54	54	54		
Ragged Islands.....	6	9	6	9		
Yarmouth.....	1605	888	1605	888		
	3888	6749	3888	6749		

LEATHER MANUFACTURES.

	Pkgs.		Pkgs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	3	713	4	348	10 p. c.	\$ 34 80
Port Acadia.....	1	20	1	20		2 00
	4	733	5	368		36 80

LEATHER (SOLE).

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....			800	200	4 cts.	32 00
Port Acadia.....	125	37	125	37		5 00
	125	37	925	237		37 00

MOLASSES.

	Galls.		Galls.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	325702	92854	30272	7566	5 cts.	1513 60
Annapolis.....	8207	1810	8207	1810		410 35
Antigonish.....			2132	708		106 60
Arichat.....			2115	528		105 75
Baddeck.....			408	141		20 40
Bear River.....	4849	970	4849	970		242 45
Belleveiu Cove.....	1640	324	1640	324		82 00
Digby.....	1448	579	1448	579		72 40
French Cross.....	1993	339	1993	339		99 65
Great Bras d'Or.....			977	160		48 85
La Have.....	9070	1796	3720	726		186 00
Liverpool.....	6760	2783	17170	7148		858 50
Lunenburg.....	1614	403	5802	1638		290 10
Margaretsville.....	14018	3290	14018	3290		700 90
North Sydney.....			5541	1600		277 05
Pictou.....			397	159		19 85
Port Acadia.....	2188	550	2188	550		109 40
Port Gilbert.....	740	133	740	133		37 00
Port Medway.....	1880	608	1880	608		94 00
Ragged Islands.....	9638	1838	9638	1838		481 90
Sandy Cove.....	360	68	360	68		18 00
Weymouth.....	7587	1243	7587	1243		379 35
Yarmouth.....	99645	23990	48283	9767		2414 15
	497339	133578	171365	41893		8568 25

OIL (COAL OIL).

	Galls.		Galls.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	1500	860	560	280	7 cts.	39 20
Port Medway.....	110	55	110	55		7 70
	1610	415	670	335		46 90

## GENERAL STATEMENT OF IMPORTS—BRITISH WEST INDIES.

## PAPER MANUFACTURES, INCLUDING STATIONERY.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 6	\$ 204	Pkgs. 23	\$ 592	10 p. c.	\$ 59 20

## SPIRITS (BRANDY AND CORDIALS).

Halifax.....	Galls. 1750	1750	Galls. 22	35	\$1.20	26 88
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## SPIRITS (GENEVA AND WHISKEY).

Halifax.....	Galls. 690	606	Galls. 66	40	90 cts.	59 40
Margaretsville.....	170	165	170	165		153 00
Ragged Islands.....	5	5	5	5		4 50
Yarmouth.....	15	20	15	20		13 50
	880	796	256	230		230 40

## SPIRITS (RUM).

Halifax.....	Galls. 179070	80164	Galls. 11206	5671	75 cts.	8404 50
Antigonish.....			645	326		488 75
Baddeck.....			152	81		114 00
Liverpool.....	236	289	252	290		189 00
Little River.....			226	170		169 50
Lunenburg.....	64	24	214	88		160 50
Margaretsville.....	305	140	305	140		228 75
North Sydney.....			484	460		363 00
Pictou.....			2485	2485		1863 75
Pugwash.....			152	65		114 00
Weymouth.....	325	123	325	123		243 75
Yarmouth.....	202	101				
	180202	80841	16446	9899		12334 50

## SPIRITS (STRONG WATERS).

Halifax.....	Galls. 8	38	Galls. 60	100	90 cts.	54 45
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## SPIRITS (WINE).

Halifax.....	Doz. 91	Galls. 95	1301	Doz. 46	Galls. 368	124 00
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## SALT.

Halifax.....	Bush. 41162	6808	Bu. 41162	6808	Free.	
Barrington.....	3684	405	3684	405		
Ragged Islands.....	34340	3191	34340	3191		
Shelburne.....	2000	500	2000	500		
Yarmouth.....	54600	5505	54600	5505		
	135786	16409	135786	16409		

## SUGAR (REFINED).

Halifax.....			Lbs. 3623	342	2 cts.	72 46
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GENERAL STATEMENT OF IMPORTS—BRITISH WEST INDIES.

SUGAR (RAW).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Lbs. 6514942	\$ 456043	Lbs. 799686	\$ 55974	1½ cts.	\$11995 27
Annapolis.....	39435	1752	39435	1752		591 52
Antigonish.....			1878	120		28 17
Bear River.....	20501	820	20501	820		307 56
Bellevue Cove.....	3085	113	3085	113		46 27
Digby.....	9083	726	9083	726		136 25
French Cross.....	4721	168	4721	168		70 81
Great Bras d'Or.....			2270	80		34 05
Hantsport.....	175	11	175	11		2 62
LaHave.....	4766	191	4766	191		71 50
Liverpool.....	27638	2203	38624	3180		579 36
Lunenburg.....			8317	457		124 75
Mahone Bay.....	3446	172	3446	172		51 69
Margaretsville.....	40450	1356	40450	1356		606 75
North Sydney.....			22278	900		334 17
Port Acadia.....	3577	130	3577	130		53 65
Port Gilbert.....	1200	48	1200	48		18 00
Port Hood.....			1145	114		17 17
Port Medway.....	1900	152	1900	152		28 50
Ragged Islands.....	9737	461	9737	461		146 04
Sandy Cove.....	4100	164	4100	164		61 50
Weymouth.....	14950	452	14950	452		224 25
Yarmouth.....	212636	10628	106895	5628		1603 43
	6916342	475590	1142219	73169		17133 28

TEA (BLACK).

Halifax.....	Lbs. 215	.64	6 cts.	12 90
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TEA (GREEN).

Halifax.....	Lbs. 38	20	11 cts.	4 18
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TOBACCO (CIGARS, &c.)

	Pkgs.		Pkgs.		
Halifax.....			4	225	20 p. c. 45 00
Ragged Islands.....	1	10	1	10	2 00
Yarmouth.....	2	10	2	10	2 00
	3	20	7	245	49 00

VEGETABLES (ONIONS).

Halifax.....	Lbs. 93187	2795	Lbs. 42277	1267	½ ct. 211 38
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VEGETABLES (ALL OTHER).

Halifax.....	Pkgs. 49	62	Pkgs. 49	62	10 p. c. 6 20
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UNENUMERATED (AT 10 PER CENT).

Lunenburg.....	Pkgs. 1	4	Pkgs. 1	4	10 p. c. 40
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UNENUMERATED (FREE).

	Lbs.	Pkgs.		Lbs.	Pkgs.	
Halifax.....		57	1230		57	1230 Free.
Liverpool.....	110		18	110		18
Ragged Islands.....	350		36	350		36
	460	57	1284	460	57	1284

## GENERAL STATEMENT OF IMPORTS.

## FRENCH WEST INDIES.

## FRUIT (OTHER THAN RAISINS).

PORTS.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Yarmouth .....	Pkgs. 2	\$ 14	Pkgs. 2	\$ 14	10 p. c.	\$ 1 40

## MOLASSES.

Yarmouth .....	Galls. 98	20	Galls. 98	20	5 cts.	4 90
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## SUGAR (RAW).

Yarmouth .....	Lbs. 45714	2235	Lbs. 1173	72	1½ cts.	17 59
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## SALT.

Westport .....	Bush. 1820	164	Bush. 1820	164	Free.	
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## DANISH WEST INDIES.

## COFFEE (GREEN).

Yarmouth .....	Lbs. 367	55	Lbs. 367	55	4 cts.	14 68
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## FRUIT (OTHER THAN RAISINS).

Yarmouth .....	Pkgs. 23	65	Pkgs. 23	65	10 p. c.	6 50
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## HIDES AND SKINS.

Halifax .....	No. 1497	2437	No. 1497	2437	Free.	
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## MOLASSES.

Yarmouth .....	Galls. 198	37	Galls. 198	37	5 cts.	9 90
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## SPIRITS (RUM).

Yarmouth .....	Galls. 244	73	Galls. 244	73	75 cts.	183 00
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## SPIRITS (STRONG WATERS).

Halifax .....	Galls. 2	2	Galls. 2	2	90 cts.	1 80
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GENERAL STATEMENT OF IMPORTS—DANISH WEST INDIES.

SUGAR (RAW).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.		Lbs.			
Halifax .....	1102	\$ 62	1102	\$ 80	1½ cts.	\$ 16 53
Yarmouth .....	19136	956	19136	956	.....	287 04
	20238	1018	20238	1036		303 57

SALT.

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Liverpool.....	Bush. 1983	793	Bush. 1983	793	Free.	

SPANISH WEST INDIES.

COFFEE (GREEN).

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax .....	Lbs. 28348	7086	Lbs. 15309	3601	4 cts.	612 36

FRUIT (OTHER THAN RAISINS).

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	Pkgs. 11	109	Pkgs. 11	109	10 p. c.	10 90
Port Acadia .....	1	1	1	1	.....	10
	12	110	12	110		11 00

GROCERIES.

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	Pkgs. 1	10	1	10	10 p. c.	1 00

HIDES AND SKINS (UNDRESSED).

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	No. 36	72	No. 36	72	Free.	

MOLASSES.

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	Galls. 1053360	276566	Galls. 459461	114865	5 cts.	22973 05
Bellevieu Cove.....	20	6	20	6	.....	1 00
Lunenburg .....	2158	647	2158	647	.....	107 90
Port Acadia.....	2306	422	2306	422	.....	115 30
Port Hood.....	1189	454	1189	454	.....	59 45
Sydney.....	532	160	532	160	.....	26 60
Yarmouth.....	17749	3550	12660	2560	.....	633 00
	1073967	280704	478326	119114		23916 30

SPIRITS (RUM).

Ports.	Quantity.	Value.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	Galls. 58086	24521	Galls. 8730	4499	75 cts.	6547 50
Port Acadia.....	196	83	196	83	.....	147 00
	58282	24604	8926	4582		6694 50

## GENERAL STATEMENT OF IMPORTS—SPANISH WEST INDIES.

## SUGAR (RAW).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Lbs. 6260984	\$ 438268	Lbs. 1486916	\$ 104084	1½ cts.	\$22303 74
Arichat.....	654	32	654	32		9 81
Belleveu Cove.....	200	6	200	6		3 00
Port Acadia.....	734	30	734	30		11 01
Sydney.....	1118	70	1118	70		16 77
Tusket.....			2475	99		37 12
Yarmouth.....	425007	20421	104524	6310		1567 86
	6688697	458827	1596621	110631		23949 31

## TOBACCO (CIGARS).

Halifax.....	Pkgs. 12	1005	Pkgs. 12	1005	20 p. c.	201 00
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## WOOD (UNMANUFACTURED).

Halifax.....	Tons. 105	1700	Tons. 105	1700	Free.	
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## UNENUMERATED.

Tusket.....	Pkgs. 1	8	Pkgs. 1	8	10 p. c.	80
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## SAINT DOMINGO.

## COFFEE (GREEN).

Halifax.....	Lbs. 8025	1932	Lbs. 16551	3309	4 cts.	662 04
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## GROCERIES.

Halifax.....	Pkgs. 23	500				
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## WOOD (UNMANUFACTURED).

Halifax.....	Tons. 172	1693	Tons. 80	793	Free.	
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## UNENUMERATED.

Halifax.....	Pkgs. 4	400	Pkgs. 4	400	Free.	
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## AFRICA.

## HIDES AND SKINS (UNDRESSED).

Halifax.....	No. 8941	9221	No. 8941	9221	Free.	
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## GENERAL STATEMENT OF IMPORTS.

## ANTWERP.

## GROCERIES.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....			Pkgs. 10	\$ 50	10 p. c.	\$ 5 00

## BRAZIL.

## COFFEE (GREEN).

Halifax.....			Lbs. 161	40	4 cts.	6 44
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## FRANCE.

## FRUIT (OTHER THAN RAISINS).

Halifax.....	Pkgs. 20	\$ 200				
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## GROCERIES.

Halifax.....	Pkgs. 120	800	Pkgs. 66	423	10 p. c.	42 30
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## SPIRITS (BRANDY AND CORDIALS).

Halifax.....	Galls. 23862	28548	Galls. 7382	12179	\$ 1.20	8859 96
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## HAMBURG.

## BREAD (FINE).

Halifax.....			Lbs. 650	35	1 ct.	6 50
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## CANDLES (OTHER THAN TALLOW).

Halifax.....			Lbs. 320	128	8 cts.	25 60
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## EARTHENWARE, GLASS, AND CHINA.

Halifax.....			Pkgs. 9	96	10 p. c.	9 60
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## GROCERIES.

Halifax.....			Pkgs. 57	444	10 p. c.	44 40
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## SPIRITS (WINE).

Halifax.....			Doz. 2	12	\$ 2.00	4 00
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## GENERAL STATEMENT OF IMPORTS.

## HOLLAND.

## CORDAGE AND CANVAS.

PORTS.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 76	\$ 1856	Pkgs. 76	\$ 1856	5 p. c.	\$ 92 80

## EARTHENWARE, GLASS, AND CHINA.

Halifax.....	Pkgs. 21	640	Pkgs. 21	640	10 p. c.	64 00
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## SPIRITS (BRANDY).

Halifax.....	Galls. 24	52	Galls. 24	52	\$1.20	28 80
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## SPIRITS (GENEVA AND WHISKEY).

Halifax .....	Galls. 22985	10360	Galls. 5795½	2899	90 cts.	5215 95
Antigonish .....			81	43		72 90
Lunenburg .....			41	21		36 90
Liverpool.....	82	144				
	23067	10504	5917½	2963		5325 75

## SPIRITS (RUM).

Halifax.....	Galls. 79	53				
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## SPIRITS (STRONG WATERS).

Halifax .....	Galls. 5½	21	Galls. 5½	21	90 cts.	5 17
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## SPIRITS (WINE).

Halifax.....	Doz. 4	4	Doz. 8½	68		25 50
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## SUGAR (REFINED).

Halifax.....	Lbs. 462	38	Lbs. 462	38	2 cts.	9 24
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## TOBACCO (SNUFF AND CIGARS).

Halifax.....	Pkgs. 4	415	Pkgs. 7	600	20 p. c.	120 00
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## GENERAL STATEMENT OF IMPORTS.

## MADERIA.

## OIL (LINSEED, &amp;c.)

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Liverpool .....			Galls. 48	\$ 96	10 p. c.	\$ 9 60

## SPIRITS (WINE).

Liverpool .....			Galls. 81	162		60 75
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## SALT.

Halifax .....	Bush. 3840	\$ 700	Bush. 3840	700	Free.	
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## UNENUMERATED (AT 10 PER CENT).

Halifax .....	Pkgs. 22	275	Pkgs. 22	275	10 p. c.	27 50
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## UNENUMERATED (FREE).

Halifax .....	Pkgs. 200	800	Pkgs. 200	800	Free.	
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## MATAMORAS.

## COTTON, LINEN, SILK, AND WOOLLEN MANUFACTURES.

Halifax .....			Pkgs. 5	1431	10 p. c.	143 10
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## SPIRITS (BRANDY AND CORDIALS).

Halifax * .....			Galls. 308	462	90 cts.	277 20
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## SPIRITS (GENEVA AND WHISKEY).

Halifax * .....			Galls. 89	45	70 cts.	62 30
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## SPIRITS (RUM).

Halifax * .....			Galls. 902	360	40 cts.	360 80
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## GENERAL STATEMENT OF IMPORTS.

## PORTUGAL.

## OIL (LINSEED).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Arichat .....	Galls. 45	\$ 40	Galls. 45	\$ 40	10 p. c.	\$ 4 00

## SPIRITS (WINE).

	Galls.		Galls.		
Halifax .....	5000	6000	402	892	301 50

## SALT.

	Bush.		Bush.		
Halifax .....	48000	9600	48000	9600	Free.
Arichat .....	5000	400	5000	400	
	53000	10000	53000	10000	

## WOODWARE (MANUFACTURED).

	Pkgs.		Pkgs.		
Halifax .....	1	20	1	20	10 p. c. 2 00

## UNENUMERATED.

	Tons.		Pkgs.		
Halifax .....	14½	750	149	553	10 p. c. 55 30

## PRUSSIA.

## BEEF AND PORK.

	Bbls.		Bbls.		
Arichat .....	2	34	2	34	\$1.00 2 00

## BREAD (NAVY AND PILOT).

	Lbs.		Lbs.		
Arichat .....	300	12	300	12	20 cts. 60

## CORDAGE AND CANVAS.

	Pkgs.		Pkgs.		
Arichat .....	4	32	4	32	5 p. c. 1 60

## WOODWARE (MANUFACTURED).

	Pkgs.		Pkgs.		
Arichat .....	3	39	3	39	10 p. c. 3 90

## GENERAL STATEMENT OF IMPORTS.

## SABLE ISLAND.

## FLOUR (WHEAT).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	Bbls. 108	\$ 540	Bbls. 108	\$ 540	25 cts.	\$ 27 00

## TOBACCO (LEAF).

Halifax .....	Pkgs. 167	7000	Lbs. 2188	500	5 cts.	109 40
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## TOBACCO (MANUFACTURED).

Halifax .....			Lbs. 591	177	10 cts.	59 10
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## SARDINIA.

## SALT.

Yarmouth .....	Bush. 20800	1040	Bush. 20800	1040	Free.	
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## SPAIN.

## FRUIT (RAISINS).

Halifax .....			Lbs. 41149	7080	2 cts.	822 98
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## FRUIT (ALL OTHER).

Halifax .....			Pkgs. 30	9	10 p. c.	90
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## OIL (LINSEED, &amp;c.)

Arichat .....	Galls. 60	50	Galls. 60	50	10 p. c.	5 00
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## SPIRITS (WINE).

Halifax .....	Galls. 212	424	Galls. 221	442		165 75
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## SALT.

Arichat .....	Bush. 3400	300	Bush. 3400	300	Free.	
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## UNENUMERATED.

Halifax .....	Tons. 5	240	Tons. 5	240	Free.	
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## GENERAL STATEMENT OF IMPORTS.

## SAINT PIERRE AND MIQUELON.

## CORDAGE AND CANVAS.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
St. Ann's	Pkgs. \$ 4	331	Pkgs. \$ 4	331	5 p. c.	\$ 16 55

## FLOUR (WHEAT).

	Bbls.	Value.	Bbls.	Value.	Rate of Duty.	Duty Collected.
Arichat	9	72	9	72	25 cts.	2 25
Margaree	49	419	49	419		12 25
St. Ann's	3	24	3	24		75
	61	515	61	515		15 25

## FISH (SALMON AND TROUT).

	Bbls.	Value.	Bbls.	Value.	Rate of Duty.	Duty Collected.
Halifax	70	1500	70	1500	Free.	

## FISH (SHAD AND HALIBUT).

	Bbls.	Value.	Bbls.	Value.	Rate of Duty.	Duty Collected.
Halifax	4	16	4	16	Free.	

## MOLASSES.

	Galls.	Value.	Galls.	Value.	Rate of Duty.	Duty Collected.
St. Ann's	40	16	40	16	5 cts.	2 00

## SPIRITS (BRANDY AND CORDIALS).

	Galls.	Value.	Galls.	Value.	Rate of Duty.	Duty Collected.
French Cross	30	36	30	36	\$1.20	36 00

## SPIRITS (WINE).

	Doz.	Value.	Doz.	Value.	Rate of Duty.	Duty Collected.
Halifax	3	20	3	20		6 00

## SUGAR (REFINED).

	Lbs.	Value.	Lbs.	Value.	Rate of Duty.	Duty Collected.
Arichat	20	4	20	4	2 cts.	40
Liverpool	630	75	630	75		12 60
St. Ann's	102	11	102	11		2 04
Yarmouth	750	75	750	75		15 00
	1502	165	1502	165		30 04

## TEA (BLACK).

	Lbs.	Value.	Lbs.	Value.	Rate of Duty.	Duty Collected.
Arichat	12	4	12	4	6 cts.	72
St. Ann's	96	35	96	35		5 76
	108	39	108	39		6 48

## VEGETABLES (ONIONS).

	Lbs.	Value.	Lbs.	Value.	Rate of Duty.	Duty Collected.
St. Ann's	100	2	100	2	50 cts.	50



GENERAL STATEMENT OF IMPORTS—SAINT PIERRE AND MIQUELON.

WOODWARE (MANUFACTURED).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Arichat.....	Pkgs. 2	\$ 8	Pkgs. 2	\$ 8	10 p. c.	\$ 0 80

WOODWARE (UNMANUFACTURED).

Margarec.....	Shingles, M. 11	16	Shingles, M. 11	16	Free.	
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UNITED STATES.

ALE AND PORTER.

	Galls.		Galls.		
Liverpool.....	50	12	50	12	3 00
Port Acadia.....	102	42	102	42	6 12
Port Mulgrave.....	30	10	30	10	1 80
Weymouth.....	162	75	162	75	9 72
Yarmouth.....	305½	48	305½	48	18 33
	649½	187	649½	187	38 97

ANIMALS.

Halifax.....	Pigs. 3	Oxen. 4	656	Pigs. 3	Oxen. 4	656	50c. and \$7.50	61 50
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BEEF AND PORK.

	Bbls.		Bbls.		
Halifax.....	2439	35773	2120½	42820	\$1.00 2120 50
Annapolis.....	9	212	9	212	9 00
Arichat.....	36½	906	36½	906	36 50
Barrington.....	65½	1384	65½	1384	65 50
Bear River.....	2	45	2	45	2 00
Beaver River.....	5	129	5	129	5 00
Belleveiu Cove.....	9	239	9	239	9 00
Bridgetown.....	4	83	4	83	4 00
Clementsport.....	1	26	1	26	1 00
Cow Bay.....	4½	53	4½	53	4 50
Glace Bay.....	5	107	5	107	5 00
Guysborough.....	3½	70	3½	70	3 75
Harbor-au-Bouche.....	5½	160	5½	160	5 75
Joggins.....	21	563	21	563	21 00
La Have.....	2	51	2	51	2 00
Liverpool.....	38	789	33	679	33 00
Lingan.....	1	18	1	18	1 00
Lunenburg.....	6	115	6	115	6 00
Port Acadia.....	16½	385	16½	385	16 50
Port Gilbert.....	8½	253	8½	253	8 50
Port Hawkesbury.....	15	278	15	278	15 00
Port Hood.....	1	20	1	20	1 00
Port Medway.....	60	1505	60	1505	60 00
Port Mulgrave.....	18	283	18	283	18 00
Pubnico.....	6½	158	6½	158	6 25
Ragged Islands.....	211	4245	211	4245	211 00

## GENERAL STATEMENT OF IMPORTS—UNITED STATES.

## BEEF AND PORK—CONTINUED.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Bbls.		Bbls.			
Sandy Cove.....	1	\$ 29	1	\$ 29	\$1.00	\$ 1 00
Shelburne.....	26	405	26	405		26 00
St. Mary's River.....	5	126	5	126		5 00
Sydney.....	2	51	2	51		2 00
Tusket.....	1	18	1	18		1 00
Westport.....	224	571	224	571		22 25
Weymouth.....	40	921	40	921		40 00
Yarmouth.....	448	8960	448	8960		448 00
	36194	58931	32164	65868		3216 00

## BACON AND HAMS.

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	600	132	600	132	2 cts.	12 00
Arichat.....	268	47	268	47		5 36
Barrington.....	196	35	196	35		3 92
LaHave.....	169	26	169	26		3 38
Liverpool.....	503	62	503	62		11 06
Maitland.....	358	50	358	50		7 16
Pictou.....	200	20	200	20		4 00
Port Gilbert.....	19	2	19	2		38
Port Mulgrave.....	200	31	200	31		4 00
Sandy Cove.....	15	2	15	2		30
Shelburne.....	663	134	663	134		13 26
Weymouth.....	15	3	15	3		30
Yarmouth.....	2546	280	2546	280		50 92
	5752	824	5752	824		115 04

## BREAD (FINE) INCLUDING CRACKERS.

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	12184	851	12184	851	1 ct.	121 84
Annapolis.....	551	43	551	43		5 51
Arichat.....	167	17	167	17		1 67
Barrington.....	253	28	253	28		2 53
Beaver River.....	50	6	50	6		50
Bellevue Cove.....	102	11	102	11		1 02
Bridgetown.....	488	54	488	54		4 88
Clementsport.....	192	22	192	22		1 92
Cornwallis.....	624	59	624	59		6 24
Digby.....	174	14	174	14		1 74
French Cross.....	124	14	124	14		1 24
Horton.....	63	4	63	4		63
LaHave.....	240	17	240	17		2 40
Little River.....	118	14	118	14		1 18
Liverpool.....	693	87	693	87		6 93
Pictou.....	783	84	783	84		7 83
Port Acadia.....	326	25	326	25		3 26
Port Gilbert.....	170	12	170	12		1 70
Pubnico.....	72	10	72	10		72
St. Mary's River.....	53	4	53	4		53
Westport.....	85	6	85	6		85
Weymouth.....	350	38	350	38		3 50
Wilmot.....	50	4	50	4		50
Windsor.....	291	23	291	23		2 91
Yarmouth.....	3378	298	3378	298		33 78
	21581	1745	21581	1745		215 81

## GENERAL STATEMENT OF IMPORTS—UNITED STATES.

## BREAD (PILOT AND NAVY).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Lbs. 855362	\$ 30679	Lbs. 671982	\$ 21469	20 cts.	\$ 1343 97
Annapolis.....	325	18	325	18		65
Arichat.....	300	15	300	15		60
Barrington.....	1815	102	1815	102		3 63
Beaver River.....	420	22	420	22		84
Cow Bay.....	100	4	100	4		20
Liverpool.....	395	35	395	35		79
Port Acadia.....	210	9	210	9		42
Port Hood.....	400	16	400	16		80
Port Mulgrave.....	3280	177	3280	177		6 56
Ragged Islands.....	2940	138	2940	138		5 88
Shelburne.....	365	31	365	31		73
St. Mary's River.....	410	23	410	23		81
Sydney.....	100	6	100	6		20
Westport.....	575	29	575	29		1 15
Weymouth.....	225	21	225	21		45
Yarmouth.....	12100	550	12100	550		24 20
	879322	31875	695942	22665		1391 88

## BUTTER AND LARD.

	Lbs.		Lbs.			
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	30256	5062	17150	2843	\$ 1.75	300 12
Arichat.....	664	132	664	132		11 62
Barrington.....	636	102	636	102		11 12
Bellevue Cove.....	15	3	15	3		26
Bridgetown.....	36	4	36	4		63
Clementsport.....	48	10	48	10		84
Cow Bay.....	57	5	57	5		1 00
Digby.....	20	3	20	3		35
Guysborough.....	144	25	144	25		2 51
Harbor-au-Bouche.....	25	8	25	8		44
Liverpool.....	669	133	689	133		11 70
Lunenburg.....	279	45	279	45		4 88
Port Acadia.....	6	1	6	1		10
Port Hawkesbury.....	1861	369	1861	369		32 57
Port Mulgrave.....	315	49	315	49		5 51
Pubnico.....	25	5	25	5		44
Ragged Islands.....	5713	967	5713	967		99 98
Sandy Cove.....	57	16	57	16		1 00
Shelburne.....	100	22	100	22		1 75
Westport.....	193	31	193	31		3 37
Weymouth.....	164	31	164	31		2 87
Windsor.....	292	46	292	46		5 11
Yarmouth.....	9499	1899	9499	1899		166 23
	51074	8968	37968	6749		664 40

## BURNING FLUID.

	Galls.		Galls.			
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	.50	.25	.90	.45	10 cts.	9 00
Little River.....	3	4	3	4		30
Port Mulgrave.....	.40	.21	.40	.21		4 00
	93	50	133	70		13 30

## GENERAL STATEMENT OF IMPORTS—UNITED STATES.

## CANDLES (TALLOW).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.		Lbs.			
Halifax .....	2400	\$ 240	3188	\$ 319	3 cts.	\$ 95 64
Annapolis .....	120	15	120	15		3 60
Canada Creek.....	40	4	40	4		1 20
Cornwallis .....	40	4	40	4		1 20
Digby.....	80	13	80	13		2 40
French Cross.....	36	5	36	5		1 08
Liverpool.....	80	15	80	15		2 40
Port Mulgrave .....	80	10	80	10		2 40
Thorne's Cove.....	80	11	80	11		2 40
Weymouth.....	200	25	200	25		6 00
	3156	342	3944	421		118 32

## CANDLES (OTHER).

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	1410	705	1410	705	8 cts.	112 80
Little River.....	36	12	36	12		2 88
Port Acadia.....	36	12	36	12		2 88
Pubnico.....	36	11	36	11		2 88
	108	35	1518	740		121 44

## CHEESE.

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	23427	2278	20486	2330	1 ct.	204 86
Barrington.....	54	9	54	9		54
Cow Bay.....	455	67	455	67		4 55
Digby.....	63	7	63	7		63
Liverpool.....	589	70	589	70		5 89
North Sydney .....	325	35	325	35		3 25
Pictou.....	885	177	885	177		8 85
Sandy Cove.....	13	2	13	2		13
Westport.....	110	19	110	19		1 10
Yarmouth.....	1902	232	1902	232		19 02
	27823	2896	24882	2948		248 82

## COAL.

	Chalds.		Chalds.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	1411	5510	1411	5510	Free.	
Bridgetown.....	4	28	4	28		
Liverpool.....	23	260	23	260		
Londonderry.....	13	182	13	182		
Windsor.....	137	1127	137	1127		
Yarmouth.....	72	725	72	725		
	1660	7832	1660	7832		

## CLOCKS, WATCHES, AND JEWELRY.

	Pkgs.		Pkgs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	53	649	50	590	20 p. c.	118 00
Antigonish.....	4	52	4	52		10 40
Barrington.....	3	18	3	18		3 60
Bridgetown.....	1	5	1	5		1 00

## GENERAL STATEMENT OF IMPORTS—UNITED STATES.

## CLOCKS, WATCHES, AND JEWELRY—CONTINUED.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Cape Canso.....	Pkgs. 2	\$ 48	Pkgs. 2	\$ 48	20 p. c.	\$ 9 60
Clementsport.....	1	3	1	3		60
Cow Bay.....	2	4	2	4		80
Five Islands.....	1	4	1	4		80
Glace Bay.....	2	32	2	32		6 40
LaHave.....	12	30	12	30		6 00
Liverpool.....	1	21	1	21		4 20
Londonderry.....	9	164	9	164		32 80
Maitland.....	2	9	2	9		1 80
North Sydney.....	1	36	1	36		7 20
Pictou.....	35	566	35	566		113 20
Port Hawkesbury.....	10	28	10	28		5 60
Port Mulgrave.....	1	38	1	38		7 60
Ragged Islands.....	36	104	36	104		20 80
Shelburne.....	1	4	1	4		80
Thorne's Cove.....	1	3	1	3		60
Walton.....	1	4	1	4		80
Weymouth.....	2	8	2	8		1 60
Windsor.....	1	4	1	4		80
Yarmouth.....	3	71	3	71		14 20
	185	1905	182	1846		369 20

## COFFEE (GREEN).

	Lbs.		Lbs.		
Halifax.....	8035	920	2486	622	4 cts. 99 44
Annapolis.....	15	3	15	3	60
Arichat.....	12	3	12	3	48
Weymouth.....	26	6	26	6	1 04
	8088	932	2539	634	101 56

## COFFEE (ROASTED).

	Lbs.		Lbs.		
Halifax.....	5100	530	5770	829	5 cts. 288 50
Annapolis.....	117	17	117	17	5 85
Arichat.....	63	10	60	10	3 00
Barrington.....	115	9	115	9	5 75
Bridgetown.....	74	20	74	20	3 70
Cornwallis.....	170	39	170	39	8 50
Cow Bay.....	112	14	112	14	5 60
Guysborough.....	32	9	32	9	1 60
LaHave.....	120	16	120	16	6 00
Liverpool.....	120	24	120	24	6 00
Little River.....	60	9	60	9	3 00
Londonderry.....	30	4	30	4	1 50
Pictou.....	636	105	636	105	31 80
Port Hawkesbury.....	480	56	480	56	24 00
Port Mulgrave.....	120	9	120	9	6 00
St. Mary's River.....	120	17	120	17	6 00
Westport.....	174	25	174	25	8 70
Weymouth.....	120	12	120	12	6 00
Yarmouth.....	905	190	905	190	45 25
	8665	1115	9385	1414	466 75

## GENERAL STATEMENT OF IMPORTS—UNITED STATES.

## CORDAGE AND CANVAS.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.	Pkgs.	Lbs.	Pkgs.		
Halifax .....	376	1	376	1	5 p. c.	\$ 455 95
Annapolis .....	1	1	1	1		30
Arichat .....	3691	1	3691	1		23 60
Barrington .....	16	1	16	1		14 55
Canada Creek .....	1	1	1	1		10
Cow Bay .....	1	1	1	1		7 20
Digby .....	1	1	1	1		1 45
Glace Bay .....	576	1	576	1		4 55
Guysborough .....	1	1	1	1		1 00
Harborville .....	55	1	55	1		73 95
Liverpool .....	12	1	12	1		10 65
Margaretsville .....	4	1	4	1		13 60
Port Acadia .....	25	1	25	1		27 15
Port Hawkesbury .....	19	1	19	1		118 90
Port Mulgrave .....	142	1	142	1		80 40
Ratchford's River .....	16	1	16	1		12 90
Sandy Cove .....	9	1	9	1		3 65
Westport .....	1510	1	1510	1		13 95
Weymouth .....	1	1	1	1		60
Yarmouth .....	256	1	256	1		164 85
	5919	830	5919	830		1029 30

## COTTON, LINEN, SILK, AND WOOLLEN MANUFACTURES.

	Pkgs.		Pkgs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	637	51148	628	52297	10 p. c.	5229 70
Annapolis .....	3	27	3	27		2 70
Barrington .....	17	214	17	214		21 40
Bridgetown .....	3	76	3	76		7 60
Cheveric .....	5	29	5	29		2 90
Cow Bay .....	1	4	1	4		40
Digby .....	6	636	6	636		63 60
Five Islands .....	1	24	1	24		2 40
French Cross .....	1	13	1	13		1 30
Harbor-au-Bouche .....	3	85	3	85		8 50
Harborville .....	1	20	1	20		2 00
Horton .....	1	11	1	11		1 10
Joggins .....	1	64	1	64		6 40
Liverpool .....	37	1067	37	1067		106 70
Londonderry .....	17	708	17	708		70 80
Pictou .....	13	300	13	300		30 00
Port Acadia .....	6	75	6	75		7 50
Port Gilbert .....	5	93	5	93		9 30
Port Hawkesbury .....	34	1497	34	1497		149 70
Port Hood .....	11	340	11	340		34 00
Port Medway .....	1	13	1	13		1 30
Port Mulgrave .....	6	308	6	308		30 80
Pugwash .....	1	64	1	64		6 40
Ragged Islands .....	3	169	3	169		16 90
Ratchford's River .....	1	3	1	3		30
Shelburne .....	3	109	3	109		10 90
Westport .....	4	102	4	102		10 20
Weymouth .....	4	579	4	579		57 90
Windsor .....	1	10	1	10		1 00
Yarmouth .....	199	13829	199	13829		1382 90
	1026	71617	1017	72766		7276 60

GENERAL STATEMENT OF IMPORTS—UNITED STATES.

COTTON YARN.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Pkgs.		Pkgs.			
Halifax.....	8	\$ 318	8	\$ 318	5 p. c.	\$ 15 90
Annapolis.....	6	331	6	331		16 55
Amherst.....	1	60	1	60		3 00
Barrington.....	1	20	1	20		1 00
Five Islands.....	50	21	50	21		1 05
Yarmouth.....	3	120	3	120		6 00
	69	870	69	870		43 50

CONFECTIONERY.

	Lbs.	Pkgs.	Value.	Lbs.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax.....		18	715	16	508	20 p. c.	101 60	
Annapolis.....		3	23	3	23		4 60	
Barrington.....		3	34	3	34		6 80	
Little River.....		1	24	1	24		4 80	
Liverpool.....		1	5	1	5		1 00	
Pictou.....		7	69	7	69		13 80	
Yarmouth.....	232	7	114	232	7	114	22 80	
	232	40	984	232	38	777	155 40	

DRUGS AND PATENT MEDICINES.

	Pkgs.		Value.	Pkgs.		Value.	Rate of Duty.	Duty Collected.
Halifax.....		490	6995	398	4440	20 p. c.	880 00	
Amherst.....		1	13	1	13		2 60	
Antigonish.....		3	94	3	94		18 80	
Barrington.....		1	15	1	15		3 00	
Bridgetown.....		12	116	12	116		23 20	
Cornwallis.....		3	74	3	74		14 80	
Digby.....		2	53	2	53		10 60	
Liverpool.....		1	7	1	7		1 40	
Londonderry.....		2	65	2	65		13 00	
Margaretsville.....		1	19	1	19		3 80	
Pictou.....		8	229	8	229		45 80	
Port Hawkesbury.....		2	29	2	29		5 80	
Port Mulgrave.....		5	27	5	27		5 40	
Westport.....		1	6	1	6		1 20	
Windsor.....		5	159	5	159		31 80	
Yarmouth.....		4	252	4	252		50 40	
		541	8153	449	5558		1111 60	

DRUGS AND DYE STUFFS.

	Lbs.	Pcs. & Pkgs.	Value.	Lbs.	Pcs. & Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax.....		1184	13052	306	5527	20 p. c.	552 70	
Amherst.....		11	425	11	425		42 50	
Annapolis.....		56	223	56	223		22 30	
Antigonish.....		97	622	97	622		62 20	
Barrington.....	273	13	101	273	13	101	10 10	
Bridgetown.....		21	232	21	232		23 20	
Clementsport.....	156		13	156		13	1 30	
Cow Bay.....		4	66	4	66		6 60	

## GENERAL STATEMENT OF IMPORTS—UNITED STATES.

## DRUGS AND DYE STUFFS—CONTINUED.

PORTS.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.		
	Quantity.		Quantity.					
	Lbs.	Pcs. & Pkgs.	Lbs.	Pcs. & Pkgs.				
Digby.....	195	2	\$ 79	195	2	\$ 79	10 p. c.	\$ 7 90
Five Islands.....		2	10		2	10		1 00
Joggins.....	300		26	300		26		2 60
Little River.....		47	128		47	128		12 80
Liverpool.....		10	160		10	160		16 00
Londonderry.....		63	624		63	624		62 40
Margaretsville.....		17	173		17	173		17 30
Maitland.....		1	5		1	5		50
North Sydney.....		47	563		47	563		56 30
Pictou.....		195	1398		195	1398		139 80
Port Acadia.....		3	16		3	16		1 60
Port Gilbert.....		1	3		1	3		30
Port Hawkesbury.....		4	60		4	60		6 00
Port Mulgrave.....		2	31		2	31		3 10
Ragged Islands.....	377		36	377		36		3 60
Ratchford's River.....		1	1		1	1		10
Sandy Cove.....		1	2		1	2		20
St. Mary's River.....		6	6		6	6		60
Westport.....		1	4		1	4		40
Weymouth.....		14	51		14	51		5 10
Wilmot.....		1	3		1	3		30
Yarmouth.....	2725	38	1474	2725	38	1474		147 40
	4026	1842	19587	4026	964	12062		1206 20

## EARTHENWARE, GLASS, AND CHINA.

	Pkgs.		Pkgs.		Rate of Duty.	Duty Collected.
Halifax.....	393	4857	388	4657	10 p. c.	465 70
Amherst.....	24	738	24	738		73 80
Annapolis.....	16	134	16	134		13 40
Antigonish.....	3	62	3	62		6 20
Barrington.....	9	26	9	26		2 60
Bridgetown.....	7	111	7	111		11 10
Clementsport.....	1	2	1	2		20
Cow Bay.....	1	41	1	41		4 10
Digby.....	7	116	7	116		11 60
Five Islands.....	5	60	5	60		6 00
Hantsport.....	1	5	1	5		50
LaHave.....	2	12	2	12		1 20
Little River.....	4	11	4	11		1 10
Liverpool.....	33	385	33	385		38 50
Londonderry.....	26	353	26	353		35 30
Margaretsville.....	6	110	6	110		11 00
Maitland.....	2	42	2	42		4 20
Parrsborough.....	3	24	3	24		2 40
Pictou.....	91	929	91	929		92 90
Port Hawkesbury.....	4	151	4	151		15 10
Port Mulgrave.....	5	95	5	95		9 50
Pugwash.....	1	28	1	28		2 80
Ragged Islands.....	3	91	3	91		9 10
Ratchford's River.....	2	4	2	4		40
Shelburne.....	7	86	7	86		8 60
Sydney.....	8	128	8	128		12 80
Westport.....	1	4	1	4		40
Weymouth.....	5	145	5	145		14 50
Windsor.....	9	92	9	92		9 20
Yarmouth.....	60	1318	60	1318		131 80
	739	10160	734	9960		996 00



GENERAL STATEMENT OF IMPORTS—UNITED STATES.

FLOUR (WHEAT—CANADA).

PORTS.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Bbls.		Bbls.			
Halifax .....	998	\$ 6986	998	\$ 6986	Free.	
Clementsport .....	73	613	73	613		
Maitland .....	150	1050	150	1050		
Port Acadia .....	55	445	55	445		
Port Medway .....	199	2710	199	2710		
Pubnico .....	65	513	65	513		
Weymouth .....	75	625	75	625		
Yarmouth .....	746	5770	746	5770		
	2361	18712	2361	18712		

FLOUR (WHEAT).

	Bbls.		Bbls.			
Halifax .....	60772	425404	56367	394569	25 cts.	\$14091 75
Advocate Harbor .....	91	732	91	732		22 75
Amherst .....	1152	9222	1152	9222		288 00
Annapolis .....	825	6516	815	6438		203 75
Antigonish .....	1005	7712	1005	7712		251 25
Apple River .....	8	64	8	64		2 00
Arichat .....	760	5964	760	5964		190 00
Barrington .....	1704½	11508	1704½	11508		426 12
Bear River .....	446	3244	446	3244		111 50
Beaver River .....	121	891	121	891		30 25
Belleveu Cove .....	327	2754	327	2754		81 75
Bridgetown .....	1811	14118	1811	14118		452 75
Canada Creek .....	575	4596	575	4596		143 75
Cape Canso .....	450	3637	450	3637		112 50
Cheverie .....	552	4192	552	4192		138 00
Clementsport .....	415	3268	415	3268		103 75
Cornwallis .....	3789	28135	3789	28135		947 25
Cow Bay .....	260	1923	260	1923		65 00
Digby .....	1007	7168	1007	7168		251 75
Five Islands .....	1001	7657	1001	7657		250 25
French Cross .....	434	3425	434	3425		108 50
Glace Bay .....	228	1876	228	1876		57 00
Guysborough .....	10	80	10	80		2 50
Hantsport .....	510	3846	510	3846		127 50
Harbor-au-Bouche .....	25	275	25	275		6 25
Harborville .....	627	4967	627	4967		156 75
Horton .....	1509	11846	1509	11846		377 25
Joggins .....	293	2363	293	2363		73 25
La Have .....	172	1397	172	1397		43 00
Little River .....	374	2865	374	2865		93 50
Liverpool .....	1652½	14500	1652½	14500		413 12
Londonderry .....	3468	25363	3468	25363		867 00
Lunenburg .....	398	2480	398	2480		99 50
Lingan .....	68	423	68	423		17 00
Maitland .....	1306	10114	1306	10114		326 50
Margaretsville .....	767	6136	767	6136		191 75
Main-a-Dieu .....	13	98	13	98		3 25
North Sydney .....	100	700	100	700		25 00
Parrsborough .....	765	5748	765	5748		191 25
Pictou .....	3050	21350	3050	21350		762 50
Port Acadia .....	1084	8211	1084	8211		271 00
Port Gilbert .....	797	6173	797	6173		199 25
Port Hawkesbury .....	323	3214	323	3214		80 75
Port Medway .....	366	3332	366	3332		91 50

## GENERAL STATEMENT OF IMPORTS — UNITED STATES.

## FLOUR (WHEAT) — CONTINUED.

PORTS.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Bbls.	\$	Bbls.	\$		
Port Mulgrave .....	662	5004	662	5004	25 cts.	\$ 165 50
Port Hood .....	5	40	5	40		1 25
Port Williams .....	17	136	17	136		4 25
Pubnico .....	465	3948	465	3948		116 25
Ragged Islands .....	2350	15902	2350	15902		587 50
Ratchford's River .....	192	1582	192	1582		48 00
Sandy Cove .....	91	384	91	384		22 75
Shelburne .....	519½	4384	519½	4384		129 88
St. Mary's River .....	206	1895	206	1895		51 50
Sydney .....	337	2669	337	2669		84 25
Thorne's Cove .....	101	921	101	921		25 25
Truro .....	446	3450	446	3450		111 50
Tusket .....	78	547	78	547		19 50
Tangier .....	1454	7270	1454	7270		363 50
Walton .....	211	1556	211	1556		52 75
Westport .....	260	2277	260	2277		65 00
Weymouth .....	880	6917	880	6917		220 00
Wilnot .....	520	2337	520	2337		130 00
Windsor .....	3890	35770	3890	35770		972 50
Yarmouth .....	8848	67752	8848	67752		2212 00
	116943½	854228	112528½	823315		28132 12

## FLOUR (OTHER THAN WHEAT).

	Bbls.		Bbls.		
Halifax .....	16751	68962	16751	68962	Free.
Advocate Harbor .....	2	9	2	9	
Annapolis .....	125	523	125	523	
Antigonish .....	270	1094	270	1094	
Arichat .....	350	1400	350	1400	
Barrington .....	445	1007	445	1007	
Bear River .....	75	300	75	300	
Beaver River .....	50	161	50	161	
Bellevue Cove .....	209	887	209	887	
Bridgetown .....	452	1622	452	1622	
Canada Creek .....	137	557	137	557	
Cheverie .....	159	712	159	712	
Clementsport .....	197	865	197	865	
Cornwallis .....	1173	4692	1173	4692	
Cow Bay .....	146	491	146	491	
Digby .....	457	1856	457	1856	
Five Islands .....	266	1038	266	1038	
French Cross .....	51	205	51	205	
Hantsport .....	102	393	102	393	
Harborville .....	260	1059	260	1059	
Horton .....	295	936	295	936	
Joggins .....	71	321	71	321	
LaHave .....	22	89	22	89	
Liverpool .....	320	1602	320	1602	
Londonderry .....	1957	7176	1957	7176	
Lunenburg .....	25	85	25	85	
Little River .....	68	282	68	282	
Maitland .....	228	1034	228	1034	
Margaretsville .....	266	1187	266	1187	
Parrsborough .....	104	388	104	388	
Pictou .....	1256	6072	1256	6072	
Port Acadia .....	639	2290	639	2290	

GENERAL STATEMENT OF IMPORTS—UNITED STATES.

FLOUR (OTHER THAN WHEAT)—CONTINUED.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Bbls.		Bbls.			
Port Gilbert .....	383	\$ 1595	383	\$ 1595	Free.	
Port Hawkesbury .....	200	800	200	800		
Port Mulgrave .....	145	647	145	647		
Port Medway .....	137	546	137	546		
Pubnico .....	183	729	183	729		
Ragged Islands .....	910	3503	910	3503		
Ratchford's River .....	87	348	87	348		
Sandy Cove .....	17	68	17	68		
Shelburne .....	260	1105	260	1105		
St. Mary's River .....	62	268	62	268		
Sydney .....	340	1466	340	1466		
Tangier .....	133	269	133	269		
Thorne's Cove .....	51	229	51	229		
Truro .....	141	629	141	629		
Tusket .....	37	134	37	134		
Walton .....	115	475	115	475		
Westport .....	74	323	74	323		
Weymouth .....	525	1940	525	1940		
Windsor .....	1224	4296	1224	4296		
Wilmot .....	173	594	173	594		
Yarmouth .....	1910	9044	1910	9044		
	34035	138303	34035	138303		

FRUIT (APPLES, PEARS, &c.)

	Bbls.		Bbls.			
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	267	1361	274	1226	\$1.00	\$ 274 00
Barrington .....	19½	384	19½	384		19 25
Liverpool .....	11½	85	11½	85		11 12
Maitland .....	7½	139	7½	139		7 25
Pictou .....	4	35	4	35		4 00
Port Hawkesbury .....	13	240	13	240		13 00
Port Mulgrave .....	7	182	7	182		7 00
Ragged Islands .....	14	340	14	340		14 00
Shelburne .....	2	33	2	33		2 00
Westport .....	3	52	3	52		3 00
Weymouth .....	2	41	2	41		2 00
Windsor .....	7	131	7	131		7 00
Yarmouth .....	76½	784	76½	784		76 50
	433½	3807	440½	3672		440 12

FRUIT (RAISINS).

	Lbs.		Lbs.			
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	8100	1215	4597	919	2 cts.	91 94
Annapolis .....	800	100	800	100		16 00
Arichat .....	32	3	32	3		64
Cornwallis .....	535	70	535	70		10 70
Great Bras d'Or .....			126	18		2 52
Harborville .....	440	45	440	45		8 80
Little River .....	500	45	500	45		10 00
Liverpool .....	150	20	150	20		3 00
Pictou .....	1272	237	1272	237		25 44
Yarmouth .....	2600	480	2600	480		52 00
	14429	2215	11052	1937		221 04

## GENERAL STATEMENT OF IMPORTS—UNITED STATES.

## FRUIT (ALL OTHER) INCLUDING NUTS.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Pkgs.		Pkgs.			
Halifax.....	480	\$ 2865	520	\$ 3667	10 p. c.	\$ 366 70
Annapolis.....	5	30	5	30		3 00
Arichat.....	3	14	3	14		1 40
Barrington.....	16	38	16	38		3 80
Canada Creek.....	3	13	3	13		1 30
Cow Bay.....	1	9	1	9		90
Five Islands.....	1	4	1	4		40
Liverpool.....	12	15	12	15		1 50
Little River.....	3	20	3	20		2 00
Port Mulgrave.....	1	7	1	7		70
Ragged Islands.....	3	24	3	24		2 40
St. Mary's River.....	1	6	1	6		60
Shelburne.....	12	51	12	51		5 10
Windsor.....	1	5	1	5		50
Yarmouth.....	105	533	105	533		53 30
	647	3634	687	4436		443 60

## FISH (DRY).

	Lbs.		Lbs.		
Halifax.....	287068	7392	287068	7392	Free.
Canada Creek.....	100	3	100	3	
Yarmouth.....	50000	2000	50000	2000	
	337168	9395	337168	9395	

## FISH (HERRING AND ALEWIVES).

	Bbls.		Bbls.		
Halifax.....	25	50	25	50	Free.
Barrington.....	30	56	30	56	
	55	106	55	106	

## FISH (SHELL FISH).

	Pkgs.		Pkgs.		
Halifax.....	1412	8858	1412	8858	Free.
Barrington.....	531	2391	531	2391	
Port Hawkesbury.....	528	3285	528	3285	
Ragged Islands.....	47	373	47	373	
Shelburne.....	149	1239	149	1239	
Yarmouth.....	90	650	90	650	
	2757	16796	2757	16796	

## GINGER AND PEPPER (GROUND).

	Lbs.		Lbs.		
Halifax.....	143	5	393	55	4 cts. 15 72
Annapolis.....	20	6	20	6	80
Bear River.....	25	3	25	3	1 00
Harborville.....	45	11	45	11	1 80
Port Mulgrave.....	25	7	25	7	1 00
Sandy Cove.....	50	11	50	11	2 00
Westport.....	25	2	25	2	1 00
Weymouth.....	39	16	39	16	1 56
	372	61	622	111	24 88

GENERAL STATEMENT OF IMPORTS—UNITED STATES.

GROCERIES.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	Pkgs. 1023	\$ 10752	Pkgs. 903	\$ 7040	10 p. c.	\$ 704 00
Annapolis .....	5	21	5	21		2 10
Arichat .....	10	48	10	48		4 80
Barrington .....	11	54	11	54		5 40
Bear River .....	1	6	1	6		60
Bellevue Cove .....	2	2	2	2		20
Canada Creek .....	7	22	7	22		2 20
Clementsport .....	4	17	4	17		1 70
Cow Bay .....	6	26	6	26		2 60
Digby .....	13	120	13	120		12 00
French Cross .....	2	12	2	12		1 20
Horton .....	1	4	1	4		40
Harborville .....	9	32	9	32		3 20
Little River .....	3	22	3	22		2 20
Liverpool .....	14	80	14	80		8 00
Port Acadia .....	1	14	1	14		1 40
Port Medway .....	2	6	2	6		60
Port Mulgrave .....	4	89	4	89		8 90
Shelburne .....	3	11	3	11		1 10
St. Mary's River .....	7	32	7	32		3 20
Sydney .....	3	8	3	8		80
Weymouth .....	33	182	33	182		18 20
Wilmot .....	3	45	3	45		4 50
Windsor .....	5	28	5	28		2 80
Yarmouth .....	353	2230	353	2230		223 00
	1525	13863	1405	10151		1015 10

GRAIN (RICE).

	Lbs.		Lbs.	
Arichat .....	750	75	750	75 Free.
Port Hawkesbury .....	85	7	85	7
Pubnico .....	288	26	288	26
St. Mary's .....	405	22	405	22
Weymouth .....	100	10	100	10
	1628	140	1628	140

GRAIN (OTHER THAN RICE).

	Bush.		Bush.	
Halifax .....	123834	36655	123834	36655 Free.
Barrington .....	42	61	42	61
Bear River .....	54	50	54	50
Beaver River .....	14	18	14	18
Bellevue Cove .....	11	35	11	35
Cow Bay .....	2	2	2	2
French Cross .....	20	15	20	15
Hantsport .....	180	80	180	80
LaHave .....	12	25	12	25
Little River .....	33	28	33	28
Lunenburg .....	9	17	9	17
Maitland .....	3	6	3	6
Pictou .....	2800	1729	2800	1729
Port Acadia .....	227	217	227	217
Port Hawkesbury .....	57	60	57	60
Port Medway .....	6	5	6	5
Port Mulgrave .....	22	53	22	53
Ragged Islands .....	167	95	167	95

## GENERAL STATEMENT OF IMPORTS—UNITED STATES.

## GRAIN (OTHER THAN RICE)—CONTINUED.

PORTS.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Bush.		Bush.			
Ratchford's River.....	3	\$ 6	3	\$ 6	Free.	
Shelburne.....	20	20	20	20		
St. Mary's River.....	55	77	55	77		
Sydney.....	6	12	6	12		
Truro.....	63	45	63	45		
Weymouth.....	58	81	58	81		
Wilmot.....	210	208	210	208		
Windsor.....	12	22	12	22		
Yarmouth.....	1780	1424	1780	1424		
	129700	41046	129700	41046		

## HARDWARE (FIRST CLASS).

	Pkgs.		Pkgs.		10 p. c.	\$	
	Quantity.	Value.	Quantity.	Value.			
Halifax.....	5174	52987	5254	53426		5342	60
Amherst.....	135	1464	135	1464		146	40
Annapolis.....	93	680	93	680		68	00
Arichat.....	23	189	23	189		18	90
Antigonish.....	205	1523	205	1523		152	30
Barrington.....	61	464	61	464		46	40
Bear River.....	11	397	11	397		39	70
Bellevieu Cove.....	104	103	104	103		10	30
Bridgetown.....	69	1157	69	1157		115	70
Canada Creek.....	2	14	2	14		1	40
Clementsport.....	29	134	29	134		13	40
Cornwallis.....	316	3290	316	3290		329	00
Cow Bay.....	14	333	14	333		33	30
Digby.....	11	232	11	232		23	20
Five Islands.....	10	151	10	151		15	10
French Cross.....	6	47	6	47		4	70
Glace Bay.....	34	1529	34	1529		152	90
Hantsport.....	1	90	1	90		9	00
Harbor-au-Bouche.....	3	38	3	38		3	80
Harborville.....	14	53	14	53		5	30
Horton.....	3	80	3	80		8	00
Joggins.....	3	24	3	24		2	40
LaHave.....	103	762	103	762		76	20
Little River.....	52	472	52	472		47	20
Liverpool.....	204	2541	204	2541		254	10
Londonderry.....	380	3878	380	3878		387	80
Maitland.....	52	584	52	584		58	40
Margaretsville.....	27	253	27	253		25	30
North Sydney.....	161	305	161	305		30	50
Parrsborough.....	1	4	1	4			40
Pictou.....	710	13937	710	13937		1397	30
Port Acadia.....	28	247	28	247		24	70
Port Gilbert.....	6	45	6	45		4	50
Port Hawkesbury.....	12	355	12	355		35	50
Port Mulgrave.....	34	578	34	578		57	80
Pubnico.....	3	27	3	27		2	70
Pugwash.....	20	203	20	203		20	30
Ratchford's River.....	1	6	1	6			60
Ragged Islands.....	45	528	45	528		52	80
Shelburne.....	28	399	28	399		39	90
Sydney.....	84	634	84	634		63	40
Truro.....	10	258	10	258		25	80
Wallace.....			12	285		28	50
Walton.....	1	12	1	12		1	20

GENERAL STATEMENT OF IMPORTS—UNITED STATES.

HARDWARE (FIRST CLASS) — CONTINUED.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Pkgs.		Pkgs.			
Westport .....	2	\$ 19	2	\$ 19	10 p. c.	\$ 1 90
Weymouth .....	48	803	48	803		80 30
Wilmot .....	3	7	3	7		70
Windsor .....	182	3538	182	3538		353 80
Yarmouth .....	832	10685	832	10685		1068 50
	9350	106095	9442	106819		10681 90

HARDWARE (SECOND CLASS).

	Pkgs.		Pkgs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	150	13298	119	12298	5 p. c.	614 90
Barrington .....	2	20	2	20		1 00
Bear River .....	1	7	1	7		35
Canada Creek .....	2	172	2	172		8 60
Cow Bay .....	5	4218	5	4218		210 90
Five Islands .....	13	296	13	296		14 80
Joggins .....	1	9	1	9		45
Liverpool .....	37	241	37	241		12 05
LaHave .....	4	181	4	181		9 05
Margaretsville .....	1	61	1	61		3 05
Port Acadia .....	133	120	133	120		6 00
Port Hawkesbury .....	6	124	6	124		6 20
Port Medway .....	1	109	1	109		5 45
Shelburne .....	4	8	4	8		40
Weymouth .....	4	99	4	99		4 95
Windsor .....	1	53	1	53		2 65
Yarmouth .....	40	361	40	361		18 05
	405	19377	374	18377		918 85

HARDWARE (THIRD CLASS).

	Pcs. and Pkgs.		Pcs. and Pkgs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	260	12032	260	12032	Free.	
Barrington .....	6	23	6	23		
Harbor-au-Bouche .....	1	405	1	405		
Liverpool .....	3	288	3	288		
Port Hawkesbury .....	6	241	6	241		
Port Mulgrave .....	8	126	8	126		
Shelburne .....	1	15	1	15		
Yarmouth .....	6	332	6	332		
	291	13462	291	13462		

HATS AND CAPS.

	Pkgs.		Pkgs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	283	15945	287	16458	10 p. c.	1645 80
Bridgetown .....	11	538	11	538		53 80
Five Islands .....	2	20	2	20		2 00
LaHave .....	3	24	3	24		2 40
Liverpool .....	2	128	2	128		12 80
Londonderry .....	5	348	5	348		34 80
Pictou .....	6	195	6	195		19 50
Port Mulgrave .....	3	49	3	49		4 90
Pubnico .....	6	52	6	52		5 20
Ragged Islands .....	1	81	1	81		8 10
Weymouth .....	7	153	7	153		15 30
Windsor .....	11	668	11	668		66 80
	340	18201	344	18714		1871 48

## GENERAL STATEMENT OF IMPORTS—UNITED STATES.

## HIDES AND SKINS (UNDRESSED).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	No.		No.			
Halifax.....	1110	\$ 6319	1110	6319	Free.	
Annapolis.....	39	140	39	140		
Digby.....	226	770	227	770		
French Cross.....	10	33	10	33		
LaHave.....	220	25	220	25		
Pictou.....	1994	10793	1994	10793		
	3599	18080	3599	18080		

## INDIA RUBBER MANUFACTURES.

	Pkgs.		Pkgs.		10 p. c.	
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	21	1391	21	1391		139 10
Yarmouth.....	3	140	3	140		14 00
	24	1531	24	1531		153 10

## JEWELRY (TOYS, WATCHES, &amp;c.)

	Pkgs.		Pkgs.		10 p. c.	
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	77	3504	76	3204		320 40
Barrington.....	4	454	2	166		16 60
Bridgetown.....	3	65	3	65		6 50
North Sydney.....	1	88	1	88		8 80
Pictou.....	1	80	1	80		8 00
Port Mulgrave.....	1	14	1	14		1 40
Port Medway.....	1	280	1	280		28 00
Shelburne.....	3	320	3	320		32 00
Yarmouth.....	29	1470	29	1470		147 00
	120	6275	117	5687		568 70

## LEATHER MANUFACTURES.

	Pkgs.		Pkgs.		10 p. c.	
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	221	10396	220	11824		1182 40
Amherst.....	6	15	6	15		1 50
Arichat.....	13	71	13	71		7 10
Barrington.....	5	92	5	92		9 20
Bridgetown.....	5	141	5	141		14 10
Canada Creek.....	3	15	3	15		1 50
Cheverie.....	1	2	1	2		20
Clementsport.....	2	4	2	4		40
Digby.....	3	60	3	60		6 00
Five Islands.....	1	27	1	27		2 70
Liverpool.....	28	1232	21	802		80 20
North Sydney.....	2	72	2	72		7 20
Pictou.....	7	141	7	141		14 10
Port Gilbert.....	1	13	1	13		1 30
Port Mulgrave.....	16	619	16	619		61 90
Ratchford's River.....	1	5	1	5		50
Sandy Cove.....	8	91	8	91		9 10
Westport.....	1	2	1	2		20
Weymouth.....	14	368	14	368		36 80
Windsor.....	1	95	1	95		9 50
Yarmouth.....	70	2083	70	2083		208 30
	409	15544	401	16542		1654 20



GENERAL STATEMENT OF IMPORTS—UNITED STATES.

LEATHER (SOLE.)

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Lbs. 33644	\$ 7362	Lbs. 37058	\$ 9265	4 cts.	\$ 1482 32
Amherst.....	456	115	456	115		18 24
Annapolis.....	151	35	151	35		6 04
Antigonish.....	218	58	218	58		8 72
Barrington.....	41	8	41	8		1 64
Beaver River.....	47	13	47	13		1 88
Bellevue Cove.....	138	39	138	39		5 52
Bridgetown.....	249	75	249	75		9 96
Canada Creek.....	115	38	115	38		4 60
Clementsport.....	60	18	69	18		2 40
Cornwallis.....	483	145	483	145		19 32
Digby.....	400	120	400	120		16 00
Five Islands.....	100	20	100	20		4 00
Glace Bay.....	68	15	68	15		2 72
Great Bras d'Or.....			468½	140		18 74
Guysborough.....	8	2	8	2		32
Harborville.....	21	5	21	5		84
Joggins.....	93	35	93	35		3 72
Little River.....	276	78	276	78		11 04
Liverpool.....	219	62	219	62		8 76
Londonderry.....	120	32	120	32		4 80
Margaretsville.....	20	6	20	6		80
North Sydney.....			236	75		9 44
Pictou.....	126	85	126	85		5 04
Port Acadia.....	364½	103	364½	103		14 58
Port Gilbert.....	149	45	149	45		5 96
Port Hood.....	3550	1065	3550	1065		142 00
Port Mulgrave.....	45	12	45	12		1 80
Ragged Islands.....	503½	132	503½	132		20 14
Ratchford's River.....	65	18	65	18		2 60
Sandy Cove.....	132	39	132	39		5 28
Sydney.....	53	20	53	20		2 12
Thorne's Cove.....	115	34	115	34		4 60
Truro.....	26	8	26	8		1 04
Westport.....	49	12	49	12		1 96
Weymouth.....	435	134	435	134		17 40
Yarmouth.....	123	20	123	20		4 92
	42663	10008	4678½	12126		1871 26

MOLASSES.

Halifax.....	Galls. 6224	1668	Galls. 2232	560	5 cts.	111 60
Advocate Harbor.....	36	14	36	14		1 80
Apple River.....	3	1	3	1		15
Arichat.....	20	8	20	8		1 00
Barrington.....	50	15	50	15		2 50
Cheverie.....	6	3	6	3		30
Clementsport.....	78	17	78	17		3 90
Five Islands.....	162	47	162	47		8 10
Guysborough.....	48	13	48	13		2 40
Harbor-au-Bouche.....	10	3	10	3		50
La Have.....	106	30	106	30		5 30
Liverpool.....	95	37	95	37		4 75
Londonderry.....	1062	390	1062	390		53 10
Maitland.....	70	25	70	25		6 50
Pictou.....	278	110	278	110		18 90

## GENERAL STATEMENT OF IMPORTS—UNITED STATES.

## MOLASSES—CONTINUED.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Galls.		Galls.			
Port Acadia .....	321	\$ 75	321	\$ 75	5 cts.	\$ 16 05
Port Hood .....	155	46	155	46		7 75
Port Mulgrave .....	277	105	277	105		13 85
Ratchford's River .....	7	2	7	2		35
St. Mary's River .....	129	55	129	55		6 45
Thorne's Cove .....	5	2	5	2		25
Westport .....	104	42	104	42		5 20
Windsor .....	74	16	74	16		3 70
Yarmouth .....	151	50	151	50		7 55
	9471	2774	5479	1666		278 95

## NAVAL STORES.

	Lbs.	Pkgs.		Lbs.	Pkgs.		Rate of Duty.	Duty Collected.
Halifax .....		3901	13714		1621	3905	5 p. c.	195 25
Advocate Harbor .....	110		9	110		9		45
Annapolis .....		3	8		3	8		40
Arichat .....		14	35		14	35		1 75
Barrington .....		3	7		3	7		35
Five Islands .....		2	6		2	6		30
Joggins .....		2	16		2	16		80
Little River .....		7	46		7	46		2 30
Liverpool .....		13	43		11	28		1 40
Pictou .....		71	254		71	254		12 70
Port Acadia .....		51	258		50	248		12 40
Port Gilbert .....	4650	1	434	4650	1	434		21 70
Port Mulgrave .....		4	13		4	13		65
Pubnico .....		7	14		7	14		70
Shelburne .....	1500	17	202	1500	17	202		10 10
St. Mary's River .....	600	4	70	600	4	70		3 50
Westport .....	2000		150	2000		150		7 50
Weymouth .....		2	8		2	8		40
Windsor .....	100	15	72	100	15	72		3 60
Yarmouth .....		54	343		54	343		17 15
	8960	4171	15702	8960	1888	5858		293 40

## OIL (ROCK AND COAL).

	Galls.		Galls.		Rate of Duty.	Duty Collected.
Halifax .....	93252	37382	69600	32098	7 cts.	4872 07
Amherst .....	1695½	713	1695½	713		118 68
Annapolis .....	1087½	386	1087½	386		76 12
Antigonish .....	415	172	415	172		29 05
Arichat .....	200	91	200	91		14 00
Baddeck .....	80	36	80	36		5 60
Barrington .....	461	177	461	177		32 27
Bear River .....	38	27	38	27		2 66
Bridgetown .....	1615	579	1615	579		113 05
Cornwallis .....	2254	1127	2254	1127		157 78
Cow Bay .....	183	106	183	106		12 81
Digby .....	674	404	674	404		47 18
Five Islands .....	608	161	608	161		42 56
French Cross .....	360	147	360	147		25 20
Glace Bay .....	84	28	84	28		5 88
Guysborough .....	12	4	12	4		84

## GENERAL STATEMENT OF IMPORTS—UNITED STATES.

## OIL (ROCK AND COAL)—CONTINUED.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Galls.		Galls.			
Harborville.....	406	\$ 147	406	\$ 147	7 cts.	\$ 28 42
Horton.....	619	212	619	212		43 33
LaHave.....	653½	254	653½	254		45 74
Little River.....	846	311	846	311		59 22
Liverpool.....	3100	1389	3983	2054		278 81
Londonderry.....	1898	527	1898	527		132 86
Lunenburg.....	201	64	201	64		14 07
Margarettsville.....	360	150	360	150		25 50
North Sydney.....	440	176	440	176		30 80
Parrsborough.....	208	66	208	66		14 56
Pictou.....	7037½	2854	7037½	2854		492 62
Port Acadia.....	111	47	111	47		7 77
Port Hawkesbury.....	121	60	121	60		8 47
Port Hood.....	359	180	39	20		2 78
Port Medway.....	42	21	42	21		2 94
Port Mulgrave.....	211	78	211	78		14 77
Pubnico.....	116	43	116	43		8 12
Pugwash.....	407	184	407	184		28 49
Ragged Islands.....	872	299	872	299		61 04
Ratchford's River.....	41	20	41	20		2 87
Shelburne.....	208	67	208	67		14 56
St. Mary's River.....	363	132	363	132		25 41
Sydney.....	318	104	318	104		22 26
Truro.....	407	183	407	183		28 49
Westport.....	84	36	84	36		5 88
Weymouth.....	538	198	538	198		37 66
Windsor.....	1634½	537	1634½	537		114 41
Yarmouth.....	2727½	1150	10289½	4300		720 27
	127348	51029	111822	49400		7827 52

## OIL (LINSEED).

	Pkgs.	Galls.		Pkgs.	Galls.		
	Halifax.....	1107		1031	687		
Barrington.....	5	6	5	6		60	
Bridgetown.....	1	13	1	13		1 30	
Clementsport.....	25	43	25	43		4 30	
Little River.....	1	26	1	26		2 60	
Londonderry.....	2	20	2	20		2 00	
Port Acadia.....	4	7	4	7		70	
Westport.....	30	30	30	30		3 00	
Weymouth.....	1	63	1	63		6 30	
Windsor.....	2	56	2	56		5 60	
Yarmouth.....	182	200	182	200		20 00	
	7	1391	7	971	865	86 50	

## OIL (FISH OIL).

	Pkgs.	Galls.		Pkgs.	Galls.	
	Halifax.....	5		4600	700	
Barrington.....	2	3	3	2	3	
Yarmouth.....	44	24	44	24		
	5	4646	727	5	4646	727

## GENERAL STATEMENT OF IMPORTS—UNITED STATES.

## PAPER MANUFACTURES, INCLUDING STATIONERY.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Pkgs.		Pkgs.			
Halifax .....	1224	7645	1204	7517	10 p. c.	\$ 751 70
Barrington.....	9	112	9	112		11 20
Bellevue Cove.....	1	4	1	4		40
Cow Bay .....	3	3	3	3		30
Liverpool.....	91	702	91	702		70 20
Londonderry.....	3	20	3	20		2 00
Maitland .....	1	4	1	4		40
Pictou .....	10	109	10	109		10 90
Port Hawkesbury.....	3	44	3	44		4 40
Ragged Islands.....	3	45	3	45		4 50
Windsor.....	24	53	24	53		5 30
Yarmouth .....	96	835	96	835		83 50
	1468	9576	1448	9448		944 80

## PAPER, (PRINTING PAPER,) BOOKS, &amp;c.

	Pkgs.		Pkgs.		
Halifax .....	476	20627	476	20627	Free.
Barrington.....	4	16	4	16	
Londonderry.....	7	829	7	829	
Little River.....	1	19	1	19	
Pictou.....	40	1020	40	1020	
Port Hawkesbury.....	7	371	7	371	
Windsor.....	6	458	6	458	
Yarmouth .....	117	1608	117	1608	
	658	24943	658	24943	

## PAINT AND PUTTY.

	Pkgs.		Pkgs.		
Halifax.....	195	5546	191	5206	10 p. c. 520 60
Clementsport.....	1	4	1	4	40
Cow Bay.....	10	13	10	13	1 80
Five Islands.....	2	5	2	5	50
Liverpool.....	8	274	8	274	27 40
Port Acadia.....	3	28	3	28	2 80
Port Gilbert.....	9	24	9	24	2 40
Port Mulgrave.....	10	4			
Shelburne.....	2	72	2	72	7 20
Weymouth.....	6	35	6	35	3 50
Wilmot.....	5	64	5	64	6 40
	251	6069	237	5725	572 50

## SPIRITS (BRANDY AND CORDIALS).

	Galls.		Galls.		
Halifax.....			31	65	\$1.20 37 20

## SPIRITS (GENEVA AND WHISKEY).

	Galls.		Galls.		
Halifax.....	256	180	252	151	90 cts. 226 80
Port Mulgrave.....	105	63	105	63	94 50
Wilmot.....	100	200	100	200	90 00
	461	443	457	414	411 80

## GENERAL STATEMENT OF IMPORTS—UNITED STATES.

## SPIRITS (RUM).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Galls. 3432	\$ 1884	Galls. 3087	\$ 1364	75 cts.	\$ 2315 25
Pictou .....	176	200	176	200	.....	132 00
	3608	2084	3263	1564		2447 25

## SPIRITS (WINE).

Ports.	Doz.	Galls.	Value.	Doz.	Galls.	Value.	Rate of Duty.	Duty Collected.
	Halifax.....	27	1715	1486	11	577		
Liverpool.....	2	2	4	2	2	4	.....	1 50
	27	1717	1490	11	579	1287		462 25

## SALT.

Ports.	Bush.	Value.	Bush.	Value.	Rate of Duty.	Duty Collected.
	Barrington .....	44	36	44		
Canada Creek.....	22	13	22	13	.....	
Cheverie .....	111	30	111	30	.....	
French Cross.....	30	7	30	7	.....	
Horton.....	20	10	20	10	.....	
LaHave .....	25	5	25	5	.....	
Liverpool.....	8	13	8	13	.....	
Parrsborough.....	110	28	110	28	.....	
Tusket .....	300	75	300	75	.....	
Weymouth .....	94	30	94	30	.....	
Wilmot .....	30	3	30	3	.....	
Yarmouth .....	480	393	480	393	.....	
	1274	643	1274	643		

## SUGAR (RAW).

Ports.	Lbs.	Value.	Lbs.	Value.	Rate of Duty.	Duty Collected.
	Halifax .....	578	40	35688		
Advocate Harbor .....	300	24	300	24	.....	4 50
Annapolis .....	220	12	220	12	.....	3 80
Arichat .....	350	26	350	26	.....	5 25
Barrington.....	283	19	283	19	.....	4 24
Digby.....	684	54	684	54	.....	10 26
Five Islands .....	400	20	400	20	.....	6 00
Glace Bay .....	250	25	250	25	.....	3 75
Horton.....	223	23	223	23	.....	3 84
LaHave .....	223	13	223	13	.....	3 84
Liverpool.....	1658	129	1658	129	.....	24 87
Londonderry .....	3060	209	3060	209	.....	45 90
Lunenburg .....	4032	170	4032	170	.....	60 48
Maitland.....	400	32	400	32	.....	6 00
Margaretsville.....	250	27	250	27	.....	3 75
Pictou.....	2786	279	2786	279	.....	41 79
Port Acadia.....	1545	50	1545	50	.....	23 18
Port Medway.....	2899	232	2899	232	.....	48 49
Port Mulgrave.....	703	76	703	76	.....	10 55
Yarmouth .....	499	40	499	40	.....	7 48
	21848	1500	56453	3958		846 79

## GENERAL STATEMENT OF IMPORTS—UNITED STATES.

## SUGAR (REFINED).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.	\$	Lbs.	\$		
Halifax.....	58940	6177	75896	7589	2 cts.	\$ 1517 92
Barrington.....	70	8	70	8		1 40
Little River.....	25	3	25	3		50
Liverpool.....	225	28	225	28		4 50
Weymouth.....	200	27	200	27		4 00
	59460	6243	76416	7655		1528 32

## STONE (MANUFACTURED).

	Pkgs.		M. Brick.	Value.	Pkgs.		M. Brick.	Rate of Duty.	Duty Collected.
	Quantity.	Value.			Quantity.	Value.			
Halifax.....	74	50	1468	74	50	1468	10 p. c.	146 80	
Antigonish.....	44	277	277	44	277	277		27 70	
Arichat.....	1/2	5	5	1/2	5	5		50	
Barrington.....	1 1/2	14	14	1 1/2	14	14		1 40	
Cow Bay.....	35 1/2	379	379	35 1/2	379	379		37 90	
Five Islands.....	1/2	5	5	1/2	5	5		50	
French Cross.....	1	10	10	1	10	10		1 00	
Little River.....	2	13	13	2	13	13		1 30	
Liverpool.....	1/2	7	7	1/2	7	7		70	
Lingan.....	60	394	394	60	394	394		39 40	
Londonderry.....	1/2	45	45	1/2	45	45		4 50	
North Sydney.....	50	430	430	50	430	430		43 00	
Port Acadia.....	1	13	13	1	13	13		1 30	
Port Hawkesbury.....	2	19	19	2	19	19		1 90	
Port Medway.....	6	60	60	6	60	60		6 00	
Pubnico.....	2	5	5	2	5	5		50	
Windsor.....	40	53	53	40	53	53		5 30	
Yarmouth.....	27	174	174	27	174	174		17 40	
	76	322	3371	76	322	3371		337 10	

## STONE (UNMANUFACTURED) INCLUDING LIME.

	Pkgs.		Value.	Pkgs.		Value.	Rate of Duty.	Duty Collected.
	Quantity.	Value.		Quantity.	Value.			
Halifax.....	2356	3988	3988	2356	3989	3989	Free.	
Antigonish.....	290	402	402	290	402	402		
Arichat.....	51	75	75	51	75	75		
Barrington.....	301	216	216	301	216	216		
Bellevue Cove.....	3	3	3	3	3	3		
Cow Bay.....	460	563	563	460	563	563		
Glace Bay.....	100	81	81	100	81	81		
Harbor-au-Bouche.....	25	40	40	25	40	40		
Lingan.....	60	66	66	60	66	66		
Liverpool.....	100	140	140	100	140	140		
Londonderry.....	40	212	212	40	212	212		
Pictou.....	1265	2310	2310	1265	2310	2310		
Port Acadia.....	6	8	8	6	8	8		
Port Mulgrave.....	10	11	11	10	11	11		
Ratchford's River.....	2	3	3	2	3	3		
Westport.....	435	375	375	435	375	375		
Windsor.....	31	68	68	31	68	68		
Yarmouth.....	327	350	350	327	350	350		
	5862	8912	8912	5862	8912	8912		

## TEA (GREEN).

Ports.	Quantity.	Value.	Rate of Duty.	Duty Collected.
Halifax.....	Lbs. 100	50	11 cts.	11 00

## GENERAL STATEMENT OF IMPORTS—UNITED STATES.

## TEA (BLACK).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Lbs. 84216	\$ 25653	Lbs. 106868	\$ 32059	6 cts.	\$ 6412 08
Amherst.....	972	202	972	202		58 32
Annapolis.....	1519	458	1519	458		91 14
Barrington.....	419	134	419	134		25 14
Bridgetown.....	831	316	831	316		49 86
Canso.....	252	70	252	70		15 12
Clementsport.....	498	161	498	161		29 88
Cornwallis.....	4451	1393	4451	1393		267 06
Canada Creek.....	232	69	232	69		13 92
Digby.....	638	277	638	277		38 28
French Cross.....	656	215	656	215		39 36
Guysborough.....	5	2	5	2		30
Harbor-au-Bouche.....	4	2	4	2		24
Harborville.....	409	133	409	133		24 54
Horton.....	270	93	270	93		16 20
Joggins.....	180	43	180	43		10 80
Liverpool.....	2687	1136	4745	2122		284 70
LaHave.....	578	195	578	195		34 68
Londonderry.....	1618	512	1618	512		97 08
Margaretsville.....	1421	466	1421	466		85 26
Parrsborough.....	14	8	14	8		84
Pictou.....	1782	713	1782	713		106 92
Port Acadia.....	299	124	299	124		17 94
Port Gilbert.....	542	194	542	194		32 52
Port Hood.....	187	84	187	84		11 22
Port Mulgrave.....	1072	376	1072	376		64 32
Pubnico.....	457	137	457	137		27 42
Sandy Cove.....	303	108	303	108		18 18
St. Mary's River.....	735	262	735	262		44 10
Westport.....	274	117	274	117		16 44
Weymouth.....	1072	332	1072	332		64 32
Wilmot.....	428	162	428	162		25 68
Yarmouth.....	19138	7075	14906	7075		894 36
	128159	41222	148637	48614		8918 22

## TOBACCO (MANUFACTURED).

Halifax.....	Lbs. 114777	34432	Lbs. 19776	7772	10 cts.	8977 60
Arichat.....	939	207	939	207		93 90
Annapolis.....	691	426	691	426		69 10
Apple River.....	4	2	4	2		40
Bridgetown.....	241	80	241	80		24 10
Canada Creek.....	227	69	227	69		22 70
Cornwallis.....	1494	448	1494	448		149 40
Digby.....	1507	554	1507	554		150 70
French Cross.....	243	58	243	58		24 30
Harborville.....	366	93	366	93		36 60
Joggins.....	120	24	120	24		12 00
LaHave.....	484	130	484	130		48 40
Liverpool.....	3161	1355	3161	1355		316 10
Londonderry.....	597	139	597	139		59 70
Margaretsville.....	117	32	117	32		11 70
Pictou.....	254	127	254	127		25 40
Port Gilbert.....	108	27	108	27		10 80
Port Hood.....	179	72	179	72		17 90
Port Mulgrave.....	226	54	226	54		22 60
Pubnico.....	227	64	227	64		22 70

## GENERAL STATEMENT OF IMPORTS — UNITED STATES.

## TOBACCO (MANUFACTURED) — CONTINUED.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.		Lbs.			
Ratchford's River.....	10	\$ 4	10	\$ 4	10 cts.	\$ 1 00
Ragged Islands.....	21	8	21	8		2 10
Sandy Cove.....	168	34	168	34		16 80
St. Mary's River.....	590	149	590	149		59 00
Thorne's Cove.....	20	6	20	6		2 00
Westport.....	118	59	118	59		11 80
Weymouth.....	566	116	566	116		56 60
Wilmot.....	300	116	300	116		30 00
Windsor.....	2	2	2	2		20
Yarmouth.....	3881	1838	3881	1838		388 10
	131638	40725	36637	14065		3608 70

## TOBACCO (LEAF).

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	178311	21737	111066	11106	5 cts.	5553 30
LaHave.....	20	3	20	3		1 00
Pictou.....	48557	2000	65067	4476		3253 35
Tangier.....	3600	550	3600	550		180 00
	230408	24290	179753	16135		8987 65

## TOBACCO (SNUFF AND CIGARS).

	Pkgs.		Pkgs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	7	673	18	1050	20 p. c.	210 00
Annapolis.....	1	18	1	18		3 60
Clementsport.....	1	1	1	1		20
Pictou.....	1	13	1	13		2 60
Port Hood.....	1	4	1	4		80
Weymouth.....	4	8	4	8		1 60
Yarmouth.....			14	375		75 00
	15	717	40	1469		293 80

## VEGETABLES (ONIONS).

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	94616	2826	85586	2555	½ ct.	427 93
Arichat.....	300	6	300	6		1 50
Beaver River.....	124	1	124	1		62
Cow Bay.....	500	13	500	13		2 50
Glance Bay.....	1700	8	1700	8		8 50
Little River.....	200	3	200	3		1 00
Londonderry.....	500	10	500	10		2 50
Pictou.....	2850	90	2850	90		14 25
Port Hawkesbury.....	1030	23	1030	23		5 15
Port Medway.....	120	7	120	7		60
Shelburne.....	500	10	500	10		2 50
Yarmouth.....	13390	330	13390	330		66 95
	115830	3327	106800	3056		534 00

## VEGETABLES (OTHER THAN ONIONS).

	Pkgs.		Pkgs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....		281		164	10 p. c.	38 20
Liverpool.....	96	70				
Yarmouth.....	29	500	29	500		50 00
	125	281	29	164		88 20



## GENERAL STATEMENT OF IMPORTS—UNITED STATES.

## WOODWARE (MANUFACTURED).

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Pcs. and Pkgs.		Pcs. and Pkgs.			
Halifax.....	4175	\$ 19992	3446	\$ 17028	10 p. c.	\$ 1702 80
Amherst.....	154	3426	154	3426		342 60
Annapolis.....	67	254	67	254		25 40
Antigonish.....	180	709	180	709		70 90
Apple River.....	19	15	19	15		1 50
Arichat.....	110	1416	110	1416		41 60
Barrington.....	195	923	195	923		92 30
Beaver River.....	17	40	17	40		4 00
Bear River.....	10	105	10	105		10 50
Belleveu Cove.....	16	36	16	36		3 60
Bridgetown.....	59	622	59	622		62 20
Canada Creek.....	26	82	26	82		8 20
Cheverie.....	21	44	21	44		4 40
Clementsport.....	24	86	24	86		8 60
Cornwallis.....	425	1004	425	1004		100 40
Cow Bay.....	119	583	119	583		58 30
Digby.....	35	779	35	779		77 90
Five Islands.....	97	356	97	356		35 60
French Cross.....	44	315	44	315		31 50
Glace Bay.....	100	132	100	132		13 20
Guysborough.....	14	57	14	57		5 70
Hantsport.....	11	423	11	423		42 30
Harbor-au-Bouche.....	11	438	11	438		43 80
Harborville.....	63	236	63	236		23 60
Horton.....	46	195	46	195		19 50
Joggins.....	10	35	10	35		3 50
LaHave.....	50	410	50	410		41 00
Little River.....	129	301	129	301		30 10
Liverpool.....	613	2571	613	2571		257 10
Londonderry.....	628	2618	628	2618		261 80
Lunenburg.....	170	96	170	96		9 60
Lingan.....	176	203	176	203		20 30
Maitland.....	78	434	78	434		43 40
Margaretsville.....	60	354	60	354		35 40
North Sydney.....	244	526	244	526		52 30
Parrsborough.....	50	103	50	103		10 30
Pictou.....	3748	9711	3948	10655		1065 50
Port Acadia.....	39	238	39	238		23 80
Port Gilbert.....	18	185	18	185		18 50
Port Hawkesbury.....	521	850	521	850		85 00
Port Medway.....	7	103	7	103		10 30
Port Mulgrave.....	356	381	356	381		38 10
Port Williams.....	2	7	2	7		70
Pubnico.....	51	150	51	150		15 00
Ragged Islands.....	100	799	100	799		79 90
Ratchford's River.....	2	19	2	19		1 90
Sandy Cove.....	13	91	13	91		9 10
Shelburne.....	245	1027	245	1027		102 70
St. Mary's River.....	38	119	38	119		11 90
Sydney.....	281	1010	281	1010		101 00
Tangier.....	3	90	3	90		9 00
Thorne's Cove.....	18	87	18	87		8 70
Truro.....	6	20	6	20		2 00
Walton.....	1	10	1	10		1 00
Westport.....	47	207	47	207		20 70
Weymouth.....	122	529	122	529		52 90
Wilmot.....	9	31	9	31		3 10
Windsor.....	238	1587	238	1587		158 70
Yarmouth.....	2048	8613	2048	8618		861 30
	16209	64783	15680	62763		6276 30

## GENERAL STATEMENT OF IMPORTS—UNITED STATES.

## WOODWARE (UNMANUFACTURED).

Ports.	Total Imports.			Entered for Home Consumption.			Rate of Duty.	Duty Collected.
	Quantity.			Quantity.				
	Pcs.	Lths. &c.	Lmbr.	Pcs.	Lths. &c.	Lmbr.		
Halifax .....	1596	104		1596	104		Free.	
Arichat .....	6	50	10	6	50	10		
Barrington .....	1			1				
Bear River .....	2			2				
Clementsport .....	5			5				
Cornwallis .....	4			4				
Cow Bay .....			13			13		
Harborville .....			3			3		
Little River .....	4		1	4		1		
Lingan .....		22	21		22	21		
Liverpool .....	25			25				
Main-a-Dieu .....		1			1			
Windsor .....			32			32		
Yarmouth .....	11		4	11		4		
	1654	177	71 <sup>10</sup> / <sub>16</sub>	1654	177	71 <sup>10</sup> / <sub>16</sub>		

## UNENUMERATED (AT 10 PER CENT.)

	Pcs. and Pkgs.	Value.	Pcs. and Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax .....	661	1592	711	4189	10 p. c.	\$ 418 90
Arichat .....	24	69	24	69		6 90
Amherst .....	149	6449	149	6449		644 90
Antigonish .....	13	73	13	73		7 30
Barrington .....	2	20	2	20		2 00
Bridgetown .....	8	48	8	48		4 80
Clementsport .....	1	1	1	1		0 10
Glace Bay .....	1	25	1	25		2 50
Joggins .....	2	120	2	120		12 00
Liverpool .....	32	431	32	431		43 10
Lunenburg .....	1	64	1	64		6 40
North Sydney .....	1	23	1	23		2 30
Port Hood .....	1	5	1	5		50
Shelburne .....	30	336	30	336		33 60
Tusket .....	1	10	1	10		1 00
Westport .....	10	115	10	115		11 50
	937	9381	1087	11978		1197 80

## UNENUMERATED (AT 5 PER CENT.)

	Pcs. and Pkgs.	Value.	Pcs. and Pkgs.	Value.	Rate of Duty.	Duty Collected.
Arichat .....	16	36	16	36	5 p. c.	1 80
Bridgetown .....	3	18	3	18		0 90
Guysborough .....	1	7	1	7		0 35
	20	61	20	61		3 05

## UNENUMERATED (FREE).

	Lbs.	Pkgs.	Value.	Lbs.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Halifax .....	117040	511	24617	117040	511	24617	Free.	
Arichat .....		3	26		3	26		
Antigonish .....		1	4		1	4		
Barrington .....		3	18		3	18		
Bellevue Cove .....		41	13		41	13		
French Cross .....		3	16		3	16		
Horton .....		1	42		1	42		

## GENERAL STATEMENT OF IMPORTS—UNITED STATES.

## UNENUMERATED (FREE)—CONTINUED.

Ports.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.	Pkgs.	Lbs.	Pkgs.		
Liverpool.....	.....	470	.....	470	Free.	
LaHave.....	.....	3	.....	3		
Little River.....	.....	1	.....	1		
Londonderry.....	.....	1	.....	1		
Port Acadia.....	.....	65	.....	65		
Pubnico.....	.....	2	.....	2		
Ragged Islands.....	.....	28	.....	28		
St. Mary's River.....	.....	2	.....	2		
Shelburne.....	.....	5	.....	5		
Sydney.....	.....	10	.....	10		
Weymouth.....	.....	1	.....	1		
Wilmot.....	.....	1	.....	1		
Windsor.....	.....	9	.....	9		
Yarmouth.....	.....	533	.....	533		
	117040	1694	33137	117040	1694	33137

## GENERAL STATEMENT OF IMPORTS.

## A DETAILED ACCOUNT

*Of the Total Quantity and Value of the principal Articles imported into the Province of Nova Scotia during the Six Months ended 30th September, 1866,—with the quantity and value entered for Home Consumption, and amount of Duty collected thereon.*

## ALE AND PORTER.

From whence Imported.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Galls.		Galls.			
Great Britain.....	105099	\$ 44816	70683	\$ 30450	6 cts.	\$ 4241 02
Canada .....	1478	611	807	323		48 45
New Brunswick.....	1241	629	1231	629		73 86
Newfoundland.....	423	130	423	130		25 38
P. E. Island.....	150	59	150	59		9 00
United States .....	649½	187	649½	187		38 97
	109031½	46432	73944½	31778		4436 68

## ANIMALS.

New Brunswick.....	11	41	11	41	Free.	
P. E. Island.....	128	643	128	643		
United States .....	7	656	7	656		61 50
	146	1340	146	1340		61 50

## ARMS AND AMMUNITION.

Great Britain.....	Pkgs. 7414	24080	Pkgs. 7414	24080	10 p. c.	2408 00
New Brunswick.....	8	42	8	42		4 20
	7422	24122	7422	24122		2412 20

## BEEF AND PORK.

Great Britain .....	Bbls. 4	64	Bbls. 4	64	\$1.00	4 00
Canada .....	16	392	16	392	Free.	
New Brunswick * .....	151	3330	144	3195		46 50
P. E. Island.....	1072	21950	1072	21950	Free.	
Prussia .....	2	34	2	34	\$1.00	2 00
United States .....	3619½	58931	3216	65868		3216 00
	4864½	84701	4454	91503		3268 50

## BACON AND HAMS.

Great Britain .....	Lbs. 317	67	Lbs. 317	67	2 cts.	6 34
United States .....	5752	824	5752	824		115 04
	6069	891	6069	891		121 38

## BREAD (FINE) INCLUDING CRACKERS.

Great Britain .....	Pkgs. 188	Lbs. 12420	1760	Pkgs. 188	Lbs. 12145	1503	1 ct.	121 45
Canada .....	188	602	602	188	1977	602		19 77
New Brunswick.....		3746	294		3746	294		37 46
Hamburg.....					650	35		6 50
United States .....		21581	1745		21581	1745		215 81
	188	37747	4401	188	40099	4379		400 99

\* 46½ barrels are foreign.

## GENERAL STATEMENT OF IMPORTS.

## BREAD (PILOT OR NAVY).

From whence Imported.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.	\$	Lbs.	\$		
Great Britain .....	20000	550	20000	550	20 cts.	\$ 40 00
Canada .....	31700	1415	31700	1415	Free.	
New Brunswick* .....	3940	214	3940	214		7 12
British West Indies.....	2800	28	900	9	20 cts.	1 80
Prussia .....	300	12	300	12		60
United States .....	879322	31875	695942	22665		1391 88
	938062	34094	752782	24865		1441 40

## BUTTER AND LARD.

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Canada .....	37279	7422	37279	7422	Free.	
New Brunswick.....	7951	1702	7951	1702		
P. E. Island.....	9461	2521	9461	2521		
United States .....	51074	8968	37968	6749	\$1.75	664 40
	105765	20613	92659	18394		664 40

## BURNING FLUID.

	Galls.		Galls.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
United States .....	93	50	133	70	10 cts.	13 30

## CANDLES (TALLOW).

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Great Britain .....	388	47	388	47	3 cts.	11 64
New Brunswick.....	489	75	489	75		14 67
United States .....	3156	342	3944	421		118 32
	4033	464	4821	543		144 63

## CANDLES (OTHER).

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Great Britain .....	2798	631	1906	448	8 cts.	152 48
P. E. Island.....	40	4	40	4		3 20
British West Indies.....			360	144		28 80
Hamburg.....			320	128		25 60
United States* .....	108	35	1518	740		121 44
	2946	670	4144	1464		881 52

## CHEESE.

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Great Britain .....	2980	729	3697	844	1 ct.	36 97
Canada .....	15697	2295	15697	2295	Free.	
New Brunswick.....	50	6	50	6		
United States .....	27823	2896	24882	2948	1 ct.	248 82
	46550	5926	44326	6093		285 79

## COAL.

	Chalds.		Chalds.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Great Britain .....	1206	3831	1206	3831	Free.	
New Brunswick.....	542	4561	542	4561		
United States .....	1660	7832	1660	7832		
	3408	15724	3408	15724		

\* Part only liable to duty.

## GENERAL STATEMENT OF IMPORTS.

## CLOCKS.

From whence Imported.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Pkgs.		Pkgs.			
Great Britain .....	19	\$ 989	19	\$ 989	20 p. c.	\$ 197 80
Canada .....	1	5	1	5		1 00
New Brunswick.....	5	46	5	46		9 20
P. E. Island.....	8	233	8	233		46 60
United States .....	185	1905	182	1846		369 20
	218	3178	215	3119		623 80

## COFFEE (GREEN).

	Lbs.		Lbs.		
New Brunswick.....	254	49	314	58	4 cts. 12 56
British West Indies .....	66534	16146	46967	11564	1878 68
Danish West Indies .....	367	55	367	55	14 68
Spanish West Indies.....	28348	7086	15309	3601	612 36
St. Domingo.....	8025	1932	16551	3309	662 04
Brazil.....			161	40	6 44
United States .....	8088	932	2539	634	101 56
	111616	26200	82208	19261	3288 32

## COFFEE (GROUND. &amp;c.)

	Lbs.		Lbs.		
New Brunswick.....	163	44	163	44	5 cts. 8 15
United States .....	8665	1115	9335	1414	466 75
	8228	1159	9498	1458	474 90

## CORDAGE AND CANVAS.

	Lbs.	Pkgs.		Lbs.	Pkgs.		
Great Britain .....	32007	26033	334825	32007	23581	298512	5 p. c. 14925 60
New Brunswick.....	17735	1017	29582	17735	1043	29743	1487 15
Newfoundland.....		17	332		17	332	16 60
British West Indies .....		242	2531		55	499	24 95
Holland.....		76	1856		76	1856	92 80
Prussia .....		4	32		4	32	1 60
St. Pierre and Miquelon...		4	331		4	331	16 55
United States .....	5919	830	20586	5919	830	20586	1029 30
	55661	28223	390075	55661	25610	351891	17594 55

## COTTON, LINEN, SILK, AND WOOLLEN MANUFACTURES.

	Pkgs.		Pkgs.		
Great Britain .....	6978	2065239	8746	2034077	10 p. c. 203407 70
Canada .....	1	8	1	8	80
New Brunswick.....	1117	130295	1117	130295	13029 50
Newfoundland.....	1	27	1	27	2 70
P. E. Island.....	13	2473	13	2473	247 30
British West Indies.....	52	8276	149	10070	1007 00
Matamoras.....			5	1431	143 10
United States .....	1026	71617	1017	72766	7276 60
	9188	2277935	10049	2251147	225114 70

GENERAL STATEMENT OF IMPORTS.

COTTON WARP.

From whence Imported.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Great Britain .....	Pkgs. 243	\$ 45124	Pkgs. 263	\$ 47814	5 p. c.	\$ 2390 70
New Brunswick .....	113	3446	113	3446		172 30
United States .....	69	870	69	870		43 50
	425	49440	445	52130		2606 50

CONFECTIONERY.

	Lbs.	Pkgs.		Lbs.	Pkgs.		
	Great Britain .....	546		11375	430		
New Brunswick .....	224	17	133	133		26 60	
United States .....	232	40	984	777		155 40	
	456	603	12492	9215		1843 00	

DRUGS AND PATENT MEDICINES.

	Pkgs.		Pkgs.			
	Great Britain .....		16			
Canada .....	15	355	15	355		71 00
New Brunswick .....	63	1136	63	1136		227 20
P. E. Island .....	3	35	3	35		7 00
United States .....	541	8153	449	5558		1111 60
	638	10209	546	7614		1522 80

DRUGS AND DYE STUFFS.

	Lbs.	Pkgs.		Lbs.	Pkgs.		
	Great Britain .....	3803		62678	4221		
Canada .....	54	1213	54	1213		121 30	
New Brunswick .....	5562	23	5562	621		62 10	
Newfoundland .....	1	53	1	53		5 30	
P. E. Island .....	27	144	27	144		14 40	
British West Indies .....	37	865	46	822		82 20	
United States .....	4026	1842	964	12062		1206 20	
	9588	5787	85161	73984		7398 40	

EARTHENWARE, GLASS, AND CHINA.

	Pkgs.		Pkgs.			
	Great Britain .....		24017			
Canada .....	121	1131	121	1131		113 10
New Brunswick .....	264	4195	264	4195		419 50
P. E. Island .....	299	854	299	854		85 40
British West Indies .....	138	1326	70	652		65 20
Hamburg .....			9	96		9 60
Holland .....	21	640	21	640		64 00
United States .....	739	10160	734	9960		996 00
	25599	94035	27144	92718		9271 80

FLOUR (WHEAT) — FREE.

	Bbls.		Bbls.		
	Canada .....		54146		
New Brunswick .....	5209	39232	5209	39232	
Newfoundland .....	45	371	45	371	
P. E. Island .....	65	649	65	649	
United States .....	2361	18742	2361	18742	
	61826	447513	61826	447513	

## GENERAL STATEMENT OF IMPORTS.

## FLOUR (WHEAT).

From whence Imported.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Bbls.		Bbls.			
Great Britain .....	5	\$ 30	5	\$ 30	25.cts.	\$ 1 25
New Brunswick .....	1074	8433	1074	8433		268 50
Sable Island .....	108	540	108	540		27 00
St. Pierre and Miquelon .....	61	515	61	515		15 25
United States .....	116943½	854228	112523½	823315		28132 12
	118191½	863746	113776½	832833		28444 12

## FLOUR (OTHER THAN WHEAT).

	Bbls.		Bbls.		
Great Britain .....	198	1462	198	1462	Free.
Canada .....	2628	10565	2628	10565	
New Brunswick .....	1556	6636	1556	6636	
Newfoundland .....	1	4	1	4	
P. E. Island .....	706	4403	706	4403	
United States .....	34035	138303	34035	138303	
	39124	161373	39124	161373	

## FRUIT (APPLES, PEARS, &amp;c.)

	Bbls.		Bbls.		
New Brunswick .....	33	176	33	176	Free.
United States .....	433	807	440	3672	\$1.00
	466	3983	473	3848	
					440 12

## FRUIT (RAISINS).

	Lbs.		Lbs.		
Great Britain .....	1072	111	1072	111	2 cts.
New Brunswick .....	2671	226	2671	226	
Spain .....			41149	7080	
United States .....	14429	2215	11052	1937	
	18172	2552	55944	9354	
					1118 88

## FRUIT (ALL OTHER).

	No.	Pkgs.		No.	Pkgs.		
Great Britain .....		989	9062		741	6171	10 p. c.
New Brunswick .....		25	250		25	250	
P. E. Island .....		6	300				
British West Indies .....	900	162	733	900	150	683	
French West Indies .....		2	14		2	14	
Danish West Indies .....		23	65		23	65	
Spanish West Indies .....		12	110		12	110	
France .....		20	200				
Spain .....					30	9	
United States .....		647	3634		687	4436	
	900	1886	14368	900	1670	11738	
							1173 80

## FISH (DRY).

	Lbs.		Lbs.		
Canada .....	419776	14992	419776	14992	Free.
New Brunswick .....	8150	301	8150	301	
Newfoundland .....	317968	11356	317968	11356	
P. E. Island .....	10288	386	10288	386	
United States .....	337168	9395	337168	9395	
	1093350	36430	1093350	36430	



GENERAL STATEMENT OF IMPORTS.

FISH (HERRING AND ALEWIVES).

From whence Imported.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Bbls.		Bbls.			
Canada .....	2409	\$ 4784	2409	\$ 4784	Free.	
New Brunswick.....	1958	6463	1958	6463		
Newfoundland .....	15791	32696	15791	32696		
United States .....	55	106	55	106		
	20213	44049	20213	44049		

FISH (SALMON AND TROUT).

	Cases.	Bbls.		Cases.	Bbls.		Rate of Duty.	Duty Collected.
	Canada .....	255		4736	255			
New Brunswick.....	5	100	5	100				
Newfoundland.....	1277	12900	1277	12900				
P. E. Island.....	14	95	14	95				
St. Pierre and Miquelon.....	70	1500	70	1500				
	14	1607	14	1607	19331			

FISH (MACKEREL, SHAD AND HALIBUT).

	Bxs.	Bbls.		Bxs.	Bbls.		Rate of Duty.	Duty Collected.
	Canada .....	80		552	80			
Newfoundland.....	10	49	10	49	49			
St. Pierre and Miquelon.....	4	16	4	16	16			
	80	566	80	566	3349			

FISH (SHELL FISH).

	Pkgs.	Bush.		Pkgs.	Bush.		Rate of Duty.	Duty Collected.
	New Brunswick.....	240		200	240			
P. E. Island.....	418	250	418	250	250			
United States .....	2757	16796	2757	16796	16796			
	2757	658	2757	658	17246			

GROCERIES.

	Lbs.	Pkgs.		Lbs.	Pkgs.		Rate of Duty.	Duty Collected.
	Great Britain .....	6696		6218	31334			
Canada .....		350	1212		130	241		24 10
New Brunswick.....		198	1420		198	1420		142 00
P. E. Island.....	2619		110	2619		110		11 00
British West Indies .....		685	4782		239	2045		204 50
Spanish West Indies.....					1	10		1 00
St. Domingo.....		23	500					
Antwerp .....					10	50		5 00
France .....		120	800		66	423		42 30
Hamburg.....					37	444		44 40
United States .....		1525	13863		1405	10151		1015 10
	9315	9119	54021	9315	7689	45367		4536 70

GINGER AND PEPPER (GROUND).

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Great Britain .....		277			
New Brunswick.....	345	65	345	65		13 80
United States .....	372	61	622	111		24 88
	994	181	1244	281		49 76

GENERAL STATEMENT OF IMPORTS.  
GRAIN (RICE).

From whence Imported.	Total Imports.			Entered for Home Consumption.			Rate of Duty.	Duty Collected.	
	Quantity.		Value.	Quantity.		Value.			
	Pkgs.	Lbs.	Bush.	Pkgs.	Lbs.	Bush.			
Great Britain .....	.....	.....	7869	\$ 17889	.....3	.....	7869	\$ 17917	Free.
Canada .....	.....	.....	30	.....60	.....	.....	30	.....60	.....
New Brunswick.....	12	3181	.....	.....239	.....	.....	3181	.....239	.....
United States .....	.....	1628	.....	.....140	.....	.....	1628	.....140	.....
	12	4809	7899	18328	15	4809	7897	18356	

GRAIN (OTHER THAN RICE).

	Bush.	Value.	Bush.	Value.	Rate of Duty.	Duty Collected.
Great Britain .....	.....998	.....2353	.....998	.....2353	Free.	
Canada .....	.....78415	.....40004	.....78415	.....40004	.....	
New Brunswick.....	.....745	.....592	.....745	.....592	.....	
P. E. Island.....	.....61780	.....27754	.....61780	.....27754	.....	
United States .....	.....129700	.....41046	.....129700	.....41046	.....	
	271638	111749	271638	111749		

HARDWARE (FIRST CLASS).

	Pcs. and Pkgs.	Value.	Pcs. and Pkgs.	Value.	Rate of Duty.	Duty Collected.
Great Britain .....	.....33005	.....276167	.....29437	.....279386	10 p. c.	\$27938 60
Canada .....	.....303	.....8049	.....273	.....5898	.....	589 80
New Brunswick.....	.....1903	.....30854	.....1926	.....31504	.....	3150 40
P. E. Island.....	.....338	.....5264	.....338	.....5264	.....	526 40
British West Indies .....	.....489	.....5261	.....212	.....9242	.....	924 20
United States .....	.....9350	.....106095	.....9442	.....106819	.....	10681 90
	45388	431690	41628	438113		43811 30

HARDWARE (SECOND CLASS).

	Tons.	Pcs. & Pkgs.	Value.	Tons.	Pcs. & Pkgs.	Value.	Rate of Duty.	Duty Collected.
Great Britain .....	.....61	198214	.....335922	.....61	190182	.....349323	5 p. c.	17466 15
Canada .....	.....	.....27	.....60	.....	.....27	.....60	.....	3 00
New Brunswick.....	227	19897	.....70476	227	19897	.....70476	.....	3523 80
Newfoundland.....	.....	.....29	.....1518	.....	.....29	.....1518	.....	75 90
P. E. Island.....	27	121	.....3258	27	121	.....3258	.....	162 90
British West Indies .....	.....	.....108	.....438	.....	.....470	.....1073	.....	53 65
United States .....	.....	.....405	.....19377	.....	.....374	.....18377	.....	918 85
	315	218801	431049	315	211100	444085		22204 25

HARDWARE (THIRD CLASS).

	Tons.	Pcs. & Pkgs.	Value.	Tons.	Pcs. & Pkgs.	Value.	Rate of Duty.	Duty Collected.
Great Britain .....	1953	12698	.....204309	1953	12698	.....204309	Free.	
New Brunswick.....	5½	.....251	.....6704	5½	.....251	.....6704	.....	
British West Indies .....	.....	.....38	.....61	.....	.....38	.....61	.....	
United States .....	.....	.....291	.....13462	.....	.....291	.....13462	.....	
	1958½	13278	224536	1958½	13278	224536		

HATS AND CAPS.

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Great Britain .....	.....278	.....28842	.....283	.....29282	10 p. c.	2928 20
New Brunswick.....	.....1	.....11	.....1	.....11	.....	1 10
United States .....	.....340	.....18201	.....344	.....18714	.....	1871 40
	619	47054	628	48007		4800 70

GENERAL STATEMENT OF IMPORTS.

HIDES AND SKINS (UNDRESSED).

From whence Imported.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.	
	Quantity.	Value.	Quantity.	Value.			
Great Britain .....	Pcs. & pkgs. 2	No. 200	\$ 2327	Pcs. & pkgs. 2	No. 200	\$ 2327	Free.
Canada .....	2591	2900	2900	2591	2900	2900	
New Brunswick .....	12	200	2920	12	200	2920	
Newfoundland .....	1	3128	4638	1	3128	4638	
P. E. Island .....	4		313	4		313	
British West Indies .....	3888	6749	6749	3888	6749	6749	
Danish West Indies .....	1497	2437	2437	1497	2437	2437	
Spanish West Indies .....	36	72	72	36	72	72	
Africa .....	8941	9221	9221	8941	9221	9221	
United States .....	3599	18080	18080	3599	18080	18080	
	19	24080	49657	19	24080	49657	

INDIA RUBBER MANUFACTURES.

Great Britain .....	Pkgs. 193	7684	Pkgs. 169	6844	10 p. c.	\$ 684 40
Canada .....	74	1160	74	1160		116 00
New Brunswick .....	6	349	6	349		34 90
United States .....	24	1531	24	1531		153 10
	297	10724	273	9884		988 40

JEWELRY (WATCHES, TOYS, AND MUSICAL INSTRUMENTS).

Great Britain .....	Pkgs. 216	28527	Pkgs. 211	28903	10 p. c.	2890 30
New Brunswick .....	16	981	16	981		98 10
United States .....	120	5275	117	5687		568 70
	352	35783	344	35571		3557 10

LEATHER MANUFACTURES.

Great Britain .....	Pkgs. 447	73751	Pkgs. 449	75419	10 p. c.	7541 90
Canada .....	70	5788	51	4778		477 80
New Brunswick .....	69	2133	69	2133		213 30
P. E. Island .....	7	64	7	64		6 40
British West Indies .....	4	738	5	368		36 80
United States .....	409	15544	401	16542		1654 20
	1006	98013	982	99304		9930 40

LEATHER (SOLE.)

Great Britain .....	Lbs. 323	121	Lbs. 323	121	4 cts.	12 92
Canada .....	34455	8339	32902	8953		1316 08
New Brunswick .....	341	98	341	98		18 64
British West Indies .....	125	37	925	237		37 00
United States .....	42663	10008	46781½	12126		1871 26
	77907	18598	81272½	21530		3250 90

## GENERAL STATEMENT OF IMPORTS.

## MOLASSES.

From whence Imported.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Galls.		Galls.			
Great Britain .....	213	\$ 59	32	\$ 8	5 cts.	\$ 1 60
New Brunswick .....	16897	4941	16897	4941		844 85
Newfoundland .....	111	50	111	50		5 55
P. E. Island .....	14	7	14	7		70
British West Indies .....	497339	133578	171365	41893		8568 25
French West Indies .....	98	20	98	20		4 90
Danish West Indies .....	198	37	198	37		9 90
Spanish West Indies .....	1073967	280704	478326	119114		23916 30
St. Pierre and Miquelon .....	40	16	40	16		2 00
United States .....	9471	2774	5479	1666		273 95
	1598348	422186	672560	167752		33628 00

## NAVAL STORES.

	Lbs.	Pkgs.	Value.	Lbs.	Pkgs.	Rate of Duty.	Duty Collected.
	Great Britain .....	2903		7851	2743		
New Brunswick .....	13820	257	2887	13820	257	2887	144 35
Newfoundland .....	2	7	7				
P. E. Island .....	10	30	10	30			1 50
United States .....	8960	4171	15702	8960	1388	5868	293 40
	22780	7343	26477	22780	4898	16156	807 80

## OIL (ROCK AND COAL).

	Galls.	Value.	Galls.	Value.	Rate of Duty.	Duty Collected.
	New Brunswick .....		3076			
British West Indies .....	1610	415	670	335		46 90
United States .....	127348	51029	111822	49400		7227 52
	132034	52793	114338	50531		8003 64

## OIL (LINSEED, &amp;c.)

	Pkgs.	Galls.	Value.	Pkgs.	Galls.	Rate of Duty.	Duty Collected.	
	Great Britain .....	15		30993	22867			17
Canada .....	7	718	1134	7	718	1134		113 40
New Brunswick .....	21	1147	3080	21	1147	3080		308 00
P. E. Island .....		297	226		297	226		22 60
Madeira .....					48	96		9 60
Portugal .....		45	40		45	40		4 00
Spain .....		60	50		60	50		5 00
United States .....	7	1391	1495	7	971	865		86 50
	50	34651	28892	52	35479	29921		2992 10

## OIL (FISH OIL).

	Pkgs.	Galls.	Value.	Pkgs.	Galls.	Rate of Duty.	Duty Collected.
	Canada .....			6300	3150		
New Brunswick .....	1	636	513	1	636	513	
Newfoundland .....		18859	8545		18859	8545	
United States .....	5	4646	727	5	4646	727	
	6	30441	12935	6	30441	12935	

GENERAL STATEMENT OF IMPORTS.  
PAPER MANUFACTURES, INCLUDING STATIONERY.

From whence Imported.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Great Britain .....	Pkgs. 986	\$ 35392	Pkgs. 853	\$ 35383	10 p. c.	\$ 3538 30
Canada .....	2	43	2	43		4 30
New Brunswick .....	91	1525	91	1525		152 50
British West Indies.....	6	204	23	592		59 20
United States .....	1468	9576	1448	9448		944 80
	2553	46740	2417	46991		4699 10

PAPER, (PRINTING PAPER,) BOOKS, &c.

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Great Britain .....	517	44036	517	44036	Free.	
Canada .....	9	828	9	828		
New Brunswick.....	46	1078	46	1078		
Newfoundland.....	44	5296	44	5296		
United States .....	658	24943	658	24943		
	1274	76181	1274	76181		

PAINT AND PUTTY.

	Pkgs.	Value.	Pkgs.	Value.	Rate of Duty.	Duty Collected.
Great Britain .....	2565	34044	2440	29666	10 p. c.	2966 60
Canada .....	69	1649	27	822		82 20
New Brunswick.....	470	3419	470	3419		341 90
P. E. Island.....	94	665	94	665		66 50
United States .....	251	6069	237	5725		572 50
	3449	45846	3268	40297		4029 70

SPIRITS (BRANDY AND CORDIALS).

	Galls.	Value.	Galls.	Value.	Rate of Duty.	Duty Collected.
Great Britain .....	17726	35509	2939	5882	\$1.25	3527 88
New Brunswick.....	863½	1505	464½	884		557 10
P. E. Island.....	2½	5	2½	5		2 70
British West Indies.....	1750	1750	22	35		26 88
France .....	23862	28548	7382	12179		8859 96
Holland .....	24	52	24	52		28 80
Matamoras.....			308	462		277 20
St. Pierre and Miquelon..	30	36	30	36		36 00
United States .....			31	65		37 20
	44258	67406	11204	19600		13353 72

SPIRITS (GENEVA AND WHISKEY).

	Galls.	Value.	Galls.	Value.	Rate of Duty.	Duty Collected.
Great Britain .....	37719	29066	14185	8118	90 cts.	12766 86
Canada .....	4173	2162	902	454		811 80
New Brunswick.....	1232½	1262	1232½	1262		1109 03
P. E. Island.....	120	180	120	180		108 00
British West Indies.....	880	796	256	230		230 40
Holland .....	23067	10504	3917½	2963		5325 75
Matamoras.....			89	45		62 30
United States .....	461	443	457	414		411 30
	67652	44413	23159	13666		20825 44

## GENERAL STATEMENT OF IMPORTS.

## SPIRITS (RUM).

From whence Imported.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Galls.		Galls.			
Great Britain .....	2920	\$ 2409	920	\$ 745	75 cts.	\$ 690 00
Canada .....	64	64	64	64		48 00
New Brunswick.....	2077½	1549	2077½	1549		1558 12
P. E. Island.....	40½	41	40½	41		30 37
British West Indies.....	180202	80841	16446	9899		12334 50
Danish West Indies.....	244	73	244	73		183 00
Spanish West Indies.....	58282	24604	8926	4582		6694 50
Holland.....	79	53				
Matamoras*.....			902	360	40 cts.	360 80
United States.....	3608	2084	3263	1564	75 cts.	2447 25
	247517	111718	32883	18877		24346 54

## SPIRITS (STRONG WATERS).

	Galls.		Galls.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Great Britain .....	318	953	52	231	90 cts.	46 80
British West Indies.....	8	38	60½	100		54 45
Danish West Indies.....	2	2	2	2		1 80
Holland.....	5¼	21	5¼	21		5 17
	333¾	1014	120½	354		108 22

## SPIRITS (WINE).

	Doz.	Galls.	Value.	Doz.	Galls.	Value.	Rate of Duty.	Duty Collected.
	Quantity.	Value.		Quantity.	Value.			
Great Britain .....	349¾	27418	43583	146¾	8269	13768		3984 50
Canada .....	2	2430	3665	2		20		4 00
New Brunswick.....	12½	135	388	12½	135	388		113 75
P. E. Island.....		26½	67		26½	67		19 88
Newfoundland.....	3	6542	8853	3	168	353		132 00
British West Indies.....	91	95	1301	46		368		124 00
Hamburg.....				2		12		4 00
Holland.....	¾		4	8¾		68		25 50
Madeira.....					81	162		60 75
Portugal.....		5000	6000		402	892		301 50
Spain.....		212	424		221	442		165 75
St. Pierre and Miquelon.....	3		20	3		20		6 00
United States.....	27	1717	1490	11	579	1287		462 25
	489	43575½	65795	235	10081½	17847		5403 88

## SUGAR (RAW).

	Lbs.		Lbs.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Great Britain .....	1054	75	1054	75	1½ cts.	15 81
New Brunswick.....	71139	5220	70176	5212		152 64
Newfoundland.....	701	49	701	49		10 51
British West Indies.....	6916342	475590	1142219	73169		17133 28
French West Indies.....	45714	2235	1173	72		17 59
Danish West Indies.....	20239	1018	20238	1036		303 57
Spanish West Indies.....	6688697	458827	1596621	110631		23949 31
United States.....	21343	1500	56453	3958		846 79
	13765228	944514	2888635	194202		43329 50

Omitted March Quarter, 1866.

GENERAL STATEMENT OF IMPORTS.

SUGAR (REFINED).

From whence Imported.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Great Britain .....	Lbs. 330496	\$ 21590	Lbs. 259741	\$ 25892	2 cts.	\$ 5194 82
New Brunswick .....	11062	1437	11062	1437	.....	221 24
P. E. Island .....	4248	449	4248	449	.....	84 96
British West Indies .....	.....	.....	3623	342	.....	72 46
Holland .....	462	38	462	38	.....	9 24
St. Pierre and Miquelon .....	1502	165	1502	165	.....	30 04
United States .....	59460	6243	76416	7655	.....	1528 32
	407230	29922	357054	35978		7141 08

SALT.

	Bush.		Bush.		
Great Britain .....	636499	120624	636499	120624	Free.
Canada .....	8801	1320	8801	1320	.....
New Brunswick .....	51878	13688	51878	13688	.....
Newfoundland .....	1460	229	1460	229	.....
P. E. Island .....	30	10	30	10	.....
British West Indies .....	135786	16409	135786	16409	.....
French West Indies .....	1820	164	1820	164	.....
Danish West Indies .....	1983	793	1983	793	.....
Madeira .....	3840	700	3840	700	.....
Portugal .....	53000	10000	53000	10000	.....
Spain .....	3400	300	3400	300	.....
Sardinia .....	20800	1040	20800	1040	.....
United States .....	1274	643	1274	643	.....
	920571	165920	920571	165920	

STONE (MANUFACTURED).

	Brick M.	Pcs. & Pkgs.		Brick M.	Pcs. & Pkgs.		
Great Britain .....	44½	.....	1011	44½	.....	1011	10 10
Canada .....	45	.....	180	45	.....	180	18 00
New Brunswick .....	156	16	1624	156	16	1624	162 40
Newfoundland .....	½	.....	7	½	.....	7	70
United States .....	322	76	3371	322	76	3371	337 10
	568	92	6193	568	92	6193	619 30

STONE (UNMANUFACTURED).

	Tons. Slate.	Pcs. & Pkgs.		Tons. Slate.	Pcs. & Pkgs.		
Great Britain .....	12500	.....	620	12500	.....	620	Free.
Canada .....	800	.....	1200	800	.....	1200	.....
New Brunswick .....	32	14440	10457	32	14440	10457	.....
Newfoundland .....	49000	.....	245	49000	.....	245	.....
P. E. Island .....	.....	666	1598	.....	666	1598	.....
United States .....	.....	5862	8912	.....	5862	8912	.....
	32	62300 20968	23082	32	62300 20968	23032	

TEA (GREEN).

	Lbs.		Lbs.		
Great Britain .....	250	150	673	382	11 cts. 74 03
British West Indies .....	.....	.....	38	20	..... 4 18
United States .....	.....	.....	100	50	..... 11 00
	250	150	811	452	..... 89 21





GENERAL STATEMENT OF IMPORTS.

WOODWARE (MANUFACTURED).

From whence Imported.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
	Pcs. and Pkgs.		Pcs. and Pkgs.			
Great Britain .....	1840	\$ 4134	1900	\$ 4352	10 p. c.	\$ 435 20
Canada .....	1382	2297	1181	1811		181 10
New Brunswick .....	621	6334	626	6388		638 80
P. E. Island .....	8	351	8	351		35 10
Portugal .....	1	20	1	20		2 00
Prussia .....	3	39	3	39		3 90
St. Pierre .....	2	8	2	8		80
United States .....	16209	64783	15680	62763		6276 30
	20066	77966	19401	75732		7573 20

WOODWARE (UNMANUFACTURED).

	Lths. &c.	Lumbr.	Pcs. Pks.		Lths. &c.	Lumbr.	Pcs. Pks.		
	M.	M.	Tons. &c.		M.	M.	Tons. &c.		
Great Britain .....			334	113			334	113	Free.
Canada .....	515½	28	172	3684	515½	28	172	3684	
New Brunswick .....	17910	8541	13337	75256	17910	8541	13337	75256	
Newfoundland .....		2½		37		2½		37	
P. E. Island .....	152	57	372	1343	152	57	372	1343	
Spanish West Indies .....			105	1700			105	1700	
St. Domingo .....			172	1693			80	793	
St. Pierre .....	11			16	11			16	
United States .....	177	72	1654	14517	177	72	1654	14517	
	18765	8701	16146	98359	18765	8701	16054	87459	

UNENUMERATED (AT 10 PER CENT.)

	Tons.	Pcs. & Pkgs.		Tons.	Pcs. & Pkgs.			
	Great Britain .....			364	2113			383
New Brunswick .....		76	169		76	169		16 90
Newfoundland .....		25	119		25	119		11 90
British West Indies .....		1	4		1	4		40
Spanish West Indies .....		1	8		1	8		80
Madeira .....		22	275		22	275		27 50
Portugal .....	14½		750		149	553		55 30
United States .....		937	9381		1087	11978		1197 80
	14½	1426	12819		1744	15446		1544 60

UNENUMERATED (AT 5 PER CENT.)

	Pcs. and Pkgs.		Pcs. and Pkgs.	
United States .....	20	61	20	61
				5 p. c.
				3 05

UNENUMERATED (FREE).

	Tons.	Lbs.	Pkgs.		Tons.	Lbs.	Pkgs.		
	Great Britain .....				1149	14783			
New Brunswick .....	561		390	7340	561		390	7340	
British West Indies .....		460	57	1284		460	57	1284	
St. Domingo .....			4	400			4	400	
Maderia .....			200	800			200	800	
Spain .....	5			240	5			240	
United States .....	58½		1694	33137	58½		1694	33137	
	624½	460	3494	57984	624½	460	3494	57984	

## AN ABSTRACT

*Of the Total Quantity and Value of the principal Articles imported into the Province of Nova Scotia, during the six months ended 30th September, 1866,—with the Quantity and Value entered for Home Consumption, and amount of Duty collected.*

ARTICLES.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.	
	Quantity.	Value.	Quantity.	Value.			
Ale and Porter	galls. 109031	\$ 46432	73944½	\$ 31778	6 cts.	\$ 4486 68	
Animals	No. 146	1340	146	1340		61 50	
Arms and Ammunition	pkgs. 7422	24122	7422	24122	10 p. c.	2412 20	
Beef and Pork	bbls. 4864½	84701	4454	91503		3268 50	
Bacon and Hams	lbs. 6069	891	6069	891	2 cts.	121 38	
Bread, fine	pkgs. 188	37747	188	40099	1 ct.	400 99	
Do. Navy	lbs. 938062	34094	752782	24865		1441 40	
Burning Fluid	galls. 93	50	133	70	10 cts.	13 30	
Butter and Lard	lbs. 105765	20613	92659	18394		664 40	
Candles, Tallow	do. 4033	464	4821	543	3 cts.	144 63	
Do. other	do. 2946	670	4144	1464	8 cts.	331 52	
Cheese	do. 46550	5926	44326	6093		285 79	
Clocks	pkgs. 218	3178	215	3119	20 p. c.	623 80	
Coal	chalds. 3408	15724	3408	15724	Free.		
Coffee, Green	lbs. 111616	26200	82208	19261	4 cts.	3288 32	
Do. Roasted	do. 8828	1159	9498	1458	5 cts.	474 90	
Cordage and Canvas	lbs. 55661	28223	390075	55661	5 p. c.	17594 55	
Cotton, Linen, Silk, &c.	pkgs. 9188	2277935	10049	2251147	10 p. c.	225114 70	
Cotton Warp, &c.	do. 425	49440	445	52130	5 p. c.	2606 50	
Confectionery	lbs. 456	603	456	9215	20 p. c.	1843 00	
Drugs & Dye Stuffs, in. soda	lbs. 9588	5787	9588	5336	10 p. c.	7398 40	
Do. Patent Medicines	pkgs. 638	10209	546	7614	20 p. c.	1522 80	
Earthenware, Glass & China	do. 25599	94035	27144	92718	10 p. c.	9271 80	
Flour, Wheat	bbls. 61826	447513	61826	447513	Free.		
Do. do	do. 118191½	863746	113776½	832833	25 cts.	28444 12	
Do. all other	do. 39124	161373	39124	161373	Free.		
Fruit, Apples, Pears, &c.	do. 466	3983	473	3848		440 12	
Do. Raisins	lbs. 18172	2552	55944	9354	2 cts.	1118 88	
Do. all other, incl. Nuts	No. 900	1886	14368	900	11738	10 p. c.	1173 80
Fish, dry fish	lbs. 1093350	36430	1093350	36430	Free.		
Do. Herring & Alewives	bbls. 20213	44049	20213	44049			
Do. Salmon and Trout	cases 14	bbls 1607	19331	14	1607	19331	
Do. Mackerel, Shad, &c.	boxes 80	bbls 566	3349	80	566	3349	
Do. Shellfish	pkgs. 2757	bsh 658	17246	2757	658	17246	
Groceries	lbs. 9315	pkgs 9119	54021	9315	7689	45367	
Ginger, Pepper, & Pimento	lbs. 994	181	1244	231	4 cts.	49 76	
Grain, incl. Rice	pkgs 12	lbs. 4809	bsh 7899	18328	15	4809	
Do. other than Rice	bush. 271638	111749	271638	111749			
Hardware, 1st	pcs. & pkgs. 45388	431690	41628	438113	10 p. c.	43811 30	
Do. 2nd	tons. 315	pcs. & pkgs. 218801	431049	315	211100	444085	
Do. 3rd	tons. 1958½	pcs. & pkgs. 13278	224536	1958½	13278	224536	
Hats and Caps	pkgs. 619	47054	628	48007	10 p. c.	4800 70	
Hides and Skins, undressed	pkgs. 19	No. 24080	49657	19	24080	49657	
India Rubber manufactures	pkgs. 297	10724	273	9884	10 p. c.	988 40	
Jewelry, in. watches & toys	do. 352	35783	344	35571	10 p. c.	3557 10	
Leather manf., incl. Furs	pkgs. 1006	98013	982	99304	10 p. c.	9930 40	
Do. Sole	lbs. 77907	18598	81272½	21530	½ cts.	3250 90	
Molasses and Treacle	galls. 1598348	422186	672560	167752	5 cts.	83628 00	
Naval Stores, incl. Oakum	lbs. 22780	pkgs 7343	26477	22780	4898	16156	
Oil, Rock and Coal	galls. 132034	52793	114338	50531	7 cts.	8003 64	
Do. Fish	pkgs. 6	galls 30441	12935	6	30441	12935	
Do. Linseed, &c	do. 50	galls 34651	28892	52	35479	29921	
Paper Mfs., incl. Stationery	pkgs. 2553	46740	2417	46991	10 p. c.	4699 10	

GENERAL STATEMENT OF IMPORTS.

ABSTRACT—CONTINUED.

ARTICLES.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Paper, Printed Books, &c..	pkgs. 1274	\$ 76181	.....1274	\$ 76181	Free.	
Paint and Putty.....	do. 3449	...45846	.....3268	...40297	10 p. c.	\$ 4029 70
Spirits, Brandy & Cordials.	galls. 44258	...67406	.....11204	...19600	\$1.20	13353 72
Do. Geneva and Whiskey..	do. 67652	...44413	.....23159	...13666	90 cts.	20325 44
Do. Rum.....	do. 247517	...111718	.....32883	...18877	75 cts.	24346 54
Do. Spirits or Strong Waters	do. 3334	...1014	.....1204	...354	90 cts.	108 22
Do. Wine... doz.	489 galls	43575 .. 65795	235.....10081	...17847	.....	5403 88
Sugar, Raw.....	lbs. 13765228	...944514	.....2888635	...194202	1½ cts.	43329 50
Do. Refined.....	do. 407230	...29922	.....357054	...35978	2 cts.	7141 08
Salt.....	bush. 920571	...165920	.....920571	...165920	Free.	
Stone, manufactured M.568	pcs.&pkgs. 92	...6193	568.....92	...6193	10 p. c.	619 30
Stone unmnf. in. lime..	{ tons32 sl <sup>te</sup> 62300 } pcs.&pkgs. 20968	{ 23032	62 62300 20968	...23032	Free.	
Tea, Black.....	lbs. 893577	...230071	.....732857	...228065	6 cts.	43971 42
Do. Green.....	do. 250	...150	.....811	...452	11 cts.	89 21
Tobacco, Leaf.....	pkgs167 lb230508	...31292	.....181961	...16637	5 cts.	9098 05
Do. manufactured.....	lbs. 151415	...45847	.....43057	...15908	10 cts.	4305 71
Do. Cigars and Snuff.....	pkgs. 52	...2959	.....91	...4857	20 p. c.	971 80
Vegetables, Onions.....	lbs. 209117	...6124	.....149177	...4325	½ ct.	745 88
Do. all other.....	pkgs174 bus42555	...15073	78.....42438	...14958	.....	94 40
Woodware, manufactured.	pcs.&pkgs. 20066	...77966	.....19401	...75732	10 p. c.	7573 20
Do. unmanufactured....	{ cords189 tons307 } M18765 M87000 } pcs.&pkgs. 15650 }	{ 98359	{ 189.....215 } 18765..87000 } { .....15650 }	{ 97459	Free.	
Unenumerated articles....	tons14½ pks1426	...12819	.....1744	...15446	10 p. c.	1544 60
Do. do.....	pkgs. 20	...61	.....20	...61	5 p. e.	3 05
Do. do.tons624½	lbs.460 pks3494	...57984	624½ 460 3494	...57984	Free.	
		9135317		7685474		645312 88

JAMES McDONALD,  
*Financial Secretary.*

FINANCIAL SECRETARY'S OFFICE,  
HALIFAX, 30th September, 1866. }

## A DETAILED ABSTRACT

*Of the Total Quantity and Value of the Principal Articles imported from each Country during the Six Months ended 30th September, 1866,—with the Quantity and Value entered for Home Consumption, and amount of Duty collected thereon.*

## GREAT BRITAIN.

ARTICLES.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Alc and Porter . . . . .	galls. 105099	\$ 44816	70683	\$ 30450	6 cts.	\$ 4241 02
Arms and Ammunition . . . . .	pkgs. 7414	24080	7414	24080	10 p. c.	2408 00
Beef and Pork . . . . .	bbls. 4	64	4	64	\$1.00	4 00
Bacon and Hams . . . . .	lbs. 317	67	317	67	2 cts.	6 34
Bread, fine . . . . .	do. 12420	1760	12145	1503	1 ct.	121 45
Do. Navy . . . . .	do. 20000	550	20000	550	20 cts.	40 00
Candles, Tallow . . . . .	do. 388	47	388	47	3 cts.	11 64
Do. other . . . . .	do. 2798	631	1906	448	8 cts.	152 48
Cheese . . . . .	do. 2980	729	3697	844	1 ct.	36 97
Clocks . . . . .	pkgs. 19	989	19	989	20 p. c.	197 80
Coal . . . . .	chalds. 1206	3331	1206	3331	Free.	
Cordage and Canvas . . . . .	lbs. 32007 pks. 26033	334825	32007 pks. 23581	298512	5 p. c.	14925 60
Cotton, Linen, Silk, &c. . . . .	pkgs. 6978	2065239	8746	2034077	10 p. c.	203407 70
Cotton Warp, &c. . . . .	do. 243	45124	263	47814	5 p. c.	2390 70
Confectionery . . . . .	do. 546	11375	430	8305	20 p. c.	1661 00
Drugs & Dyestuffs, incl. soda . . . . .	do. 3803	62678	4221	59069	10 p. c.	5906 90
Do. Patent Medicines . . . . .	do. 16	530	16	530	20 p. c.	106 00
Earthenware, Glass, China . . . . .	do. 24017	75729	25626	75190	10 p. c.	7519 00
Flour, Wheat . . . . .	bbls. 5	30	5	30	25 cts.	1 25
Do. all other . . . . .	do. 198	1462	198	1462	Free.	
Fruit, Raisins . . . . .	lbs. 1072	111	1072	111	2 cts.	21 44
Do. all other, incl. nuts . . . . .	pkgs. 989	9062	741	6171	10 p. c.	617 10
Groceries . . . . .	lb. 6696 pks. 6218	31334	6696 pks. 5603	30473	10 p. c.	3047 30
Ginger, Pepper, Pimento . . . . .	lbs. 277	55	277	55	4 cts.	11 08
Grain, Rice . . . . .	bush. 7869	17889	7869	17917	Free.	
Do. other than Rice . . . . .	do. 998	2353	998	2353	Free.	
Hardware, 1st. . . . .	pkgs. 33005	276167	29437	279386	10 p. c.	27938 60
Do. 2d. . . . .	lb. 1222727	335922	1236700	190182	5 p. c.	17466 15
Do. 3d. . . . .	tons 1953	204309	1953	204309	Free.	
Hats and Caps . . . . .	pkgs. 278	28842	283	29282	10 p. c.	2928 20
Hides and Skins, undressed . . . . .	No. 200	2327	200	2327	Free.	
India Rubber manufactures . . . . .	pkgs. 193	7684	169	6844	10 p. c.	684 40
Jewelry, incl. watches, toys . . . . .	do. 216	28527	211	28903	10 p. c.	2890 30
Leather manuf. incl. Furs . . . . .	do. 447	73751	449	75419	10 p. c.	7541 90
Do. Sole . . . . .	lbs. 323	121	323	121	4 cts.	12 92
Molasses and Treacle . . . . .	galls. 213	59	32	8	5 cts.	1 60
Naval Stores, incl. oakum . . . . .	pkgs. 2903	7851	2743	7371	5 p. c.	368 55
Oil, Linseed, &c. . . . .	pkgs. 15 gls. 30993	22867	17 gls. 32193	24430	10 p. c.	2443 00
Paper manf. incl. Stationery . . . . .	pkgs. 986	35392	853	35383	10 p. c.	3538 30
Do. Printed Books, &c. . . . .	do. 517	44036	517	44036	Free.	
Paint and Putty . . . . .	do. 2565	34044	2440	29666	10 p. c.	2966 60
Spirits, Brandy & Cordials . . . . .	galls. 17726	35509	2939	5882	\$1.20	3527 88
Do. Geneva and Whiskey . . . . .	do. 37719	29066	14185	8118	90 cts.	12766 86
Do. Rum . . . . .	do. 2920	2409	920	745	75 cts.	690 00
Do. Spirits or Stg. Waters . . . . .	do. 318	953	52	231	90 cts.	46 80
Do. Wine . . . . .	dz. 349½ gl. 27418	43583	146½ gl. 8269	13768		3984 50
Sugar, Raw . . . . .	lbs. 1054	75	1054	75	1½ cts.	15 81
Do. Refined . . . . .	do. 330496	21590	259741	25892	2 cts.	5194 82
Salt . . . . .	bush. 636499	120624	636499	120624	Free.	
Stone, manufactured . . . . .	No. 44500	1011	44500	1011	10 p. c.	101 10
Do. unmanf. incl. Lime . . . . .	do. 12500	620	12500	620	Free.	

GENERAL STATEMENT OF IMPORTS.

GREAT BRITAIN — CONTINUED.

ARTICLES.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Tea, Black.....	lbs.	737209	\$ 227828	.....563488	\$ 171199	6 cts. \$33809 28
Do. Green.....	do.	250	....150	.....673	....382	10 p. c. 74 03
Tobacco, Cigars and Snuff..	pkgs.	14	....794	.....21	....1530	20 p. c. 306 00
Woodware, manufactured..	do.	1840	....4134	.....1900	....4352	10 p. c. 435 20
Do. unmanufactured.....	pcs.324 tons	10	....113	324.....10	....113	Free.
Unenumerated articles....	pkgs.	364	....2113	.....383	....2340	10 p. c. 234 00
Do. do. ....	do.	1149	....14783	.....1149	....14783	Free.
			4342114		4132915	376801 57

CANADA.

Ale and Porter.....	galls.	1478	....611	.....807	....323	6 cts. 48 45
Beef and Pork.....	bbls.	16	....392	.....16	....392	Free.
Bread, fine.....	pkgs.	188	....602	188.....1977	....802	19 77
Do. Navy.....	lbs.	31700	....1415	.....31700	....1415	Free.
Butter and Lard.....	do.	37279	....7422	.....37279	....7422	Free.
Cheese.....	do.	15697	....2295	.....15697	....2295	Free.
Clocks.....	pkgs.	1	....5	.....1	....5	20 p. c. 1 00
Cotton, Linen, Silk, &c....	do.	1	....8	.....1	....8	10 p. c. 80
Drugs & Dyestuffs, incl.soda	do.	54	....1213	.....54	....1213	10 p. c. 121 30
Do. Patent Medicines.....	do.	15	....355	.....15	....355	20 p. c. 71 00
Earthenware, Glass, China.	do.	121	....1131	.....121	....1131	10 p. c. 113 00
Flour, Wheat.....	bbls.	54146	..388519	.....34146	..388519	Free.
Do. other.....	do.	2628	..10565	.....2628	..10565	Free.
Fish, dry fish.....	do.	419776	..14992	.....419776	..14992	Free.
Do. Herring and Alewives.	bbls.	2409	....4784	.....2409	....4784	Free.
Do. Salmon and Trout.....	do.	255	....4736	.....255	....4736	Free.
Do. Mackerel, Shad, &c....	bxs.80 bbls.	552	....3284	80.....552	....3284	Free.
Groceries.....	pkgs.	350	....1212	.....130	....241	10 p. c. 24 10
Grain, Rice.....	bush.	30	....60	.....30	....60	Free.
Grain, other than Rice....	do.	78415	..40004	.....78415	..40004	Free.
Hardware, 1st.....	pkgs.	303	....8049	.....273	....5898	10 p. c. 589 80
Do. 2d.....	do.	27	....60	.....27	....60	5 p. c. 8 00
Hides and Skins, undressed	No.	2591	....2900	.....2591	....2900	Free.
India Rubber manf.....	pkgs.	74	....1160	.....74	....1160	10 p. c. 116 00
Leather manf. incl. Furs..	do.	70	....5788	.....51	....4778	10 p. c. 477 80
Do. Sole.....	lbs.	34455	....8339	.....32902	....8953	4 cts. 1316 08
Oil, Fish.....	galls.	6300	....3150	.....6300	....3150	Free.
Oil, Linseed, &c.....	pkgs.7 galls.	718	....1134	7.....718	....1134	10 p. c. 113 40
Paper mnfs., incl. Stationery	pkgs.	2	....43	.....2	....43	10 p. c. 4 30
Do. Printed Books, &c....	do.	9	....828	.....9	....828	Free.
Paint and Putty.....	do.	69	....1649	.....27	....822	10 p. c. 82 20
Spirits, Geneva & Whiskey.	galls.	4173	....2162	.....902	....454	90 cts. 811 80
Do. Rum.....	do.	64	....64	.....64	....64	75 cts. 48 00
Do. Wine.....	doz.2 galls.	2430	....3665	2.....2	....20	4 00
Salt.....	bush.	8801	....1320	.....8801	....1320	Free.
Stone manufactured.....	M.	45	....180	.....45	....180	10 p. c. 18 00
Do. unmanf. incl. Lime....	No.	800	....1200	.....800	....1200	Free.
Tea, Black.....	lbs.	2006	....603	.....6	....3	6 cts. 36
Tobacco, manufactured ...	do.	14654	....3570	.....1426	....339	10 cts. 142 60
Woodware, manf.....	pkgs.	1382	....2297	.....1181	....1811	10 p. c. 181 10
Do. unmnf... tons	20 ps.151 M. 515½	M. 28	....3684	20 152 515½ 28	....3684	Free.
			585450		521347	4307 96

## GENERAL STATEMENT OF IMPORTS.

## NEW BRUNSWICK.

ARTICLES.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Ale and Porter . . . . .	galls. 1231	\$ 629	1231	\$ 629	6 cts.	\$ 73 86
Animals . . . . .	swine 11	41	11	41	Free.	
Arms and Ammunition . . . . .	pkgs. 8	42	8	42	10 p. c.	4 20
Beef and Pork . . . . .	bbls. 151	3330	144	3195		46 50
Bread, fine . . . . .	lbs. 3746	294	3746	294	1 ct.	37 46
Do. Navy . . . . .	do. 3940	214	3940	214		7 12
Butter and Lard . . . . .	do. 7951	1702	7951	1702	Free.	
Candles, Tallow . . . . .	do. 489	75	489	75	3 cts.	14 67
Cheese . . . . .	lbs. 50	6	50	6	Free.	
Clocks . . . . .	pkgs. 5	46	5	46	20 p. c.	9 20
Coal . . . . .	chalds. 542	4561	542	4561	Free.	
Coffee, Green . . . . .	lbs. 254	49	314	58	4 cts.	12 56
Do. Roasted . . . . .	do. 163	44	163	44	5 cts.	8 15
Cordage and Canvas . . . . .	lbs. 17735	1017	17735	1043	5 p. c.	1487 15
Cotton, Linen, Silk, &c. . . . .	pkgs. 1117	130295	1117	130295	10 p. c.	13029 50
Cotton Warp, &c. . . . .	do. 113	3446	113	3446	5 p. c.	172 30
Confectionery . . . . .	lbs. 224	133	224	133	20 p. c.	26 60
Drugs & Dye Stuffs, in. soda	lbs. 5562	621	5562	621	10 p. c.	62 10
Do. Patent Medicines . . . . .	pkgs. 63	1136	63	1136	20 p. c.	227 20
Earthenware, Glass, China. . . . .	do. 264	4195	264	4195	10 p. c.	419 50
Flour, Canada . . . . .	bbls. 5209	39232	5209	39232		
Do. Wheat . . . . .	do. 1074	8433	1074	8433	25 cts.	268 50
Do. all other . . . . .	do. 1556	6636	1556	6636	Free.	
Fruit, Apples, Pears, &c. . . . .	pkgs. 33	176	33	176	Free.	
Do. Raisins . . . . .	lbs. 2671	226	2671	226	2 cts.	53 42
Do. all other, incl. Nuts. . . . .	pkgs. 25	250	25	250	10 p. c.	25 00
Fish, dry fish . . . . .	lbs. 8150	301	8150	301	Free.	
Do. Herring and Alewives . . . . .	bbls. 1958	6463	1958	6463	Free.	
Do. Salmon and Trout . . . . .	do. 5	100	5	100	Free.	
Do. Shellfish . . . . .	bush. 240	200	240	200	Free.	
Groceries . . . . .	pkgs. 198	1420	198	1420	10 p. c.	142 00
Ginger, Pepper, & Pimento	lbs. 345	65	345	65	4 cts.	13 80
Grain, including Rice . . . . .	pkgs. 12 lbs. 3181	239	12	3181	Free.	
Do. other than Rice . . . . .	bush. 745	592	745	592	Free.	
Hardware, 1st. . . . .	pkgs. 1903	30854	1926	31504	10 p. c.	3150 40
Do. 2nd. . . . .	tons 227	70476	227	70476	5 p. c.	3523 80
Do. 3rd. . . . .	tons 5½	6704	5½	6704	Free.	
Hats and Caps . . . . .	pkg. 1	11	1	11	10 p. c.	1 10
Hides and Skins, undressed	No. 200	2920	200	2920	Free.	
India Rubber manufactures	pkgs. 6	349	6	349	10 p. c.	34 90
Jewelry, in. watches & toys	do. 16	981	16	981	10 p. c.	98 10
Leather manfs., incl. Furs	do. 69	2133	69	2133	10 p. c.	213 30
Do. Sole . . . . .	lbs. 341	93	341	93	4 cts.	13 64
Molasses and Treacle . . . . .	galls. 16897	4941	16897	4941	5 cts.	844 85
Naval Stores, incl. oakum	lbs. 13820	2887	13820	2887	5 p. c.	144 35
Oil, Rock and Coal . . . . .	galls. 3076	1349		1846	7 cts.	129 22
Do. Fish . . . . .	pkg. 1	513	1	513	Free.	
Do. Linseed, &c. . . . .	galls. 636	3080	21	1147	10 p. c.	308 00
Paper manfs., in. stationery	pkgs. 21	1525		1525	10 p. c.	152 50
Do. Printed Books, &c. . . . .	do. 91	1078	46	1078	Free.	
Paint and Putty . . . . .	do. 46	3419	470	3419	10 p. c.	341 90
Spirits, Brandy & Cordials	galls. 470	1506	464	884	\$1. 20	557 10
Do. Geneva and Whiskey . . . . .	do. 863	1262	1232	1262	90 cts.	1109 03
Do. Rum . . . . .	do. 1232	1549	2077	1549	75 cts.	1558 12
Do. Wine . . . . .	do. 2077	388	12½	135		113 75
Sugar, Raw . . . . .	doz 12½	5220		5212	1½ cts.	1052 64
Do. Refined . . . . .	lbs. 71139	1437	11062	1437	2 cts.	221 24
Salt . . . . .	bush. 11062	13688	51878	13688	Free.	

GENERAL STATEMENT OF IMPORTS.

NEW BRUNSWICK—CONTINUED.

ARTICLES.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.	
	Quantity.	Value.	Quantity.	Value.			
Stone, manufactured.....	pcs.16	M.156	.. \$ 1624	16.....156	.. \$ 1624	10 p. c.	\$ 162 40
Do. unmfed. in. lime.tons	32	pks.or pcs. 14440	... 10457	32.....14440	... 10457	Free.	
Tea, Black.....		lbs.	12608	.....4984	.....12168	6 cts.	730 08
Tobacco, manufactured...		do.	4403	.....1327	.....4403	10 cts.	440 30
Do. Cigars and Snuff.....		pks.	4	.....8	.....4	20 p. c.	1 60
Vegetables.....		bush.	65	.....19	.....65	Free.	
Woodware, manufactured..		pcs. & pkgs.	621	.....6334	.....626	10 p. c.	638 80
Do. unmanufactured... {		pcs.&pks.13337	} 75256	{ .....13337 }	} ... 75256	Free.	
		M.17910 M.8541					
Unenumerated articles....		pks.	76	.....169	.....76	10 p. c.	16 90
Do. do.....tons	561	pkgs.390	... 7340	561.....390	... 7340	Free.	
			510655		510079		31698 81

NEWFOUNDLAND.

Ale and Porter.....		galls.	423	.....130	.....423	6 cts.	25 38
Cordage and Canvas.....		pkgs.	17	.....332	.....17	5 p. c.	16 60
Cotton, Linen, Silk, &c....		do.	1	.....27	.....1	10 p. c.	2 70
Drugs & Dye Stuffs, in. soda		do.	1	.....53	.....1	10 p. c.	5 30
Flour, Wheat.....		bbls.	45	.....371	.....45	Free.	
Do. all other.....		do.	1	.....4	.....1	Free.	
Fish, dry fish.....		lbs.	317968	... 11356	.....317968	Free.	
Do. Herring & Alewives...		bbls.	15791	... 32696	.....15791	Free.	
Do. Salmon and Trout....		do.	1277	... 12900	.....1277	Free.	
Do. Mackerel, Shad, &c....		do.	10	.....49	.....10	Free.	
Hardware 2nd.....		pkgs.	29	.....1518	.....29	5 p. c.	75 90
Hides and Skins, undressed		pkg.1	3128	... 4638	.....3128	Free.	
Molasses and Treacle....		galls.	111	.....50	.....111	5 cts.	5 55
Naval Stores, inc. oakum..		pkgs.	2	.....7	.....2	Free.	
Oil, Fish.....		galls.	18859	... 8545	.....18859	Free.	
Paper, Printed Books, &c..		pkgs.	44	.....5296	.....44	Free.	
Spirits, Wine.....		doz.3	galls.6542	... 8853	3.....168	.....353	132 00
Sugar, Raw.....		lbs.	701	.....49	.....701	1½ cts.	10 51
Salt.....		bush.	1460	... 229	.....1460	Free.	
Stone, manufactured.....		M.	½	.....7	.....½	10 p. c.	70
Stone, unmanf. inc. lime..		M	49	... 245	.....49	Free.	
Woodware, unmanufact'd..		M.	2½	... 37	.....2½	Free.	
Unenumerated articles....		pkgs.	25	... 119	.....25	10 p. c.	11 90
			87511		79004		286 54

PRINCE EDWARD ISLAND.

Ale and Porter.....		galls.	150	... .59	.....150	6 cts.	9 00
Animals.....		No.	128	... 643	.....128	Free.	
Beef and Pork.....		bbls.	1072	... 21950	.....1072	Free.	
Butter and Lard.....		lbs.	9461	... 2521	.....9461	Free.	
Candles.....		do.	40	... 4	.....40	8 cts.	3 20
Clocks.....		pkgs.	8	... 233	.....8	20 p. c.	46 60
Cotton, Linen, Silk, &c....		do.	13	... 2473	.....13	10 p. c.	247 30
Drugs & Dye Stuffs, in. soda		do.	27	... 144	.....27	10 p. c.	14 40
Do. Patent Medicines....		do.	3	... 35	.....3	20 p. c.	7 00
Earthenware, Glass, China.		pcs. & pkgs.	299	... 854	.....299	10 p. c.	85 40
Flour, Wheat.....		bbls.	65	... 649	.....65	Free.	
Do. all other.....		do.	706	... 4403	.....706	.....	
Fruit, including Nuts....		pkgs.	6	... 300	.....6	.....	
Fish, dry fish.....		lbs.	10288	... 386	.....10288	Free.	

## GENERAL STATEMENT OF IMPORTS.

## PRINCE EDWARD ISLAND—CONTINUED.

ARTICLES.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Fish Salmon and Trout...	cases 14	\$ 95	14	\$ 95	Free.	
Do. Shell Fish.....	bush. 418	250	418	250	Free.	
Groceries.....	lbs. 2619	110	2619	110	20 p. c.	\$ 11 00
Grain, including Rice.....	bush. 61780	27754	61780	27754	Free.	
Hardware, 1st.....	pkgs. 338	5264	338	5264	10 p. c.	526 40
Do. 2d.....	pkgs. 121 lb. 53600	3258	121 lb. 53600	3258	5 p. c.	162 90
Hides and Skins, undressed	pkgs. 4	313	4	313	Free.	
Leather manfs. incl. Furs..	do. 7	64	7	64	10 p. c.	6 40
Molasses and Treacle.....	galls. 14	7	14	7	5 cts.	70
Naval Stores, incl. oakum.	pkgs. 10	30	10	30	5 p. c.	1 50
Oil, Linseed, &c.....	galls. 297	226	297	226	10 p. c.	22 60
Paint and Putty.....	pkgs. 94	665	94	665	10 p. c.	66 50
Spirits, Brandy & Cordials.	galls. 24	5	24	5	\$1.20	2 70
Do. Geneva & Whiskey... do.	120	180	120	180	90 cts.	108 00
Do. Rum.....	do. 40½	41	40½	41	75 cts.	30 37
Do. Wine.....	do. 26½	67	26½	67	75 cts.	19 88
Sugar, Refined.....	lbs. 4248	449	4248	449	2 cts.	84 96
Salt.....	bush. 30	10	30	10	Free.	
Stone, unmanf. incl. lime..	pcs. 666	1598	666	1598	Free.	
Tea, Black.....	lbs. 13487	5395	8235	3294	6 cts.	494 10
Tobacco, Leaf.....	do. 20	2	20	2	5 cts.	1 00
Do. manufactured.....	do. 720	225				
Vegetables, Onions.....	bush. 42209	13995	42209	13995	Free.	
Woodware, manufact'd ..	pkgs. 8	351	8	351	10 p. c.	35 10
Do. unmanufactured... {	pcs. 183 cords 189	1343	{ 183....189 }	1343	Free.	
	M. 152 M. 57		{ 152....57 }			
		96351		93725		1987 01

## BRITISH WEST INDIES.

Bread, Navy.....	lbs. 2800	28	900	9	20 cts.	1 80
Candles, other than Tallow	lbs. ....		360	144	8 cts.	28 80
Coffee, Green.....	lbs. 66534	16146	46967	11564	4 cts.	1878 68
Cordage and Canvas.....	pkgs. 242	2531	55	499	5 p. c.	24 95
Cotton, Linen, Silk, &c....	do. 52	8276	149	10070	10 p. c.	1007 00
Drugs & Dyestuffs, incl. soda	do. 37	865	46	822	10 p. c.	82 20
Earthenware, Glass, China.	do. 138	1326	70	652	10 p. c.	65 20
Fruit, incl. Nuts.....	No. 900 pkgs. 162	733	900	150	10 p. c.	68 30
Groceries.....	pkgs. 685	4782	239	2045	10 p. c.	204 50
Hardware, 1st.....	do. 489	5261	212	9242	10 p. c.	924 20
Do. 2d.....	do. 108	438	470	1073	5 p. c.	53 65
Do. 3d.....	lbs. 383	61	383	61	Free.	
Hides and Skins, undressed	No. 3888	6749	3888	6749	Free.	
Leather manf. incl. Furs..	pkgs. 4	733	5	368	10 p. c.	36 80
Do. Sole.....	lbs. 125	37	925	237	4 cts.	37 00
Molasses and Treacle.....	galls. 497339	133578	171365	41893	5 cts.	8568 25
Oil, Rock and Coal.....	do. 1610	415	670	335	7 cts.	46 90
Paper mnfs. incl. Stationery	pkgs. 6	204	23	592	10 p. c.	59 20
Spirits, Brandy & Cordials.	galls. 1750	1750	22	35	\$1.20	26 88
Do. Geneva and Whiskey..	do. 880	796	256	230	90 cts.	230 40
Do. Rum.....	do. 180202	80841	16446	9899	75 cts.	12334 50
Spirits or Strong Waters..	do. 8	38	60½	100	90 cts.	54 45
Do. Wine.....	doz. 91 galls. 95	1301	doz. 46	368		124 00
Sugar, Raw.....	lbs. 6916342	475590	1142219	73169		17133 28
Do. Refined.....	lbs. ....		3623	342	2 cts.	72 46
Salt.....	bush. 135786	16409	135786	16409	Free.	



## GENERAL STATEMENT OF IMPORTS.

## BRITISH WEST INDIES—CONTINUED.

ARTICLES.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Tea, Black.....	lbs. ....	.....	.....215	.... \$ 64	6 cts.	\$ 12 90
Do. Green.....	do. ....	.....	.....38	.... 20	11 cts.	4 18
Tobacco, Cigars and Snuff.....	pkgs. ....	3..... \$ 20	.....7	.... 245	20 p. c.	49 00
Vegetables, Onions.....	lbs. ....	93187..... 2795	.....42277	.... 1267	½ ct.	211 38
Do. all other.....	pkgs. ....	49..... 62	.....49	.... 62	10 p. c.	6 20
Unenumerated articles.....	do. ....	1..... 4	.....1	.... 4	10 p. c.	40
Do. do. ....	lbs.460 pkgs.57	.... 1284	60..... 57	.... 1284	Free.	
		763053		190536		43347 46

## DANISH WEST INDIES.

Coffee, Green.....	lbs. ....	367..... 55	.....367	.... 55	4 cts.	14 68
Fruit, including Nuts.....	pkgs. ....	23..... 65	.....23	.... 65	10 p. c.	6 50
Hides and Skins, undressed.....	No. ....	1497..... 2437	.....1497	.... 2437	Free.	
Molasses and Treacle.....	galls. ....	198..... 37	.....198	.... 37	5 cts.	9 90
Spirits, Rum.....	do. ....	244..... 73	.....244	.... 73	75 cts.	183 00
Do. Spirits or Stg. Waters.....	do. ....	2..... 2	.....2	.... 2	90 cts.	1 80
Sugar, Raw.....	lbs. ....	20238..... 1018	.....20238	.... 1036	1½ cts.	303 57
Salt.....	bush. ....	1983..... 793	.....1983	.... 793	Free.	
		4480		4498		519 45

## FRENCH WEST INDIES.

Fruit, including Nuts.....	pkgs. ....	2..... 14	.....2	.... 14	10 p. c.	1 40
Molasses and Treacle.....	galls. ....	98..... 20	.....98	.... 20	5 cts.	4 90
Sugar, Raw.....	lbs. ....	45714..... 2235	.....1173	.... 72	1½ cts.	17 59
Salt.....	bush. ....	1820..... 164	.....1820	.... 164	Free.	
		2433		270		23 89

## SPANISH WEST INDIES.

Coffee, Green.....	lbs. ....	28348..... 7086	.....15309	.... 3601	4 cts.	612 36
Fruit, including Nuts.....	pkgs. ....	12..... 110	.....12	.... 110	10 p. c.	11 00
Groceries.....	do. ....	.....	.....1	.... 10	10 p. c.	1 00
Hides and Skins, undressed.....	No. ....	36..... 72	.....36	.... 72	Free.	
Molasses and Treacle.....	galls. ....	1073967..... 280704	.....478326	.... 119114	5 cts.	23916 30
Spirits, Rum.....	do. ....	58282..... 24604	.....8926	.... 4582	75 cts.	6694 50
Sugar, Raw.....	lbs. ....	6688697..... 458827	.....1596621	.... 110631	1½ cts.	2394 31
Tobacco, Cigars and Snuff.....	pkgs. ....	12..... 1005	.....12	.... 1005	20 p. c.	201 00
Woodware, unmnf.....	tons ....	105..... 1700	.....105	.... 1700	Free.	
Unenumerated articles.....	pkg. ....	1..... 8	.....1	.... 8	10 p. c.	80
		774116		240833		55386 27

## SAINT DOMINGO.

Coffee, Green.....	lbs. ....	8025..... 1932	.....16551	.... 3309	4 cts.	662 04
Groceries.....	pkgs. ....	23..... 500	.....	....	.....	
Woodware, unmnf.....	tons ....	172..... 1693	.....80	.... 793	Free.	
Unenumerated articles.....	pkgs. ....	4..... 400	.....4	.... 400	Free.	
		4525		4502		662 04

## GENERAL STATEMENT OF IMPORTS.

## AFRICA.

ARTICLES.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Hides and Skins, undressed	No. 8941	\$ 9221	8941	\$ 9221	Free.	

## ANTWERP.

Groceries	pkgs.		10	50	10 p. c.	\$ 5 00
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## BRAZIL.

Coffee, Green	lbs.		161	40	4 cts.	6 44
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## FRANCE.

Fruit, including Nuts	pkgs.	20	200			
Groceries	pkgs.	120	800	66	423	10 p. c.
Spirits, Brandy & Cordials	galls.	23862	28548	7382	12179	\$1.20
			29548		12602	
						8859 96
						8902 26

## HAMBURG.

Bread, fine	lbs.		650	35	1 ct.	6 50
Candles, Tallow	do.		320	128	8 cts.	25 60
Earthenware, Glass, China	pkgs.		9	96	10 p. c.	9 60
Groceries	do.		37	444	10 p. c.	44 40
Spirits, Wine	doz.		2	12	\$2.00	4 00
				715		90 10

## HOLLAND.

Cordage and Canvas	pkgs.	76	1856	76	1856	5 p. c.	92 80
Earthenware, Glass, China	do.	21	640	21	640	10 p. c.	64 00
Spirits, Brandy & Cordials	galls.	24	52	24	52	\$1.20	28 80
Do. Geneva and Whiskey	do.	23067	10504	5917½	2963	90 cts.	5325 75
Do. Rum	do.	79	53				
Spirits or Strong Waters	do.	53	21	53	21	90 cts.	5 17
Do. Wine	doz.	3	4	8½	68		25 50
Sugar, Refined	lbs.	462	38	462	38	2 cts.	9 24
Tobacco, Cigars and Snuff	pkgs.	4	415	7	600	20 p. c.	120 00
			13581		6238		5671 26

## MADEIRA.

Oil, Linseed, &c.	galls.		48	96	10 p. c.	9 60
Spirits, Wine	do.		81	162		60 75
Salt	bush.	3840	700	3840	700	Free.
Unenumerated articles	pkgs.	22	275	22	275	10 p. c.
Do. do.	do.	200	800	200	800	Free.
			1775		2033	
						97 85

## GENERAL STATEMENT OF IMPORTS.

## MATAMORAS.

ARTICLES.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Cotton, Linen, Silk, &c. . . . .	pkgs. . . . .		5	\$ 1431	10 p. c.	\$ 143 10
* Spirits, Brandy & Cordials	galls. . . . .		308	462	90 cts.	277 20
* Do. Geneva and Whiskey	do. . . . .		89	45	70 cts.	62 30
* Do. Rum. . . . .	do. . . . .		902	360	40 cts.	360 80
				2298		843 40

## PORTUGAL.

Oil, Linseed, &c. . . . .	galls. . . . .	45	40	45	40	10 p. c.	4 00
Spirits, Wine. . . . .	do. . . . .	5000	6000	402	892		301 50
Salt. . . . .	bush. . . . .	53000	10000	53000	10000	Free.	
Woodware, manufactured. . . . .	pkgs. . . . .	1	20	1	20	10 p. c.	2 00
Unenumerated articles. . . . .	tons . . . . .	14½	750	149	553	10 p. c.	55 30
			16810		11505		362 80

## PRUSSIA.

Beef and Pork. . . . .	bbls. . . . .	2	34	2	34	\$1.00	2 00
Bread, Navy. . . . .	lbs. . . . .	300	12	300	12	20 cts.	60
Cordage and Canvas. . . . .	pkgs. . . . .	4	32	4	32	5 p. c.	1 60
Woodware, manf. . . . .	do. . . . .	3	39	3	39	10 p. c.	3 90
			117		117		8 10

## SPAIN.

Fruit, Raisins . . . . .	lbs. . . . .			41149	7080	2 cts.	822 98
Do. all other, incl. Nuts. . . . .	pkgs. . . . .			30	9	10 p. c.	30
Oil, Linseed, &c. . . . .	galls. . . . .	60	50	60	50	10 p. c.	5 00
Spirits, Wine. . . . .	do. . . . .	212	424	221	442		165 75
Salt . . . . .	bush. . . . .	3400	300	3400	300	Free.	
Unenumerated articles. . . . .	tons . . . . .	5	240	5	240	Free.	
			1014		8121		994 63

## SARDINIA.

Salt . . . . .	bush. . . . .	20800	1040	20800	1040	Free.	
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## SAINT PIERRE AND MIQUELON.

Cordage and Canvas. . . . .	pkgs. . . . .	4	331	4	331	5 p. c.	16 55
Flour, Wheat . . . . .	bbls. . . . .	61	515	61	515	25 cts.	15 25
Fish, Salmon and Trout. . . . .	do. . . . .	70	1500	70	1500	Free.	
Do. Mackerel, Shad, &c. . . . .	do. . . . .	4	16	4	16	Free.	
Molasses and Treacle. . . . .	galls. . . . .	40	16	40	16	5 cts.	2 00
Spirits, Brandy & Cordials. . . . .	do. . . . .	33	36	30	36	\$1.20	36 00
Do. Wine . . . . .	doz. . . . .	3	20	3	20		6 00
Sugar, Refined. . . . .	lbs. . . . .	1502	165	1502	165	2 cts.	30 04
Tea, Black. . . . .	do. . . . .	108	39	108	39	6 cts.	6 48
Vegetables, Onions. . . . .	do. . . . .	100	2	100	2	50 cts.	50
Woodware, manufact'd . . . . .	pkgs. . . . .	2	8	2	8	10 p. c.	80
Do. unmanufactured . . . . .	M. . . . .	11	16	11	16	Free.	
			2664		2664		113 62

\* Omitted in March Quarter, 1866.

GENERAL STATEMENT OF IMPORTS.

SABLE ISLAND.

ARTICLES.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.	
	Quantity.	Value.	Quantity.	Value.			
Flour, Wheat.....	bbls.	108	\$ 540	108	\$ 540	25 cts.	27 00
Tobacco, Leaf.....	pkgs.	167	7000	2188	500	5 cts.	109 40
Do. manufactured.....	do.			591	177	10 cts.	59 10
			7540		1217		195 50

UNITED STATES.

Ale and Porter.....	galls.	649½	287	649½	187	6 cts.	38 97
Animals.....		7	656	7	656		61 50
Beef and Pork.....	bbls.	3619	58931	3216	65868	\$1.00	3216 00
Bacon and Hams.....	lbs.	5752	824	5752	824	2 cts.	115 04
Bread, fine.....	do.	21581	1745	21581	1745	1 ct.	215 81
Do. Navy.....	do.	879322	31875	695942	22665	20 cts.	1391 88
Burning Fluid.....	galls.	93	50	133	70	10 cts.	13 30
Butter and Lard.....	lbs.	51074	8968	37968	6749	\$1.75	664 40
Candles, Tallow.....	do.	3156	342	3944	421	3 cts.	118 32
Do. other.....	do.	108	35	1580	740	8 cts.	121 44
Cheese.....	do.	27823	2896	24882	2948	1 ct.	248 82
Clocks.....	pkgs.	185	1905	182	1846	20 p. c.	369 20
Coal.....	chalds.	1660	7832	1660	7832	Free.	
Coffee, Green.....	lbs.	8088	932	2539	634	4 cts.	101 56
Do. Roasted.....	do.	8665	1115	9335	1414	5 cts.	466 75
Cordage and Canvas.....	lb.5919 pks.830		20586	5919. 830	20586	5 p. c.	1029 30
Cotton, Linen, Silk, &c.....	pkgs.	1026	71617	1017	72766	10 p. c.	7276 60
Cotton Warp, &c.....	do.	69	870	69	870	5 p. c.	43 50
Confectionery.....	lbs.232 pkgs.40		984	232. 38	777	20 p. c.	155 40
Drugs & Dye Stuffs, in. soda	lb.4026 pks.1842		19587	4026. 904	12062		1205 20
Do. Patent Medicines.....	pkgs.	541	8153	449	5558	20 p. c.	1111 60
Earthenware, Glass & China	do.	739	10160	734	9960	10 p. c.	996 00
Flour, Canada.....	bbls.	2361	18742	2361	18742	Free.	
Do. Wheat.....	do.	11694½	854228	112528½	823315	25 cts.	28132 12
Do. all other.....	do.	34035	138303	34035	138303	Free.	
Fruit, Apples, Pears, &c....	do.	433	3807	440	3672	\$1.00	440 12
Do. Raisins.....	lbs.	14429	2215	11052	1937	2 cts.	221 04
Do. all other, incl. Nuts....	pkgs.	647	3634	687	4436	10 p. c.	443 60
Fish, dry fish.....	lbs.	337168	9395	337168	9395	Free.	
Do. Herring & Alewives....	bbls.	55	106	55	106	Free.	
Do. Shell.....	do.	2757	16796	2757	16796	Free.	
Groceries.....	pkgs.	1525	13863	1405	10151	10 p. c.	1015 10
Ginger, Pepper, Pimento....	lbs.	372	61	622	111	4 cts.	24 88
Grain, incl. Rice.....	do.	1628	140	1628	140	Free.	
Do. other.....	bush.	129700	41046	129700	41046	Free.	
Hardware, 1st.....	pkgs.	9350	106095	9442	106819	10 p. c.	10681 90
Do. 2d.....	do.	405	19377	374	18377	5 p. c.	918 85
Do. 3d.....	do.	291	13462	291	13462	Free.	
Hats and Caps.....	do.	340	18201	344	18714	10 p. c.	1871 40
Hides and Skins, undressed	No.	3599	18080	3599	18080	Free.	
India Rubber manufactures	pkgs.	24	1531	24	1531	10 p. c.	153 10
Jewelry, in. watches & toys	do.	120	6275	117	5687	10 p. c.	568 70
Leather manf., incl. Furs....	do.	409	15544	401	16542	10 p. c.	1654 20
Do. Sole.....	lbs.	42663	10008	46781½	12126	4 cts.	1871 26
Molasses and Treacle.....	galls.	9471	2774	5479	1666	5 cts.	273 95
Naval Stores, incl. Oakum....	lbs.8960 pks.4171		15702	8960. 1888	5868	5 p. c.	293 40
Oil, Rock and Coal.....	galls.	127348	51029	111822	49400	7 cts.	7827 52
Do. Fish.....	pkgs.5 gals.4646		727	5. 4646	727	Free.	
Do Linseed, &c.....	pkgs.7 gals.1391		1495	7. 971	865	10 p. c.	86 50
Paper Mfs., incl. Stationery	pkgs.	1468	9576	1448	9448	10 p. c.	944 80

GENERAL STATEMENT OF IMPORTS.

UNITED STATES—CONTINUED.

ARTICLES.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Paper, Printed Books, &c..	pkgs. 658	\$ 24943	658	\$ 24943	Free.	
Paint and Putty.....	do. 251	6069	237	5725	10 p. c.	\$ 572 50
Spirits, Brandy & Cordials.	galls. ....	.....	31	65	\$1.20	37 20
Do. Geneva and Whiskey..	do. 461	443	457	414	90 cts.	411 30
Do. Rum.....	do. 3608	2084	3263	1564	75 cts.	2447 25
Do. Wine.....	doz. 27 gals. 1717	1490	11 579	1287	.....	462 25
Sugar, Raw.....	lbs. 21343	1500	56453	3958	1½ cts.	846 79
Do. Refined.....	do. 59460	6243	76416	7655	2 cts.	1528 32
Salt.....	bush. 1274	643	1274	643	Free.	
Stone, manufactured.....	pkgs. 76 M. 322	3371	76 322	3371	10 p. c.	337 10
Do. unmanf. incl. Lime...	pkgs. 5862	8912	.....	8912	Free.	
Tea, Black.....	lbs. 128159	41222	.....	48614	6 cts.	8918 22
Do. Green.....	do. ....	.....	.....	50	11 cts.	11 00
Tobacco, Leaf.....	do. 230488	24290	.....	179753	5 cts.	8987 65
Do. manufactured.....	do. 131638	40725	.....	36637	10 cts.	3663 70
Do. Cigars and Snuff.....	pkgs. 15	717	.....	40	20 p. c.	293 80
Vegetables, Onions.....	lbs. 115830	3327	.....	106800	1½ cts.	534 00
Do. all other.....	pk. 125 bush. 281	997	29 164	882	10 p. c.	88 20
Woodware, manf.....	pcs. & pks. 16209	64783	.....	15680	10 p. c.	6276 30
Do. unmanf.....	pcs. 1654 M. 177	M. 72	14517	1654 177 72	Free.	
Unenumerated articles....	pcs. & pks. 937	9381	.....	1087	10 p. c.	1197 80
Do. ....	do. 20	61	.....	20	5 p. c.	3 05
Do. lbs. 117040	pkgs. 1694	33137	117040	1694	Free.	
		1931317		1849904		113000 46

ABSTRACT

Of the Total Quantity and Value of the principal Articles imported from each Country during the Six Months ended 30th September, 1866,—with the Quantity and Value entered for Home Consumption, and amount of Duty collected.

From whence Imported.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Great Britain.....		\$4342114		\$4132915		\$376801 57
Canada.....		535415		321347		4307 96
New Brunswick.....		510655		510079		31698 81
Newfoundland.....		87511		79004		286 54
P. E. Island.....		96351		93725		1987 02
British West Indies.....		763053		190536		43347 46
Danish West Indies.....		4480		4498		519 45
French West Indies.....		2433		270		23 89
Spanish West Indies.....		774116		240833		55386 27
St. Domingo.....		4525		4502		662 04
Africa.....		9221		9221		
Antwerp.....				50		5 00
Brazil.....				40		6 44
France.....		29548		12602		8902 26
Hamburg.....				715		90 10
Holland.....		13583		6238		5671 26
Madeira.....		1775		2033		97 85
Matamoras.....				2298		843 40
Portugal.....		16810		1105		362 80
Prussia.....		117		117		8 10
Sable Island.....		7540		1217		195 50
Sardinia.....		1040		1040		
Spain.....		1014		8121		994 63
St. Pierre and Miquelon...		2664		2664		113 62
United States.....		1931317		1849904		113000 46
		9135317		7685474		645812 83

## GENERAL STATEMENT

*Of Articles of Merchandize paying Specific Duty, and value of Merchandize paying Advalorem Duty, at each Port in the Province of Nova Scotia, during the year ended 30th September, 1866.*

## HALIFAX.

ARTICLES.	Quantity.	Rate of Duty.	Duty collected.
Apples.....	bbls.....274	at \$1 00 per bbl.	\$ 274 00
Animals.....	horned cattle..... 8	7 50	60 00
Do.....	pigs..... 3	50	150 00
Ale and Forter.....	galls.....87385	6 per gall.	5243 14
Brandy and Cordials.....	do.....45396	90	40856 94
Brandy.....	do.....9833	1 20	11800 72
Beef and Pork.....	bbls.....2130½	1 00 per bbl.	2130 50
Butter and Lard.....	lbs.....17150	1 75 per 100 lbs.	300 12
Burning Fluid.....	galls.....215	10 per gall.	21 50
Beacon and Hams.....	lbs.....1335	2 00 per 100 lbs.	26 70
Bread.....	do.....672882	20	1345 76
Bread, Crackers and Cheese.....	do.....38752	1 per lb.	387 52
Candles, Tallow.....	do.....3718	3	111 54
Do. other.....	do.....8160	8	652 80
Coffee, Green.....	do.....156421	4	6256 84
Do. other.....	do.....11650	5	582 50
Cheese.....	do.....27657	1 00 per 100 lbs.	276 57
Chocolate.....	do.....684	3 per lb.	20 52
Flour.....	do.....56480	25 per bbl.	14120 00
Geneva.....	galls.....66640	70 per gall.	46648 28
Do.....	do.....11516½	90	10364 85
Ginger, Pepper, &c.....	lbs.....2273	4 per lb.	90 92
Leather.....	do.....130715½	4	5228 62
Molasses.....	galls.....903881	5 per gall.	45194 05
Onions.....	lbs.....129782	50 per 100 lbs.	648 91
Oil, Rock and Coal.....	galls.....167353	7 per gall.	11714 71
Raisins.....	lbs.....354324	2 per lb.	7086 48
Rum.....	galls.....282025	40 per gall.	112810 00
Do.....	do.....21276	75	15957 00
Spirits or Strong Waters.....	do.....193	50	96 50
Do. do.....	do.....120½	90	108 22
Sugar, Raw.....	lbs.....4197265	1 50 per 100 lbs.	62958 97
Do. Refined.....	do.....629451	2 00	12589 02
Tea, Black.....	do.....1131402	6 per lb.	67884 12
Do. Green.....	do.....1451	11	159 61
Tobacco, manufactured.....	do.....212595	5	10629 75
Do. do.....	do.....21304	10	2130 40
Do. Leaf.....	do.....111066	5	5553 30
Whiskey.....	galls.....13677	70 per gall.	9574 04
Do.....	do.....7151	90	6436 17
Wine.....	do.....39267	25	9816 75
Do.....	do.....7674	60	4604 64
Do.....	doz.....766	1 50 per doz.	1149 50
Do.....	do.....1363	2 50	3407 50
Do.....	galls.....505	40 per gall.	202 00
Do.....	do.....5905	75	4428 75
Do.....	doz.....1154	2 00 per doz.	231 50
Do.....	do.....92	3 00	276 00
Advalorem.....	Value.....\$ 956304 20	5 per cent.	47815 24
Do.....	".....3962765 20	10	396276 52
Do.....	".....41843 53	20	8368 70
			994910 19

GENERAL STATEMENT OF IMPORTS.

ADVOCATE HARBOR.

ARTICLES.	Quantity.	Rate of Duty.	Duty collected.
Apples.....	bbls ..... 4	at \$1 00 per bbl.	\$ 4 00
Flour.....	do..... 132	25 "	33 00
Molasses.....	galls. .... 156	5 per gall.	7 80
Oil.....	do..... 75	7 "	5 25
Sugar, Raw.....	lbs..... 300	1 50 per 100 lbs.	4 50
Tea, Black.....	do..... 92	6 per lb.	5 52
Tobacco, manufactured.....	do..... 65	10 per lb.	6 50
Advalorem.....	Value..... \$ 57	5 per cent.	2 85
Do.....	"..... 232	10 "	23 20
			92 62

AMHERST.

Ale and Porter.....	galls. .... 60	at \$0 06 per gall.	3 60
Brandy and Cordials.....	do..... 542	90 "	487 80
Do. Do.....	do..... 80	1 20 "	96 00
Burning Fluid.....	do..... 58½	10 "	5 85
Bread, fine, including Crackers.....	lbs..... 1560	1 per lb.	15 60
Candles, Tallow.....	do..... 201	3 "	6 03
Coffee, other than Green.....	do..... 92	5 "	4 60
Flour.....	bbls..... 1152	25 per bbl.	288 00
Geneva.....	galls. .... 555	70 per gall.	388 50
Do.....	do..... 135	90 "	121 50
Ginger, Pepper, &c.....	lbs..... 10	4 per lb.	40
Leather.....	do..... 9306½	4 "	372 27
Molasses.....	galls. .... 4676	5 per gall.	233 80
Oil.....	do..... 4744	7 "	332 08
Raisins.....	lbs..... 3361	2 per lb.	67 22
Rum.....	galls. .... 1301	40 per gall.	520 40
Do.....	do..... 269	75 "	201 75
Sugar, Raw.....	lbs..... 50796	1 50 per 100 lbs.	761 94
Do. Refined.....	do..... 8651	2 00 "	173 02
Tea, Black.....	do..... 14295	6 per lb.	857 70
Tobacco, manufactured.....	do..... 5297	5 "	264 85
Do. do.....	do..... 347	10 "	34 70
Whiskey.....	galls. .... 156	70 per gall.	109 20
Do.....	do..... 97	90 "	87 30
Wine.....	do..... 138	25 "	34 50
Do.....	do..... 64	75 "	48 00
Advalorem.....	Value..... \$ 6381 56	5 per cent.	319 08
Do.....	"..... 76677 82	10 "	7667 78
Do.....	"..... 403 71	20 "	80 74
			13584 21

APPLE RIVER.

Flour.....	bbls..... 8	at \$0 25 per bbl.	2 00
Molasses.....	galls. .... 170	5 per gall.	8 50
Tobacco, manufactured.....	lbs..... 4	10 per lb.	40
Tea, Black.....	do..... 25	6 "	1 50
Advalorem.....	Value..... \$ 41 00	10 per cent.	4 10
			16 50

## GENERAL STATEMENT OF IMPORTS.

## ANNAPOLIS.

ARTICLES.	Quantity.	Rate of Duty.	Duty collected.
Ale and Porter.....	galls..... 33½	at \$0 06 per gall.	2 01
Brandy and Cordials.....	do..... 35	1 20 "	42 00
Beef.....	bbls..... 30	1 00 per bbl.	30 00
Bread.....	lbs..... 2400	20 per 100 lbs.	4 80
Do. Fine—Crackers, &c.....	do..... 1392	1 per lb.	13 92
Candles, Tallow.....	do..... 814	3 "	24 42
Coffee, Green.....	do..... 71	4 "	2 84
Do. other.....	do..... 279	5 "	13 95
Flour.....	bbls..... 1039	25 per bbl.	259 75
Geneva.....	galls..... 80	70 per gall.	56 00
Do.....	do..... 79	90 "	71 10
Ginger, &c.....	do..... 331	4 per lb.	13 24
Leather.....	lbs..... 992	4 "	39 68
Molasses.....	galls..... 14885	5 per gall.	744 25
Oil, Rock and Coal.....	do..... 2851½	7 "	199 60
Raisins.....	lbs..... 2090	2 per lb.	41 80
Rum.....	galls..... 7½	40 per gall.	3 00
Do.....	do..... 152	75 "	114 00
Sugar, Raw.....	lbs..... 55153	1 50 per 100 lbs.	827 29
Do. Refined.....	do..... 852	2 00 "	17 04
Tea, Black.....	do..... 4718	6 per lb.	283 08
Tobacco, manufactured.....	do..... 820½	5 "	41 02
Do. do.....	do..... 866	10 "	86 60
Advalorem.....	Value..... \$ 13406 60	5 per cent.	670 34
Do.....	"..... 34358 90	10 "	3435 89
Do.....	"..... 347 00	20 "	69 40
			<hr/> 7107 02

## ARICHAT.

Apples.....	bbl..... 1	at \$1 00 per bbl.	1 00
Butter and Lard.....	lbs..... 664	1 75 per 100 lbs.	11 62
Beef and Pork.....	bbls..... 36½	1 00 per bbl.	36 50
Bacon and Hams.....	lbs..... 268	2 00 per 100 lbs.	5 36
Bread.....	do..... 20300	20 "	40 60
Do. fine, including Crackers.....	do..... 537	1 per lb.	5 37
Candles, Tallow.....	do..... 260	3 "	7 80
Coffee, Green.....	do..... 388	4 "	15 52
Do. other.....	do..... 60	5 "	3 00
Flour.....	bbls..... 760	25 per bbl.	190 00
Geneva.....	galls..... 154	70 per gall.	107 80
Do.....	do..... 221	90 "	198 90
Leather.....	lbs..... 323	4 per lb.	12 92
Molasses.....	galls..... 3536	5 per gall.	176 80
Onions.....	lbs..... 300	50 per 100 lbs.	1 50
Oil, Rock and Coal.....	galls..... 221	7 per gall.	15 47
Raisins.....	lbs..... 51	2 per lb.	1 02
Rum.....	galls..... 717	40 per gall.	286 80
Sugar, Raw.....	lbs..... 1254	1 50 per 100 lbs.	18 81
Do. Refined.....	do..... 1497	2 00 "	29 94
Tea, Black.....	do..... 4293	6 per lb.	257 58
Tobacco, manufactured.....	do..... 721	5 "	36 05
Do. do.....	do..... 939	10 "	93 90
Wine.....	galls..... 33	60 per gall.	19 80
Advalorem.....	Value..... \$ 7878 70	5 per cent.	393 93
Do.....	"..... 19489 33	10 "	1948 93
Do.....	"..... 13 60	20 "	2 72
			<hr/> 3919 65



GENERAL STATEMENT OF IMPORTS.

ANTIGONISH.

ARTICLES.	Quantity.	Rate of Duty.	Duty collected.
Flour.....	bbls .....1005	at \$0 25 per bbl.	\$ 251 25
Geneva.....	galls. ....81	90 per gall.	72 90
Leather.....	lbs. ....218	4 per lb.	8 72
Molasses.....	galls. ....3371	5 per gall.	168 55
Oil, Rock and Coal.....	do. ....415	7 “	29 05
Rum.....	do. ....645	75 “	488 75
Sugar, Raw.....	lbs. ....6736	1 50 per 100 lbs.	101 04
Do. Refined.....	do. ....1113	2 00 “	22 26
Tea, Black.....	do. ....18971	6 per lb.	1138 26
Advalorem.....	Value..... \$6500 97	5 per cent.	325 04
Do. ....	“ .....31524 93	10 “	3152 49
Do. ....	“ .....199 82	20 “	39 98
			5793 29

BADDECK.

Geneva.....	galls. ....567	at \$0 70 per gall.	396 90
Do. ....	do. ....246	90 “	221 40
Molasses.....	do. ....643	5 “	32 15
Oil.....	do. ....80	7 “	5 60
Rum.....	do. ....1981	40 “	792 40
Do. ....	do. ....152	75 “	114 00
Tea, Black.....	lbs. ....5868	6 per lb.	352 08
Advalorem.....	Value..... \$275 21	5 per cent.	13 76
Do. ....	“ .....2706 23	10 “	270 62
			2198 91

BARRINGTON.

Apples.....	bbls .....19½	at \$1 00 per bbl.	19 29
Butter and Lard.....	lbs. ....636	1 75 per 100 lbs.	11 13
Beef and Pork.....	bbls .....65½	1 00 per bbl.	65 50
Bacon and Hams.....	lbs. ....196	2 00 per 100 lbs.	3 92
Bread.....	do. ....1817	20 “	3 63
Do. fine, including Crackers.....	do. ....1056	1 per lb.	10 56
Cheese.....	do. ....53½	1 “	53
Candles, Tallow.....	do. ....60	3 “	1 80
Coffee, Ground.....	do. ....126	5 “	6 30
Flour.....	bbls .....1721½	25 per bbl.	430 37
Leather.....	lbs. ....615	4 per lb.	24 60
Molasses.....	galls. ....274	5 per gall.	13 70
Oil.....	do. ....2674½	7 “	187 21
Raisins.....	lbs. ....217	2 per lb.	4 34
Sugar, Raw.....	do. ....358	1 50 per 100 lbs.	5 37
Do. Refined.....	do. ....90	2 00 “	1 80
Tea, Black.....	do. ....1074	6 per lb.	64 44
Tobacco, manufactured.....	do. ....668	5 “	33 40
Do. do. ....	do. ....244	10 “	24 40
Advalorem.....	Value..... \$883 85	5 per cent.	19 19
Do. ....	“ .....7090 72	10 “	709 07
Do. ....	“ .....210 80	20 “	42 18
			1682 73

## GENERAL STATEMENT OF IMPORTS.

## BEAR RIVER.

ARTICLES.	Quantity.	Rate of Duty.	Duty collected.
Beef and Pork.....	bbls..... 16	at \$1 00 per bbl.	\$ 16 00
Bread, fine, including Crackers.....	lbs..... 431	1 per lb.	4 31
Candles, Tallow.....	do..... 277	3 "	8 31
Coffee, Green.....	do..... 40	4 "	1 60
Do. Ground.....	do..... 66	5 "	3 30
Cinnamon.....	do..... 30	5 "	1 50
Flour.....	bbls..... 596	25 per bbl.	149 00
Ginger, &c.....	lbs..... 153	4 per lb.	6 12
Leather.....	do..... 77	4 "	3 08
Molasses.....	galls..... 9059	5 per gall.	452 95
Oil, Rock and Coal.....	do..... 679	7 "	47 53
Raisins.....	lbs..... 154	2 per lb.	3 08
Sugar, Raw.....	do..... 24140	1 50 per 100 lbs.	362 10
Do. Refined.....	do..... 1355	2 00 "	27 10
Spirits, Strong Waters.....	galls..... 22	90 per gall.	19 80
Tea, Black.....	lbs..... 956	6 per lb.	57 36
Tobacco, manufactured.....	do..... 566	5 "	28 30
Do. do.....	do..... 518	10 "	51 80
Advalorem.....	Value..... \$3101 41	5 per cent.	155 07
Do.....	"..... 19852 86	10 "	1985 28
Do.....	"..... 9 05	20 "	1 81
			3385 41

## BRIDGETOWN.

Ale and Porter.....	galls..... 26	at \$0 06 per gall.	1 56
Brandy and Cordials.....	do..... 35	90 "	31 50
Do.....	do..... 67	1 20 "	80 40
Beef and Pork.....	bbls..... 4	1 00 per bbl.	4 00
Butter and Lard.....	lbs..... 36	1 75 per 100 lbs.	63
Bread, Crackers, &c.....	do..... 1879	1 per lb.	18 79
Candles, Tallow.....	do..... 382	3 "	11 46
Coffee, Green.....	do..... 22	4 "	88
Do. other.....	do..... 176	5 "	8 80
Cinnamon.....	do..... 25	5 "	1 25
Flour.....	bbls..... 1924	25 per bbl.	481 00
Geneva.....	galls..... 77	70 per gall.	53 90
Do.....	do..... 83	90 "	74 70
Ginger, &c.....	lbs..... 70	4 per lb.	2 80
Leather.....	do..... 894	4 "	35 76
Molasses.....	galls..... 1008	5 per gall.	50 40
Oil.....	do..... 3325	7 "	232 75
Raisins.....	lbs..... 50	2 per lb.	1 00
Rum.....	galls..... 297½	40 per gall.	119 00
Do.....	do..... 158	75 "	118 50
Spirits, Strong Waters.....	do..... 3½	50 "	1 75
Sugar, Raw.....	lbs..... 2964	1 50 per 100 lbs.	44 46
Tea, Black.....	do..... 2690	6 per lb.	161 40
Tobacco, manufactured.....	do..... 563	5 "	28 15
Do.....	do..... 260	10 "	26 00
Whiskey.....	galls..... 5	70 "	3 50
Advalorem.....	Value..... \$ 2838 80	5 per cent.	141 94
Do.....	"..... 31631 20	10 "	3163 12
Do.....	"..... 304 00	20 "	60 80
			4960 20

## GENERAL STATEMENT OF IMPORTS.

## BEAVER RIVER.

ARTICLES.	Quantity.	Rate of Duty.	Duty collected.
Beef and Pork.....	bbls..... 5	at \$1 00 per bbl.	\$ 5 00
Bread.....	lbs..... 429	20 per 100 lbs.	84
Do. fine, including Crackers.....	do..... 50	1 per lb.	50
Flour.....	bbls..... 121	25 per bbl.	30 25
Leather.....	lbs..... 47	4 per lb.	1 88
Onions.....	do..... 125	50 per 100 lbs.	62
Advalorem.....	Value..... \$415 00	5 per cent.	20 75
Do.....	"..... 1140 00	10 "	114 00
			173 84

## BELLEVIEU COVE.

Bread, fine, Crackers, &c.....	lbs..... 352	at \$0 01 per lb.	3 52
Butter and Lard.....	do..... 15	1 75 per 100 lbs.	26
Beef and Pork.....	bbls..... 9	1 00 per bbl.	9 00
Flour.....	do..... 327	25 "	81 75
Leather.....	lbs..... 311	4 per lb.	12 44
Molasses.....	galls..... 4084	5 per gall.	204 20
Oil, Rock and Coal.....	do..... 198	7 "	13 86
Sugar, Raw.....	lbs..... 6090	1 50 per 100 lbs.	91 35
Tea, Black.....	do..... 138	6 per lb.	8 28
Tobacco, manufactured.....	do..... 208	5 "	10 40
Advalorem.....	Value..... \$2587 64	5 per cent.	129 38
Do.....	"..... 706 31	10 "	70 63
			635 08

## CANADA CREEK.

Ale and Porter.....	galls..... 12	at \$0 06 per gall.	72
Brandy and Cordials.....	do..... 95	90 "	85 50
Do.....	do..... 4	1 20 "	4 80
Bread, fine, Crackers.....	lbs..... 125	1 per lb.	1 25
Candles, Tallow.....	do..... 80	3 "	2 40
Flour.....	bbls..... 706	25 per bbl.	176 50
Geneva.....	galls..... 157	70 per gall.	109 90
Do.....	do..... 79	90 "	71 10
Leather.....	lbs..... 181	4 per lb.	7 24
Molasses.....	galls..... 4134	5 per gall.	206 70
Oil.....	do..... 332	7 "	23 24
Raisins.....	lbs..... 28	2 per lb.	56
Rum.....	galls..... 239	40 per gall.	95 60
Do.....	do..... 222	75 "	166 50
Sugar, Raw.....	lbs..... 250	1 50 per 100 lbs.	3 75
Tea, Black.....	do..... 798	6 per lb.	47 88
Tobacco, manufactured.....	do..... 318	5 "	15 90
Do.....	do..... 287	10 "	28 70
Advalorem.....	Value..... \$1063 80	5 per cent.	53 19
Do.....	"..... 4992 23	10 "	499 22
Do.....	"..... 4 00	20 "	80
			1601 45

## GENERAL STATEMENT OF IMPORTS.

## CAPE CANSO.

ARTICLES.	Quantity.	Rate of Duty.	Duty collected.
Flour.....	bbls.....450	at \$0 25 per bbl.	\$ 112 50
Leather.....	bbls..... 1153½	4 per lb.	46 14
Oil.....	galls.....430	7 per gall.	30 10
Tea, Black.....	lbs.....2256	6 per lb.	135 36
Tobacco.....	do.....479	.5 “	23 95
Advalorem.....	Value.....\$1434 76	10 per cent.	143 47
Do.....	“.....158 40	20 “	31 68
			<u>523 21</u>

## CHEVERIE.

Bacon and Hams.....	lbs..... 30	at \$2 00 per 100 lbs.	60
Flour.....	bbls..... 552	25 per bbl.	138 00
Molasses.....	galls.....6	5 per gall.	30
Oil.....	do.....3	7 “	21
Sugar, Raw.....	lbs.....20	1 50 per 100 lbs.	30
Advalorem.....	Value.....\$3311 36	5 per cent.	165 56
Do.....	“.....243 52	10 “	24 36
			<u>329 33</u>

## CHESTER.

Sugar, Refined.....	lbs.....400	at \$2 00 per 100 lbs.	8 00
Advalorem.....	Value.....\$ 237 00	10 per cent.	23 70
			<u>31 70</u>

## CLEMENSPOORT.

Bread.....	lbs..... 80	at \$0 20 per 100 lbs.	16
Do. fine, including Crackers.....	do.....378½	1 per lb.	8 78
Butter and Lard.....	do.....48	1 75 per 100 lbs.	84
Beef and Pork.....	bbl..... 1	1 00 per bbl.	1 00
Candles, Tallow.....	lbs..... 183	3 per lb.	5 49
Coffee, Green.....	do.....60	4 “	2 40
Do. other.....	do.....5	5 “	25
Cinnamon.....	do.....15	5 “	75
Flour.....	bbls..... 472	25 per bbl.	118 00
Ginger, &c.....	lbs.....147	4 per lb.	5 88
Leather.....	do.....305½	4 “	12 21
Molasses.....	galls.....926	5 per gall.	46 30
Oil.....	do.....606	7 “	42 42
Raisins.....	lbs.....158	2 “	3 16
Sugar, Raw.....	do.....881	1 50 per 100 lbs.	13 21
Do. Refined.....	do.....40	2 00 “	80
Tea, Black.....	do.....1496	6 per lb.	89 76
Tobacco, manufactured.....	do.....373½	5 “	18 67
Do. do.....	do.....236	10 “	23 60
Advalorem.....	Value.....\$1889 31	5 per cent.	94 46
Do.....	“.....7967 31	10 “	796 76
Do.....	“..... 15 22	20 “	3 04
			<u>1287 94</u>

## GENERAL STATEMENT OF IMPORTS.

## CORNWALLIS.

ARTICLES.	Quantity.	Rate of Duty.	Duty collected.
Butter and Lard . . . . .	lbs. . . . . 160	at \$1 75 per 100 lbs.	\$ 2 80
Bread . . . . .	do. . . . . 718	20 "	1 43
Do. fine—Crackers, &c. . . . .	do. . . . . 1002	1 per lb.	10 02
Candles, Tallow . . . . .	do. . . . . 40	3 "	1 20
Coffee, other than ground . . . . .	do. . . . . 170	5 "	8 50
Flour . . . . .	bbls. . . . . 4038	25 per bbl.	1009 50
Leather . . . . .	lbs. . . . . 1221	4 per lb.	48 84
Molasses . . . . .	galls. . . . . 631	5 per gall.	31 55
Oil . . . . .	do. . . . . 4173	7 "	292 11
Onions . . . . .	lbs. . . . . 3500	50 per 100 lbs.	17 50
Raisins . . . . .	do. . . . . 735	2 per lb.	14 70
Sugar, Raw . . . . .	do. . . . . 1207	1 50 per 100 lbs.	18 10
Tea, Black . . . . .	do. . . . . 5759	6 per lb.	345 54
Tobacco, manufactured . . . . .	do. . . . . 717	5 "	35 85
Do. do. . . . .	do. . . . . 1494	10 "	149 40
Advalorem . . . . .	Value . . . . . \$9239 56	5 per cent.	461 97
Do. . . . .	" . . . . . 14683 93	10 "	1468 39
Do. . . . .	" . . . . . 109 27	20 "	21 88
			3939 28

## COW BAY.

Butter and Lard . . . . .	lbs. . . . . 57	at \$1 75 per 100 lbs.	99
Beef and Pork . . . . .	bbls. . . . . 4½	1 00 per bbl.	4 50
Bread . . . . .	lbs. . . . . 50	20 per 100 lbs.	10
Do. Crackers, &c. . . . .	do. . . . . 217	1 per lb.	2 17
Cheese . . . . .	do. . . . . 455	1 "	4 55
Coffee, Ground . . . . .	do. . . . . 112	5 "	5 60
Flour . . . . .	do. . . . . 260	25 per bbl.	65 00
Leather . . . . .	do. . . . . 458	4 per lb.	18 32
Oil . . . . .	galls. . . . . 395	7 per gall.	27 65
Onions . . . . .	lbs. . . . . 1700	50 per 100 lbs.	8 50
Raisins . . . . .	do. . . . . 300	2 per lb.	6 00
Tobacco, manufactured . . . . .	do. . . . . 593	5 "	29 65
Do. . . . .	do. . . . . 12	10 "	1 20
Advalorem . . . . .	Value . . . . . \$6894 62	5 per cent.	344 73
Do. . . . .	" . . . . . 4232 12	10 "	423 22
Do. . . . .	" . . . . . 100 00	20 "	20 00
			962 18

## DIGBY.

Ale and Porter . . . . .	galls. . . . . 928	at \$0 06 per gall.	55 68
Brandy and Cordials . . . . .	do. . . . . 153	90 "	138 42
Do. . . . .	do. . . . . 82	1 20 "	98 40
Beef and Pork . . . . .	bbls. . . . . 8½	1 00 per bbl.	8 50
Butter and Lard . . . . .	lbs. . . . . 20	1 75 per 100 lbs.	35
Bread . . . . .	do. . . . . 270	20 "	54
Do. Crackers, &c. . . . .	do. . . . . 2283	1 per lb.	22 83
Candles, Tallow . . . . .	do. . . . . 648	3 "	19 44
Coffee, Green . . . . .	do. . . . . 142	4 "	5 68
Do. other . . . . .	do. . . . . 114	5 "	5 70
Cheese . . . . .	do. . . . . 63	1 "	63
Flour . . . . .	bbls. . . . . 1073	25 per bbl.	268 25
Geneva . . . . .	galls. . . . . 82	70 per gall.	57 40

## GENERAL STATEMENT OF IMPORTS.

## DIGBY — CONTINUED.

ARTICLES.	Quantity.	Rate of Duty.	Duty collected.
Geneva .....	galls. .... 48	at \$0 90 per gall.	\$ 43 20
Ginger, &c. ....	lbs. .... 179	4 per lb.	7 16
Leather. ....	do. .... 1440	4 "	57 60
Molasses. ....	galls. .... 3437	5 per gall.	171 85
Oil, Rock and Coal. ....	do. .... 3358½	7 "	235 09
Raisins .....	lbs. .... 2361	2 per lb.	47 22
Rum .....	galls. .... 236	40 per gall.	94 40
Do. ....	do. .... 240	75 "	180 00
Sugar, Raw. ....	lbs. .... 15567	1 50 per 100 lbs.	233 50
Do. Refined. ....	do. .... 2132	2 00 "	42 64
Tea, Black .....	do. .... 6749	6 per lb.	404 94
Tobacco, manufactured. ....	do. .... 1796	5 "	89 80
Do. ....	do. .... 2673	10 "	267 30
Whiskey .....	galls. .... 278	70 per gall.	194 60
Do. ....	do. .... 213	90 "	191 70
Wine. ....	do. .... 64	60 "	38 40
Do. ....	do. .... 69	75 "	51 75
Do. ....	doz. .... 2	2 50 per doz.	5 00
Advalorem. ....	Value. .... \$4930 80	5 per cent.	246 54
Do. ....	" .... 44699 55	10 "	4469 95
Do. ....	" .... 680 10	20 "	136 03
			7890 49

## FIVE ISLANDS.

Brandy and Cordials. ....	galls. .... 22	1 20 per gall.	26 40
Flour. ....	bbls. .... 1001	25 per bbl.	250 25
Leather. ....	lbs. .... 427½	4 per lb.	17 09
Molasses. ....	galls. .... 414	5 per gall.	20 70
Oil. ....	do. .... 720	7 "	50 40
Sugar, Raw .....	lbs. .... 410	1 50 per 100 lbs.	6 15
Tea, Black .....	do. .... 291	6 per lb.	17 46
Advalorem .....	Value. .... \$1879 22	5 per cent.	93 96
Do. ....	" .... 1232 19	10 "	123 22
Do. ....	" .... 9 00	20 "	1 80
			607 43

## FRENCH CROSS.

Brandy and Cordials. ....	galls. .... 30	1 20 per gall.	36 00
Bread, Crackers, &c. ....	lbs. .... 323	1 per lb.	3 23
Candles, Tallow. ....	do. .... 116	3 "	3 48
Flour. ....	bbls. .... 434	25 per bbl.	108 50
Ginger, &c. ....	lbs. .... 79	4 per lb.	3 16
Molasses .....	galls. .... 213½	5 per gall.	106 70
Oil. ....	do. .... 632	7 "	44 24
Raisins .....	lbs. .... 69	2 per lb.	1 38
Sugar, Raw. ....	do. .... 5323	1 50 per 100 lbs.	79 84
Tea, Black .....	do. .... 2132	6 per lb.	127 92
Tobacco, manufactured. ....	do. .... 945	5 "	47 25
Do. do. ....	do. .... 243	10 "	24 30
Advalorem .....	Value. .... \$684 91	5 per cent.	34 26
Do. ....	" .... 2050 09	10 "	205 00
Do. ....	" .... 10 00	20 "	2 00
			827 26

GENERAL STATEMENT OF IMPORTS.

GLACE BAY.

ARTICLES.	Quantity.	Rate of Duty.	Duty collected.
Brandy and Cordials .....	galls. .... 60	at \$1 20 per gall.	\$ 72 00
Beef and Pork .....	bbls. .... 5	1 00 per bbl.	5 00
Flour .....	do. .... 228	0 25 " "	57 00
Leather .....	lbs. .... 67½	4 per lb.	2 70
Oil .....	galls. .... 84	7 per gall.	5 88
Onions .....	lbs. .... 500	50 per 100 lbs.	2 50
Sugar, Raw .....	do. .... 450	1 50 " "	6 75
Advalorem .....	Value. .... \$ 119 67	5 per cent.	5 98
Do. ....	" .... 2217 49	10 " "	221 74
Do. ....	" .... 42 07	20 " "	8 48
			<u>387 98</u>

GREAT BRAS D'OR.

Geneva .....	galls. .... 120	at \$0 70 per gall.	84 00
Leather .....	lbs. .... 468½	4 per lb.	18 74
Molasses .....	galls. .... 977	5 per gall.	48 85
Raisins .....	lbs. .... 126	2 per lb.	2 52
Rum .....	galls. .... 764	40 per gall.	305 60
Sugar, Raw .....	lbs. .... 3370	1 50 per 100 lbs.	50 55
Do. Refined .....	do. .... 430	2 00 " "	8 60
Tea, Black .....	do. .... 2749	6 per lb.	164 94
Whiskey .....	galls. .... 4	70 " "	2 80
Do. ....	do. .... 44	90 " "	39 60
			<u>726 20</u>

GUYSBOROUGH.

Beef and Pork .....	bbls. .... 33½	at \$1 00 per bbl.	3 75
Butter and Lard .....	lbs. .... 144	1 75 per 100 lbs.	2 52
Coffee, Ground, &c. ....	do. .... 32	5 per lb.	1 60
Flour .....	bbls. .... 10	25 per bbl.	2 50
Leather .....	lbs. .... 8	4 per lb.	32
Molasses .....	galls. .... 48	5 per gall.	2 40
Oil .....	do. .... 12	7 " "	84
Tea, Black .....	lbs. .... 5	6 per lb.	30
Advalorem .....	Value. .... \$ 28 00	5 per cent.	1 41
Do. ....	" .... 56 68	10 " "	5 66
			<u>21 30</u>

HANTSPOBT.

Bread, Crackers, &c. ....	lbs. .... 154	at \$0 01 per lb.	1 54
Flour .....	bbls. .... 510	25 per bbl.	127 50
Molasses .....	galls. .... 2229	5 per gall.	111 45
Oil .....	do. .... 622	7 " "	43 54
Raisins .....	lbs. .... 249	2 per lb.	4 98
Sugar, Raw .....	do. .... 175	1 50 per 100 lbs.	2 62
Do. Refined .....	do. .... 775	2 00 " "	15 50
Advalorem .....	Value. .... \$ 4922 22	5 per cent.	246 12
Do. ....	" .... 4295 60	10 per cent.	429 56
			<u>982 81</u>

## GENERAL STATEMENT OF IMPORTS.

## HARBORVILLE.

ARTICLES.	Quantity.	Rate of Duty.	Duty collected.
Flour.....	bbls..... 661	at \$0 25 per bbl.	\$ 165 25
Ginger, &c.....	lbs..... 45	4 per lb.	1 80
Leather.....	do..... 67	4 “	2 68
Molasses.....	galls..... 1249	5 per gall.	62 45
Oil, Rock and Coal.....	do..... 632	7 “	44 94
Raisins.....	lbs..... 520	2 per lb.	10 40
Sugar, Raw.....	do..... 1134	1 50 per 100 lbs.	17 01
Tea, Black.....	do..... 1623	6 per lb.	97 38
Tobacco, manufactured.....	do..... 454	5 “	22 70
Do. do.....	do..... 366	10 “	36 60
Advalorem.....	Value..... \$2709 00	5 per cent.	135 45
Do.....	“..... 6227 68	10 “	622 76
Do.....	“..... 6 25	20 “	1 26
			<u>1220 68</u>

## HARBOR-AU-BOUCHE.

Beef and Pork.....	bbls..... 5	at \$1 00 per bbl.	5 62
Butter and Lard.....	lbs..... 25	1 75 per 100 lbs.	43
Flour.....	bbls..... 25	25 per bbl.	6 25
Leather.....	lbs..... 42½	4 per lb.	1 70
Molasses.....	galls..... 10	5 per gall.	50
Tea, Black.....	lbs..... 4	6 per lb.	24
Advalorem.....	Value..... \$657 68	10 per cent.	65 78
			<u>80 52</u>

## HORTON.

Bread, Crackers, &c.....	lbs..... 556	at \$0 01 per lb.	5 56
Candles, Tallow.....	do..... 60	3 “	1 80
Flour.....	bbls..... 1534	25 per bbl.	383 50
Molasses.....	galls..... 215	5 per gall.	10 75
Oil.....	do..... 1550	7 “	108 50
Sugar, Raw.....	lbs..... 233	1 50 per 100 lbs.	3 49
Tea, Black.....	do..... 755	6 per lb.	45 30
Tobacco, manufactured.....	do..... 561	5 “	28 05
Wine.....	galls..... 2	75 per gall.	1 50
Advalorem.....	Value..... \$158 30	5 per cent.	7 92
Do.....	“..... 1214 20	10 “	121 42
Do.....	“..... 42 00	20 “	8 40
			<u>726 19</u>

## JOGGINS.

Ale and Porter.....	galls..... 22	at \$0 06 per gall.	1 32
Brandy and Cordials.....	do..... 37	90 “	33 30
Do. do.....	do..... 20	1 20 “	24 00
Beef and Pork.....	bbls..... 21	1 00 per bbl.	21 00
Bread, Crackers, &c.....	lbs..... 52	1 per lb.	52
Candles, Tallow.....	do..... 299	3 “	8 97
Coffee, Green.....	do..... 20	4 “	80
Cinnamon.....	do..... 21	5 “	1 05
Flour.....	bbls..... 293	25 per bbl.	73 25



GENERAL STATEMENT OF IMPORTS.

JOGGINS — CONTINUED.

ARTICLES.	Quantity.	Rate of Duty.	Duty collected.
Geneva .....	galls.....166	at \$0 70 per gall.	\$ 116 20
Do. ....	do.....42	90 “	37 80
Ginger, &c.....	lbs..... 138	4 per lb.	5 52
Leather .....	do.....821½	4 “	32 87
Molasses.....	galls.....4993	5 per gall.	249 65
Oil. ....	do.....439	7 “	30 73
Raisins .....	lbs. .... 125	2 per lb.	2 50
Rum .....	galls.....113	40 per gall.	45 20
Do. ....	do.....231	75 “	173 25
Spirits or Strong Waters.....	do.....103	50 “	51 50
Sugar, Raw .....	lbs..... 12072	1 50 per 100 lbs.	181 08
Do. Refined.....	do.....451	2 00 “	9 02
Tea, Black .....	do.....3096	6 per lb.	185 76
Tobacco, manufactured.....	do.....1532	5 “	76 60
Do. Do. ....	do.....888	10 “	88 80
Whiskey .....	galls.....150	70 per gall.	105 00
Do. ....	do.....62	90 “	55 80
Advalorem .....	Value.....\$2926 63	5 per cent.	146 33
Do. ....	“.....13455 00	10 “	1345 59
Do. ....	“.....30 00	20 “	6 00
			3109 41

LAHAVE.

Beef and Pork .....	bbls..... 2	at \$1 00 per bbl.	2 00
Bacon and Hams.....	lbs..... 169	2 00 per 100 lbs.	3 38
Bread, Crackers, &c.....	do.....240	1 per lb.	2 40
Coffee, Green.....	do.....155	4 “	6 20
Do. other.....	do.....240	5 “	12 00
Flour.....	bbls..... 172	25 per bbl.	43 00
Leather .....	lbs..... 86	4 per lb.	3 44
Molasses.....	galls.....4423	5 per gall.	221 15
Oil. ....	do.....713	7 “	49 91
Sugar, Raw.....	lbs..... 6458	1 50 per 100 lbs.	96 87
Tea, Black .....	do.....578	6 per lb.	34 68
Tobacco, Leaf.....	do.....20	5 “	1 00
Do. manufactured.....	do.....484	10 “	48 40
Advalorem .....	Value.....\$248 61	5 per cent.	12 43
Do. ....	“.....2319 57	10 “	231 96
Do. ....	“.....74 93	20 “	14 98
			783 80

LINGAN.

Beef and Pork.....	bbls..... 1	at \$1 00 per bbl.	1 00
Flour.....	do.....68	25 “	17 00
Advalorem .....	Value.....\$596 73	10 per cent.	59 67
			77 67

## GENERAL STATEMENT OF IMPORTS.

## LITTLE RIVER.

ARTICLES.	Quantity.	Rate of Duty.	Duty collected.
Apples.....	bbls..... 1	.....	\$1 00
Ale and Porter.....	galls..... 423	at \$0 06 per gall.	25 38
Burning Fluid.....	do..... 3	10 " "	30
Bread, Crackers.....	lbs..... 284	1 per lb.	2 84
Candles, other than Tallow.....	do..... 36	8 " "	2 88
Coffee, Ground.....	do..... 60	5 " "	3 00
Flour.....	bbls..... 374	25 per bbl.	93 50
Leather.....	lbs..... 648½	4 per lb.	25 95
Molasses.....	galls..... 111	5 per gall.	5 55
Oil.....	do..... 966½	7 " "	67 65
Onions.....	lbs..... 200	50 per 100 lbs.	1 00
Raisins.....	do..... 500	2 per lb.	10 00
Rum.....	galls..... 226	75 per gall.	169 50
Sugar, Raw.....	lbs..... 108	1 50 per 100 lbs.	1 62
Do. Refined.....	do..... 25	2 " "	50
Tea, Black.....	do..... 1592	6 per lb.	95 52
Tobacco.....	do..... 200	5 " "	10 00
Whiskey.....	galls..... 39	90 per gall.	35 10
Advalorem.....	Value..... \$194 68	5 per cent.	9 73
Do.....	"..... 3589 97	10 " "	358 99
Do.....	"..... 106 68	20 " "	21 35
			<u>941 36</u>

## LIVERPOOL.

Apples.....	bbls..... 11	at \$1 00 per bbl.	11 12
Ale and Porter.....	galls..... 414	6 per gall.	24 84
Beef and Pork.....	bbls..... 33	1 00 per bbl.	33 00
Butter and Lard.....	lbs..... 669	1 75 per 100 lbs.	11 70
Bacon and Hams.....	do..... 503	2 00 " "	10 06
Bread.....	do..... 397	20 per 100 lbs.	79
Do. Crackers, &c.....	do..... 1565	1 per lb.	15 65
Candles, Tallow.....	do..... 80	3 " "	2 40
Coffee, Green.....	do..... 225	4 " "	9 00
Do. other.....	do..... 240	5 " "	12 00
Cheese.....	do..... 589	1 00 per 100 lbs.	5 89
Flour.....	bbls..... 1735½	25 per bbl.	433 87
Geneva.....	galls..... 80	70 per gall.	56 00
Do.....	do..... 82	90 " "	73 80
Ginger, &c.....	lbs..... 25	4 per lb.	1 00
Leather.....	do..... 219	4 " "	8 76
Molasses.....	galls..... 39143	5 per gall.	1957 15
Oil, Rock and Coal.....	do..... 4765	7 " "	333 55
Raisins.....	lbs..... 150	2 per lb.	3 00
Rum.....	galls..... 474	40 per gall.	189 60
Do.....	do..... 252	75 " "	189 00
Sugar, Raw.....	lbs..... 69059	1 50 per 100 lbs.	1035 88
Do. Refined.....	do..... 855	2 00 " "	17 10
Tea, Black.....	do..... 8823	6 per lb.	529 38
Tobacco, manufactured.....	do..... 3309	5 " "	165 45
Do. do.....	do..... 3161	10 " "	316 10
Whiskey.....	galls..... 71	70 per gall.	49 70
Wine.....	do..... 196	25 " "	49 00
Do.....	do..... 83	75 " "	62 25
Advalorem.....	Value..... \$11969 24	5 per cent.	598 46
Do.....	"..... 34215 37	10 " "	3421 53
Do.....	"..... 616 57	20 " "	123 35
			<u>9750 38</u>

GENERAL STATEMENT OF IMPORTS.

LONDONDERRY.

ARTICLES.	Quantity.	Rate of Duty.	Duty collected.
Coffee, roasted, &c.	lbs. . . . . 60	at \$0 05 per bbl.	\$ 3 00
Flour	bbls. . . . . 5343	25 "	885 75
Leather.	lbs. . . . . 710	4 per lb.	28 40
Molasses	galls. . . . . 1062	5 per gall.	53 10
Oil	do. . . . . 4870	7 "	340 90
Onions.	lbs. . . . . 500	50 per 100 lbs.	2 50
Sugar, Raw.	do. . . . . 3060	1 50 "	45 90
Tea, Black	do. . . . . 4911	6 per lb.	294 66
Tobacco, manufactured.	do. . . . . 1072	5 "	53 60
Do.	do. . . . . 597	10 "	59 70
Advalorem.	Value. . . . . \$ 2087 20	5 per cent.	104 36
Do.	" . . . . . 18696 90	10 "	1869 69
Do.	" . . . . . 290 70	20 "	58 14
			3799 70

LOUISBOURG.

Coffee, ground	lbs. . . . . 20	at \$0 05 per lb.	1 00
Oil, Rock and Coal.	galls. . . . . 5	7 per gall.	35
Sugar, Raw	lbs. . . . . 40	1 50 per 100 lbs.	60
Tea, Black.	do. . . . . 4½	6 per lb.	27
			2 22

LUNENBURG.

Brandy and Cordials.	galls. . . . . 103	at \$0 90 per gall.	92 70
Beef and Pork	bbls. . . . . 6	1 00 per bbl.	6 00
Butter and Lard	lbs. . . . . 279	1 75 per 100 lbs.	4 88
Bread, Crackers, &c.	do. . . . . 162	1 per lb.	1 62
Coffee, Green.	do. . . . . 2297	4 "	91 88
Flour	bbls. . . . . 398	25 per bbl.	99 50
Geneva	galls. . . . . 127	70 per gall.	88 90
Do.	do. . . . . 41	90 "	36 90
Molasses	do. . . . . 17798	5 "	889 90
Oil.	do. . . . . 821½	7 "	22 50
Rum	do. . . . . 1066	40 "	426 40
Do.	do. . . . . 214	75 "	160 50
Sugar, Raw.	lbs. . . . . 22254	1 50 per 100 lbs.	333 81
Wine.	galls. . . . . 36	60 per gall.	21 60
Advalorem	Value. . . . . \$ 331 98	5 per cent.	16 59
Do.	" . . . . . 5981 24	10 "	398 14
Do.	" . . . . . 16 00	20 "	3 20
			2895 02

MAHONE BAY.

Coffee, Green.	lbs. . . . . 300	at \$0 04 per lb.	12 00
Leather	do. . . . . 528	4 "	21 12
Molasses	galls. . . . . 1328	5 per gall.	66 40
Sugar, Raw.	lbs. . . . . 17170	1 50 per 100 lbs.	257 55
Tobacco, manufactured.	do. . . . . 344	10 per lb.	34 40
			391 47

## GENERAL STATEMENT OF IMPORTS.

## MAIN-A-DIEU.

ARTICLES.	Quantity.	Rate of Duty.	Duty collected.
Flour.....	bbls..... 13	at \$0 25 per bbl.	3 25
Advalorem.....	Value..... \$19 00	10 per cent.	1 90
			<u>5 15</u>

## MARGARETSVILLE.

Ale and Porter.....	galls..... 138	at \$0 06 per gall.	8 28
Brandy and Cordials.....	do..... 105	90 "	94 50
Do.....	do..... 67	1 20 "	80 40
Bread, Crackers, &c.....	lbs..... 125	1 per lb.	1 25
Flour.....	bbls..... 933	25 per bbl.	233 25
Geneva.....	galls..... 162	70 per gall.	113 40
Do.....	do..... 456	90 "	410 40
Ginger, &c.....	lbs..... 25	4 per lb.	1 00
Leather.....	do..... 203	4 "	8 12
Molasses.....	galls..... 15286	5 per gall.	764 30
Oil.....	do..... 1159	7 "	81 13
Raisins.....	lbs..... 60	2 per lb.	1 20
Rum.....	galls..... 218	40 per gall.	87 20
Do.....	do..... 1005½	75 "	754 12
Sugar, Raw.....	lbs..... 41925	1 50 per 100 lbs.	628 87
Do. Refined.....	do..... 4	2 00 "	08
Tea, Black.....	do..... 2741	6 per lb.	164 46
Tobacco, manufactured.....	do..... 1328	5 "	66 40
Do.....	do..... 279	10 "	27 90
Whiskey.....	galls..... 41	70 per gall.	28 70
Wine.....	do..... 33	60 "	19 80
Do.....	do..... 26	75 "	19 50
Advalorem.....	Value..... \$1644 54	5 per cent.	82 22
Do.....	"..... 8737 25	10 "	873 74
Do.....	"..... 38 90	20 "	7 78
			<u>4558 00</u>

## MARGAREE.

Flour.....	bbls..... 83	at \$0 25 per bbl.	20 75
Leather.....	lbs..... 501	4 per lb.	20 04
Sugar, Raw.....	do..... 593	1 50 per 100 lbs.	8 89
Advalorem.....	Value..... \$109 60	10 per cent.	10 96
			<u>60 64</u>

## MAITLAND.

Apples.....	bbls..... 7½	at \$1 00 per bbl.	7 25
Bread, Crackers, &c.....	lbs..... 54	1 per lb.	54
Bacon and Hams.....	do..... 358	2 00 per 100 lbs.	7 16
Flour.....	bbls..... 1306	25 per bbl.	326 50
Leather.....	lbs..... 974½	4 per lb.	38 99
Molasses.....	galls..... 130	5 per gall.	6 50
Oil.....	do..... 9	7 "	63
Raisins.....	lbs..... 14	2 per lb.	28
Sugar, Raw.....	do..... 1236	1 50 per 100 lbs.	18 54
Advalorem.....	Value..... \$22032 17	5 per cent.	1101 61
Do.....	"..... 2585 72	10 "	258 57
Do.....	"..... 9.20	20 "	1 84
			<u>1768 41</u>

GENERAL STATEMENT OF IMPORTS.

NORTH SYDNEY.

ARTICLES.	Quantity.	Rate of Duty.	Duty collected.
Brandy and Cordials.....	galls.....213	at \$0 90 per gall.	\$ 191 70
Do. do.....	do.....33	1 20 "	39 60
Bread, Crackers, &c.....	lbs.....1360	1 per lb.	13 60
Candles, Tallow.....	do.....688	3 "	20 64
Do. other.....	do.....216	8 "	17 28
Coffee, Ground.....	do.....600	5 "	30 00
Cheese.....	do.....325	1 "	3 25
Flour.....	bbls.....100	25 per bbl.	25 00
Geneva.....	galls.....935	70 per gall.	654 50
Do.....	do.....123	90 "	110 70
Leather.....	lbs.....236	4 per lb.	9 44
Molasses.....	galls.....7389	5 per gall.	369 45
Oil.....	do.....1641	7 "	114 87
Rum.....	do.....4463	40 "	1785 20
Do.....	do.....484	75 "	363 00
Sugar, Raw.....	lbs.....26868	1 50 per 100 lbs.	403 02
Tea, Black.....	do.....2966	6 per lb.	177 96
Tobacco.....	do.....2250	5 "	112 50
Whiskey.....	galls.....221	70 per gall.	154 70
Do.....	do.....44	90 "	39 60
Wine.....	do.....56	60 "	33 60
Advalorem.....	Value.....\$4746 00	5 per cent.	237 30
Do.....	".....50226 00	10 "	5022 60
Do.....	".....166 00	20 "	33 20
			<hr/> 9962 71

PICTOU.

Apples.....	bbls.....4	at \$1 00 per bbl.	4 00
Ale and Porter.....	galls.....2241	6 per gall.	134 49
Brandy and Cordials.....	do.....654	90 "	588 60
Do. do.....	do.....3823	1 20 "	459 24
Beef and Pork.....	bbls.....3	1 00 per bbl.	3 00
Bacon and Hams.....	lbs.....200	2 00 per 100 lbs.	4 00
Bread, Crackers, &c.....	do.....2055	1 per lb.	20 55
Candles, other than Tallow.....	do.....40	8 "	3 20
Coffee, Green.....	do.....132	4 "	5 28
Do. other.....	do.....822	5 "	41 10
Cheese.....	do.....1042	1 "	10 42
Cinnamon.....	do.....28	5 "	1 40
Flour.....	bbls.....3050	25 per bbl.	762 50
Geneva.....	galls.....1863	70 per gall.	1304 10
Do.....	do.....1149	90 "	1034 10
Ginger, &c.....	lbs.....92	4 per lb.	3 68
Leather.....	do.....346	4 "	13 84
Molasses.....	galls.....1387	5 "	69 35
Onions.....	lbs.....3100	50 per 100 lbs.	15 50
Oil, Rock and Coal.....	galls.....12506½	7 per gall.	875 45
Raisins.....	lbs.....1284	2 per lb.	25 68
Rum.....	galls.....9660	40 per gall.	3864 00
Do.....	do.....3100	75 "	2325 00
Sugar, Raw.....	lbs.....10907	1 50 per 100 lbs.	163 60
Do. Refined.....	do.....15602	2 00 "	312 04
Tea, Black.....	do.....69422	6 per lb.	4165 32
Tobacco, Leaf.....	do.....65087	5 "	3254 85
Do. manufactured.....	do.....616	5 "	30 80
Do. do.....	do.....254	10 "	25 40

## GENERAL STATEMENT OF IMPORTS.

## PICTOU — CONTINUED.

ARTICLES.	Quantity.	Rate of Duty.	Duty collected.
Whiskey .....	galls.....828	70 per gall.	\$ 579 60
Do. ....	do.....358	90 “	322 38
Wine. ....	do.....131	60 “	78 60
Do. ....	do.....26	75 “	19 50
Do. ....	doz.....10	2 00 per doz.	20 00
Advalorem.....	Value.....\$51426 03	5 “	2571 33
Do. ....	“.....154637 48	10 per cent.	15463 74
Do. ....	“.....1991 12	20 “	398 22
			<u>38973 36</u>

## PORT ACADIA.

Ale and Porter .....	galls.....112½	at \$0 06 per gall.	6 75
Beef and Pork.....	bbls.....16½	1 00 per bbl.	16 50
Butter and Lard .....	lbs.....6	1 75 per 100 lbs.	10
Bread .....	do.....208	20 “	41
Do. including Crackers.....	do.....961	1 per lb.	9 61
Candles, Tallow.....	do.....80	3 “	2 40
Do. other .....	do.....108	8 “	8 64
Cinnamon.....	do.....5	5 “	25
Flour.....	bbls.....1085	25 per bbl.	271 25
Ginger, &c.....	lbs.....8	4 per lb.	32
Leather.....	do.....1272½	4 “	50 90
Molasses.....	galls.....5880	5 per gall.	294 00
Oil.....	do.....401½	7 “	28 10
Raisins .....	lbs.....285	2 per lb.	5 70
Rum .....	galls.....115	40 per gall.	46 00
Do. ....	do.....196	75 “	147 00
Sugar, Raw.....	lbs.....6841	1 50 per 100 lbs.	102 61
Tea, Black.....	do.....831	6 per lb.	49 86
Tobacco, manufactured.....	do.....771	5 “	38 55
Do. do. ....	do.....60	10 “	6 00
Advalorem .....	Value.....\$6482 71	5 per cent.	324 16
Do. ....	“.....5078 57	10 “	507 85
Do. ....	“.....6 00	20 “	1 20
			<u>1918 16</u>

## PORT HOOD.

Beef and Pork.....	bbls.....1	at \$1 00 per bbl.	1 00
Bread .....	lbs.....400	20 per 100 lbs.	80
Brandy and Cordials.....	galls.....33	90 per gall.	29 70
Flour.....	bbls.....5	25 per bbl.	1 25
Geneva.....	galls.....83	70 per gall.	58 10
Leather.....	lbs.....2300	4 per lb.	92 00
Molasses.....	galls.....1614	5 per gall.	80 70
Oil, Rock and Coal .....	do.....39	7 “	2 73
Raisins.....	lbs.....25	2 per lb.	50
Rum.....	galls.....3063	40 per gall.	1225 20
Sugar, Raw.....	lbs.....1145	1 50 per 100 lbs.	17 17
Tea, Black.....	do.....6320	6 per lb.	379 20
Tobacco, manufactured.....	do.....1559	5 “	77 95
Do. do. ....	do.....179	10 “	17 90
Advalorem .....	Value.....\$7121 31	10 per cent.	712 13
Do. ....	“.....26 00	20 “	5 21
			<u>2701 54</u>

## GENERAL STATEMENT OF IMPORTS.

## PORT HAWKESBURY.

ARTICLES.	Quantity.	Rate of Duty.	Duty collected.
Apples.....	bbls..... 13	at \$1 00 per bbl. .	\$ 13 00
Beef and Pork.....	do..... 15	1 00 “	15 00
Butter and Lard.....	lbs..... 1861	1 75 per 100 lbs.	32 56
Coffee, Ground.....	do..... 480	5 per lb.	24 00
Flour.....	bbls..... 323	25 per bbl.	80 75
Molasses.....	galls..... 2214	5 per gall.	110 70
Oil.....	do..... 121	7 “	8 47
Onions.....	lbs..... 1030	50 per 100 lbs.	5 15
Rum.....	galls..... 156	40 per gall.	62 40
Tea, Black.....	lbs..... 52	6 per lb.	3 12
Tobacco.....	do..... 104	5 “	5 20
Advalorem.....	Value..... \$2562 52	5 per cent.	128 12
Do.....	“..... 3294 37	10 “	329 43
Do.....	“..... 57 31	20 “	11 48
			829 38

## PORT MEDWAY.

Beef and Pork.....	bbls..... 60	at \$1 00 per bbl.	60 00
Flour.....	do..... 366	25 “	91 50
Molasses.....	galls..... 5584	5 per gall.	279 20
Onions.....	lbs..... 120	50 per 100 lbs.	60
Oil, Rock and Coal.....	galls..... 297	7 per gall.	20 79
Sugar, Raw.....	lbs..... 6749	1 50 per 100 lbs.	101 23
Advalorem.....	Value..... \$109 00	5 per cent.	5 45
Do.....	“..... 625 06	10 “	62 51
			621 28

## PORT MULGRAVE.

Ale and Porter.....	galls..... 30	at \$0 06 per gall.	1 80
Apples.....	bbls..... 7	1 00 per bbl.	7 00
Burning Fluid.....	galls..... 40	10 per gall.	4 00
Bacon and Hams.....	lbs..... 200	2 00 per 100 lbs.	4 00
Beef and Pork.....	bbls..... 18	1 00 per bbl.	18 00
Bread.....	lbs..... 3280	20 per 100 lbs.	6 56
Butter and Lard.....	do..... 315	1 75 “	5 51
Candles, Tallow.....	do..... 80	3 per lb.	2 40
Coffee, Ground.....	do..... 120	5 “	6 00
Flour.....	bbls..... 662	25 per bbl.	165 50
Ginger.....	lbs..... 25	4 per lb.	1 00
Leather.....	lbs..... 65½	4 “	2 61
Molasses.....	galls..... 367	5 per gall.	18 35
Oil, Rock and Coal.....	do..... 222½	7 “	15 57
Rum.....	do..... 453	40 “	181 20
Sugar, Raw.....	do..... 703	1 50 per 100 lbs.	10 54
Tea, Black.....	do..... 1485	6 per lb.	89 10
Tobacco, manufactured.....	do..... 10	5 “	50
Do.....	do..... 226	10 “	22 60
Whiskey.....	galls..... 105	90 per gall.	94 50
Advalorem.....	Value..... \$1659 20	5 per cent.	82 96
Do.....	“..... 3529 14	10 “	352 91
Do.....	“..... 67 55	20 “	13 58
			1106 14

## GENERAL STATEMENT OF IMPORTS.

## PORT RICHMOND.

ARTICLES.	Quantity.	Rate of Duty.	Duty collected.
Coffee, Ground .....	lbs. .... 60	at \$0 05 per lb.	\$ 3 00
Oil, Rock and Coal .....	galls. .... 82	7 per gall.	5 74
Tea, Black .....	lbs. .... 432	6 per lb.	25 92
Advalorem .....	Value. .... \$ 153 66	10 "	15 37
			<u>50 03</u>

## PORT WILLIAMS.

Candles, Tallow .....	lbs. .... 172	at \$0 03 per lb.	5 16
Coffee, Ground .....	do. .... 30	5 "	1 50
Flour .....	bbls. .... 17	25 per bbl.	4 25
Molasses .....	galls. .... 692	5 per gall.	34 60
Raisins .....	lbs. .... 12	2 per lb.	24
Sugar, Raw .....	do. .... 224	1 50 per 100 lbs.	3 36
Tea, Black .....	do. .... 1065	6 per lb.	63 90
Advalorem .....	Value. .... \$ 1228 47	5 per cent.	61 43
Do. ....	" .... 1136 38	10 "	113 63
Do. ....	" .... 1 00	20 "	20
			<u>288 27</u>

## PARRSBOROUGH.

Bread, Crackers, &c. ....	lbs. .... 12	at \$0 01 per lb.	12
Candles, Tallow .....	do. .... 54	3 "	1 62
Coffee, Green .....	do. .... 130	4 "	5 20
Flour .....	bbls. .... 807	25 per bbl.	201 75
Ginger, &c. ....	lbs. .... 28	4 per lb.	1 12
Leather .....	do. .... 248½	4 "	9 94
Molasses .....	galls. .... 2671	5 per gall.	133 55
Oil .....	galls. .... 326	7 per gall.	22 82
Raisins .....	lbs. .... 173	2 per lb.	3 46
Sugar, Raw .....	do. .... 4349	1.50 per 100 lbs.	65 23
Tea, Black .....	do. .... 696	6 per lb.	41 76
Tobacco .....	do. .... 52	10 "	5 20
Advalorem .....	Value. .... \$771 95	5 per cent.	38 59
Do. ....	" .... 4974 66	10 "	497 46
Do. ....	" .... 12 69	20 "	2 56
			<u>1030 38</u>

## PUBNICO.

Beef and Pork .....	bbls. .... 6½	at \$1 00 per bbl.	6 25
Butter and Lard .....	lbs. .... 25	1 75 per 100 lbs.	43
Bread, Crackers .....	bbls. .... 123	1 per lb.	1 23
Candles, other than Tallow .....	do. .... 66	8 "	5 28
Coffee, Ground .....	do. .... 4	5 "	20
Flour .....	bbls. .... 485	25 per bbl.	121 25
Oil, Rock and Coal .....	galls. .... 323	7 per gall.	22 61
Raisins .....	lbs. .... 6	2 per lb.	12
Sugar, Raw .....	do. .... 20	1 50 per 100 lbs.	30
Tea, Black .....	do. .... 966	6 per lb.	57 96
Tobacco, manufactured .....	do. .... 227	10 "	22 70
Advalorem .....	Value. .... \$ 14 00	5 per cent.	70
Do. ....	" .... 391 54	10 "	39 16
			<u>278 19</u>



## GENERAL STATEMENT OF IMPORTS.

## PUGWASH.

ARTICLES.	Quantity.	Rate of Duty.	Duty collected.
Brandy and Cordials.....	galls.....137	at \$0 90 per gall.	\$ 123 30
Do. ....	do.....66	1 20 "	79 20
Geneva.....	do.....158	70 "	110 60
Do. ....	do.....203	90 "	182 70
Oil, Rock and Coal.....	do.....407	7 "	28 49
Rum .....	do.....771	40 "	308 40
Do. ....	do.....152	75 "	114 00
Tea, Black.....	lbs.....3359	6 per lb.	201 54
Whiskey .....	galls.....39	70 per gall.	27 30
Advalorem .....	Value.....\$6412 56	5 per cent.	320 63
Do. ....	".....3227 87	10 "	322 78
			1818 94

## PORT GILBERT.

Beef and Pork.....	bbls.....8½	at \$1 00 per bbl.	8 50
Bacon and Hams.....	lbs.....19	2 per lb.	38
Bread, Crackers.....	do.....460	1 "	4 60
Candles, Tallow.....	do.....200	3 "	6 00
Flour.....	bbls.....797	25 per bbl.	199 25
Ginger, &c.....	lbs.....31	4 per lb.	1 24
Leather.....	do.....588½	4 "	23 53
Molasses.....	galls.....1486	5 per gall.	74 30
Oil.....	do.....348	7 "	24 36
Raisins.....	lbs.....640	2 per lb.	12 80
Sugar, Raw.....	do.....2130	1 50 per 100 lbs.	31 95
Tea, Black.....	do.....1185	6 per lb.	71 10
Tobacco, manufactured.....	do.....347	5 "	17 35
Do. do.....	do.....228	10 "	22 80
Advalorem .....	Value.....\$10275 63	5 per cent.	513 78
Do. ....	".....6933 12	10 "	693 31
			1705 25

## RAGGED ISLANDS.

Apples.....	bbls.....14	\$1 00 per bbl.	14 00
Beef and Pork.....	do.....211	1 00 "	211 00
Butter and Lard.....	lbs.....2713	1 75 per 100 lbs.	99 97
Bread.....	do.....2938	20 "	5 87
Coffee, Green.....	do.....415	4 per lb.	16 60
Flour.....	bbls.....2350	25 per bbl.	587 50
Geneva.....	galls.....5	90 per gall.	4 50
Leather.....	lbs.....750	4 per lb.	30 00
Molasses.....	galls.....24828	5 per gall.	1241 40
Oil, Rock and Coal.....	do.....1612	7 "	112 84
Sugar, Raw.....	lbs.....15570	1 50 per 100 lbs.	233 55
Tobacco, manufactured.....	do.....21	10 per lb.	2 10
Advalorem .....	Value.....\$1796 40	10 per cent.	179 64
Do. ....	".....113 69	20 "	22 75
			2761 72

## GENERAL STATEMENT OF IMPORTS.

## RATCHFORD'S RIVER.

ARTICLES.	Quantity.	Rate of Duty.	Duty collected.
Flour.....	bbls.....222	at \$0 25 per bbl.	\$ 55 50
Leather.....	lbs.....1614	4 per lb.	6 47
Molasses.....	galls.....422	5 per gall.	21 16
Oil, Rock and Coal.....	do.....366	7 "	25 62
Sugar, Raw.....	lbs.....250	1 50 per 100 lbs.	3 75
Tea, Black.....	do.....116	6 per lb.	6 96
Tobacco, manufactured.....	do.....30	5 "	1 50
Do. do.....	do.....10	10 "	1 00
Advalorem.....	Value.....\$1595 10	5 per cent.	79 76
Do.....	".....1565 75	10 "	156 57
			358 23

## SANDY COVE.

Ale and Porter.....	galls.....10	at \$0 06 per gall.	60
Brandy and Cordials.....	do.....3	90 "	2 70
Beef and Pork.....	bbls.....1	1 00 per bbl.	1 00
Bacon and Hams.....	lbs.....15	2 per lb.	30
Butter and Lard.....	do.....57	1 75 per 100 lbs.	99
Bread, Crackers, &c.....	do.....50	1 per lb.	50
Candles, Tallow.....	do.....55	3 "	1 65
Coffee, Green.....	do.....14	4 "	56
Do. other.....	do.....32	5 "	1 60
Cinnamon.....	do.....7	5 "	35
Cheese.....	do.....13	1 "	13
Flour.....	bbls.....97	25 per bbl.	24 25
Ginger, &c.....	lbs.....90	4 per lb.	3 60
Geneva.....	galls.....5	70 per gall.	3 50
Leather.....	lbs.....282	4 per lb.	11 28
Molasses.....	galls.....758	5 per gall.	37 90
Oil, Rock and Coal.....	do.....223	7 "	15 61
Raisins.....	lbs.....100	2 per lb.	2 00
Rum.....	galls.....10	40 per gall.	4 00
Do.....	do.....2	75 "	1 50
Sugar, Raw.....	lbs.....4850	1 50 per 100 lbs.	72 75
Do. Refined.....	do.....25	2 00 "	50
Tea, Black.....	do.....955	6 per lb.	57 30
Tobacco, manufactured.....	do.....517	5 "	25 85
Do. do.....	do.....168	10 "	16 80
Advalorem.....	Value.....\$414 30	5 per cent.	20 72
Do.....	".....2192 92	10 "	219 29
			527 23

## SAINT ANN'S.

Flour.....	bbls.....3	at \$0 25 per bbl.	75
Molasses.....	galls.....216	5 per gall.	10 80
Onions.....	lbs.....100	50 per 100 lbs.	50
Sugar, Refined.....	do.....1615	2 00 "	32 30
Tea, Black.....	do.....190	6 per lb.	11 40
Advalorem.....	Value.....\$329 00	5 per cent.	16 45
Do.....	".....24 40	10 "	2 44
			74 64

## GENERAL STATEMENT OF IMPORTS.

## SHELBURNE.

ARTICLES.	Quantity.	Rate of Duty.	Duty collected.
Apples.....	bbls.....2	at \$1 00 per bbl.	\$ 2 00
Beef and Pork.....	do.....26	1 00 "	26 00
Bacon and Hams.....	lbs.....663	2 00 per 100 lbs.	13 26
Butter and Lard.....	do.....100	1 75 per 100 lbs.	1 75
Bread.....	do.....369	20 per 100 lbs.	73
Flour.....	bbls.....519½	25 per bbl.	129 87
Oil, Rock and Coal.....	galls.....609	7 per gall.	42 63
Onions.....	lbs.....500	50 per 100 lbs.	2 50
Tea, Black.....	do.....172	6 per lb.	10 32
Tobacco, manufactured.....	do.....243	5 "	12 15
Advalorem.....	Value.....\$476 35	5 per cent.	238 81
Do.....	".....3375 51	10 "	337 55
Do.....	".....3 60	20 "	74
			818 31

## ST. MARY'S RIVER.

Beef and Pork.....	bbls.....5	at \$1 00 per bbl.	5 00
Bread.....	lbs.....407	20 per 100 lbs.	81
Do. Crackers.....	do.....53	1 per lb.	53
Coffee, Ground.....	do.....120	5 "	6 00
Flour.....	bbls.....206	25 per bbl.	51 50
Molasses.....	galls.....129	5 per gall.	6 45
Oil, Rock and Coal.....	do.....362½	7 "	25 37
Tea, Black.....	lbs.....735	6 per lb.	44 10
Tobacco, manufactured.....	do.....590	10 "	59 00
Advalorem.....	Value.....\$70 40	5 per cent.	3 53
Do.....	".....182 84	10 "	18 28
			220 57

## SYDNEY, C. B.

Ale and Porter.....	galls.....192	at \$0 06 per gall.	11 52
Brandy and Cordials.....	do.....377	90 "	339 30
Beef and Pork.....	bbls.....2	1 00 per bbl.	2 00
Bread.....	lbs.....100	20 per 100 lbs.	20
Flour.....	bbls.....337	25 per bbl.	84 25
Geneva.....	galls.....986	70 per gall.	690 76
Leather.....	lbs.....572½	4 per lb.	22 89
Molasses.....	galls.....1562	5 per gall.	78 10
Oil, Rock and Coal.....	do.....318	7 "	22 26
Rum.....	do.....5604	40 "	2241 60
Sugar, Raw.....	lbs.....5112	1 50 per 100 lbs.	76 68
Do. Refined.....	do.....231	2 00 "	4 62
Tea, Black.....	do.....1215	6 per lb.	72 90
Whiskey.....	galls.....116½	70 per gall.	81 37
Wine.....	do.....93	60 "	55 80
Advalorem.....	Value.....\$180 00	5 per cent.	9 00
Do.....	".....3012 75	10 "	301 28
Do.....	".....62 00	20 "	12 40
			4106 98

## GENERAL STATEMENT OF IMPORTS.

## TATAMAGOUCHE.

ARTICLES.	Quantity.	Rate of Duty.	Duty collected.
Ale and Porter.....	galls.....15	at \$0 06 per gall.	\$ 9 00
Brandy and Cordials.....	do.....71	90 "	63 90
Do. do.....	do.....10	1 20 "	12 00
Geneva.....	do.....190	70 "	133 00
Molasses.....	do.....129	5 "	6 45
Rum.....	do.....427	40 "	170 80
Do.....	do..... $\frac{1}{2}$	75 "	37
Tea, Black.....	lbs.....353	6 per lb.	21 18
Whiskey.....	galls.....114	90 per gall.	102 60
Wine.....	do..... $\frac{1}{2}$	75 "	37
Advalorem.....	Value.....\$4762 85	5 per cent.	238 14
Do.....	".....2354 61	10 "	235 46
Do.....	".....15 75	20 "	3 16
			<u>988 33</u>

## TANGIER.

Flour.....	bbls.....1454	at \$0 25 per bbl.	363 50
Molasses.....	galls.....200	5 per gall.	10 00
Oil, Rock and Coal.....	do.....25	7 "	1 75
Tea, Black.....	lbs.....320	6 per lb.	19 20
Tobacco, Leaf.....	do.....3600	5 "	180 00
Do. manufactured.....	do.....100	5 "	5 00
Advalorem.....	Value.....\$448 00	5 per cent.	22 40
Do.....	".....313 00	10 "	31 30
			<u>633 15</u>

## THORNE'S COVE.

Bread, Crackers.....	lbs.....35	at \$0 01 per lb.	35
Candles, Tallow.....	do.....158	3 per lb.	4 74
Coffee, Green.....	do.....12	4 "	48
Flour.....	bbls.....129	25 per bbl.	32 25
Leather.....	lbs.....2424	4 per lb.	9 71
Molasses.....	galls.....1035	5 per gall.	51 75
Oil, Rock and Coal.....	do.....40	7 "	2 80
Sugar, Raw.....	lbs.....45	1 50 per 100 lbs.	67
Tea, Black.....	do.....228	6 00 "	13 68
Tobacco, manufactured.....	do.....624	5 per lb.	3 12
Do. do.....	do.....20	10 "	2 00
Advalorem.....	Value.....\$1158 65	5 per cent.	57 93
Do.....	".....1833 80	10 "	183 38
Do.....	".....3 00	20 "	61
			<u>363 47</u>

## TUSKET.

Apples.....	bbl.....1	at \$1 00 per bbl.	1 00
Beef and Pork.....	do.....1	1 00 "	1 00
Flour.....	do.....78	25 "	19 50
Molasses.....	galls.....10	5 per gall.	0 50
Sugar, Raw.....	lbs.....2475	1 50 per 100 lbs.	37 12
Advalorem.....	Value.....\$186 20	10 per cent.	18 62
			<u>77 74</u>

GENERAL STATEMENT OF IMPORTS.

TRURO.

ARTICLES.	Quantity.	Rate of Duty.	Duty collected.
Ale and Porter.....	galls.....23	at \$0 06 per gall.	\$ 1 38
Brandy and Cordials.....	do.....34	90 "	30 60
Candles, Tallow.....	lbs.....102	3 per lb.	3 06
Flour.....	bbls.....446	25 per bbl.	111 50
Leather.....	lbs.....66	4 per lb.	2 64
Molasses.....	galls.....112	5 per gall.	5 60
Oil, Rock and Coal.....	do.....1020	7 "	71 40
Sugar, Raw.....	lbs.....957	1 50 per 100 lbs.	14 35
Tea, Black.....	do.....166	6 per lb.	9 96
Advalorem.....	Value.....\$510 78	5 per cent.	25 53
Do.....	".....3274 61	10 "	327 46
Do.....	".....6 25	20 "	1 26
			<u>604 74</u>

WALLACE.

Advalorem.....	Value.....\$452 80	5 per cent.	22 64
Do.....	".....2337 75	10 "	233 77
			<u>256 41</u>

WALTON.

Flour.....	bbls.....218	at \$0 25 per bbl.	54 50
Tobacco, manufactured.....	lbs.....20	10 per lb.	2 00
Advalorem.....	Value.....\$ 250 00	5 per cent.	12 50
Do.....	".....107 55	10 "	10 75
Do.....	".....4 00	20 "	80
			<u>80 55</u>

WESTPORT.

Ale and Porter.....	galls.....48	at \$0 06 per gall.	2 88
Apples.....	bbls.....3	1 00 per bbl.	3 00
Beef and Pork.....	do.....22½	1 00 "	22 25
Butter and Lard.....	lbs.....193	1 75 per 100 lbs.	3 37
Bread.....	do.....575	20 "	1 15
Do. Crackers.....	do.....236	1 per lb.	2 36
Coffee, Ground.....	do.....174	5 "	8 70
Cheese.....	do.....106	1 "	1 06
Flour.....	bbls.....301	25 per bbl.	75 25
Ginger.....	lbs.....35	4 per lb.	1 40
Leather.....	do.....94	4 "	3 76
Molasses.....	galls.....527	5 per gall.	26 35
Oil, Rock and Coal.....	do.....461	7 "	32 27
Onions.....	lbs.....100	50 per 100 lbs.	50
Rum.....	galls.....15	75 per gall.	11 25
Sugar, Raw.....	lbs.....300	1 50 per 100 lbs.	4 50
Do. Refined.....	do.....741	2 00 "	14 82
Tea, Black.....	do.....1036	6 per lb.	62 16
Tobacco, manufactured.....	do.....412	5 "	20 60
Do.....	do.....118	10 "	11 80
Advalorem.....	Value.....\$5606 02	5 per cent.	280 30
Do.....	".....8149 14	10 "	814 91
Do.....	".....23 88	20 "	4 79
			<u>1409 44</u>

## GENERAL STATEMENT OF IMPORTS.

## WEYMOUTH.

ARTICLES.	Quantity.	Rate of Duty.	Duty collected.
Apples.....	bbls.....2	at \$1 00 per bbl.	\$ 2 00
Ale and Porter.....	galls.....370	6 per gall.	22 20
Brandy and Cordials.....	do.....48	90 "	43 20
Do. do.....	do.....23	1 20 "	27 60
Beef and Pork.....	bbls.....40	1 00 per bbl.	40 00
Butter and Lard.....	lbs.....164	1 75 per 100 lbs.	2 87
Bacon and Hams.....	do.....15	2 00 "	30
Bread.....	do.....225	20 "	45
Do. Crackers.....	do.....2634	1 per lb.	26 34
Candles, Tallow.....	do.....743	3 "	22 29
Do. other.....	do.....33	8 "	2 64
Coffee, Green.....	do.....164	4 "	6 56
Do. other.....	do.....300	5 "	15 00
Cheese.....	do.....32	1 "	32
Cinnamon.....	do.....16	5 "	80
Flour.....	bbls.....891	25 per bbl.	222 75
Geneva.....	galls.....137	70 per gall.	95 90
Do.....	do.....15	90 "	13 50
Ginger, Pepper, &c.....	lbs.....272	4 per lb.	10 88
Leather.....	do.....1799	4 "	71 96
Molasses.....	galls.....9965	5 per gall.	498 25
Oil, Rock and Coal.....	do.....1538	7 "	107 66
Raisins.....	lbs.....3020	2 per lb.	60 40
Rum.....	galls.....114	40 per gall.	45 60
Do.....	do.....325	75 "	243 75
Sugar, Raw.....	lbs.....20476	1 50 per 100 lbs.	307 14
Do. Refined.....	do.....1380	2 00 "	27 60
Tea, Black.....	do.....5437	6 per lb.	326 22
Tobacco, manufactured.....	do.....2675	5 "	133 75
Do. do.....	do.....735	10 "	73 50
Whiskey.....	galls.....27	70 per gall.	18 90
Do.....	do.....40	90 "	36 00
Wine.....	do.....8	60 "	4 80
Do.....	do.....24	75 "	18 00
Advalorem.....	Value.....\$5780 80	5 per cent.	289 04
Do.....	".....27005 10	10 "	2700 51
Do.....	".....95 80	20 "	19 16
			5537 84

## WILMOT.

Ale and Porter.....	galls.....20	at \$0 06 per gall.	1 20
Bread.....	lbs.....200	20 per 100 lbs.	40
Do. Crackers.....	do.....100	1 per lb.	1 00
Flour.....	bbls.....845	25 per bbl.	211 25
Ginger, &c.....	lbs.....15	4 per lb.	60
Molasses.....	galls.....3100	5 per gall.	155 00
Oil, Rock and Coal.....	do.....399	7 "	27 93
Raisins.....	lbs.....190	2 per lb.	3 80
Rum.....	galls.....88	75 per gall.	66 00
Sugar, Raw.....	lbs.....6394	1 50 per 100 lbs.	95 91
Tea, Black.....	do.....2177	6 per lb.	130 62
Tobacco, manufactured.....	do.....100	5 "	5 00
Do. do.....	do.....537	10 "	53 70
Whiskey.....	galls.....100	90 "	90 00
Advalorem.....	Value.....\$646 78	5 per cent.	32 34
Do.....	".....8858 70	10 "	885 87
			1760 62

## GENERAL STATEMENT OF IMPORTS.

## WINDSOR.

ARTICLES.	Quantity.	Rate of Duty.	Duty collected.
Apples.....	bbls..... 7	at \$1. 00 per bbl.	\$ 7 00
Brandy and Cordials.....	galls..... 180	90 per gall.	162 72
Do. do.....	do..... 69	1 20 "	82 80
Butter and Lard.....	lbs..... 292	1 75 per 100 lbs.	5 11
Bread, Crackers.....	do..... 836	1 per lb.	8 36
Flour.....	bbls..... 3890	25 per bbl.	972 50
Geneva.....	galls..... 650	70 per gall.	455 00
Molasses.....	do..... 74	5 "	3 70
Oil, Rock and Coal.....	do..... 3271	7 "	228 97
Raisins.....	lbs..... 25	2 per lb.	50
Sugar, Raw.....	do..... 235	1 50 per 100 lbs.	3 52
Tea, Black.....	do..... 289	6 per lb.	17 34
Tobacco, manufactured.....	do..... 1213	5 "	60 65
Do. do.....	do..... 2	10 per lb.	20
Whiskey.....	galls..... 66	70 per gall.	46 76
Wine.....	do..... 68	25 "	17 00
Do.....	do..... 66	60 "	39 60
Do.....	doz..... 4	2 00 per doz.	1 50
Do.....	do..... 8	2 50 "	20 00
Advalorem.....	Value..... \$ 27383 16	5 per cent.	1369 15
Do.....	"..... 41855 56	10 "	4185 55
Do.....	"..... 734 56	20 "	146 93
			<u>7834 86</u>

## YARMOUTH.

Apples.....	bbls..... 76½	at \$1 00 per bbl.	76 50
Ale and Porter.....	galls..... 1131½	6 per gall.	67 89
Brandy and Cordials.....	do..... 141	90 "	126 90
Do. do.....	do..... 114	1 20 "	14 10
Beef and Pork.....	bbls..... 455	1 00 per bbl.	455 00
Butter and Lard.....	lbs..... 9689	1 75 per 100 lbs.	169 55
Burning Fluid.....	galls..... 5	10 per gall.	50
Bacon and Hams.....	lbs..... 2546	2 per lb.	50 92
Bread.....	do..... 12200	20 per 100 lbs.	24 40
Do. Crackers.....	do..... 6781	1 per lb.	67 81
Candles, Tallow.....	do..... 320	3 "	9 60
Do. other.....	do..... 18	8 "	1 44
Coffee, Green.....	lbs..... 1141	4 "	45 64
Do. other.....	do..... 2465	5 "	123 25
Cheese.....	do..... 1902	1 "	19 02
Cinnamon.....	do..... 12	5 "	60
Flour.....	bbls..... 8921½	25 per bbl.	2230 37
Geneva.....	galls..... 124	70 per gall.	86 80
Do.....	do..... 25	90 "	22 50
Ginger, &c.....	lbs..... 315	4 per lb.	12 60
Leather.....	do..... 29504	4 "	118 03
Molasses.....	galls..... 136830	5 per gall.	6816 50
Onions.....	lbs..... 13390	50 per 100 lbs.	66 95
Oil, Rock and Coal.....	galls..... 19870	7 per gall.	1390 90
Rum.....	do..... 7862	40 "	3144 80
Do.....	do..... 244	75 "	183 00
Raisins.....	lbs..... 5100	2 per lb.	102 00
Sugar, Raw.....	do..... 457256	1 50 per 100 lbs.	6858 84
Do. Refined.....	do..... 5359	2 00 "	107 18
Tea, Black.....	do..... 32198½	6 per lb.	1931 91
Tobacco, manufactured.....	do..... 8187	5 "	409 35
Do. do.....	do..... 4002	10 "	400 20

## GENERAL STATEMENT OF IMPORTS.

## YARMOUTH — CONTINUED.

ARTICLES.	Quantity.	Rate of Duty.	Duty collected.
Whiskey .....	galls. .... 48	at \$0 70 per gall.	\$ 33 60
Do. ....	do. .... 51½	90 “	46 12
Wine .....	doz. .... 1	1 50 per doz.	1 50
Do. ....	do. .... 6½	2 00 “	13 00
Do. ....	galls. .... 48	25 per gall.	12 00
Advalorem .....	Value. .... \$41846 91	5 per cent.	2092 34
Do. ....	“ .... 203524 18	10 “	20352 44
Do. ....	“ .... 1327 90	20 “	265 58
			47951 63

## AN ABSTRACT

*Of the Total Value of Imports into the Province of Nova Scotia during the Twelve Months ended 30th September, 1866,—shewing the Country whence imported, value entered for Home Consumption, and amount of Duty collected.*

From whence Imported.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Great Britain.....		\$5893596		\$5973759		\$595017 62
Canada.....		726164		722693		10661 12
New Brunswick.....		820814		825719		60792 60
Newfoundland.....		175372		165076		4239 08
P. E. Island.....		846469		344241		2705 82
British West Indies.....		1013363		428679		144917 60
Antwerp.....		5686		6581		1347 60
Africa.....		9221		9221		
Brazil.....				501		129 32
France.....		29651		58610		30747 41
Hamburg.....		5318		8004		2281 70
Holland.....		21253		24401		31838 62
Italy.....		240		240		12 00
Madeira.....		64081		49722		5719 89
Matamoras.....		49900		10621		2533 94
Portugal.....		18827		31530		3670 40
Prussia.....		117		117		8 10
Sable Island.....		7540		1217		195 50
Sardinia.....		1040		1040		
Spain.....		17545		20558		2840 60
St. Pierre and Miquelon.....		3682		3762		152 22
St. Domingo.....		19463		12820		984 22
Danish West Indies.....		10236		9824		802 48
French West Indies.....		8130		11287		1985 86
Spanish West Indies.....		1091456		474079		140837 92
United States.....		4041844		3831135		181977 25
		14381008		13025433		1226398 87

FINANCIAL SECRETARY'S OFFICE,  
HALIFAX, 30th September, 1866. }

JAMES McDONALD;  
Financial Secretary.



GENERAL STATEMENT OF IMPORTS.

COMPARATIVE STATEMENT

*Of the Total Value of Merchandize imported from each Country during the years ended 30th September, 1865 and 1866,—shewing the Increase or Decrease from each Country.*

COUNTRIES.	1865.	1866.	Increase.	Decrease.	Total Decrease.
Great Britain.....	\$ 6315988	\$ 5893596	.....	\$ 422392	
Canada.....	508935	726164	\$ 217229		
New Brunswick.....	694159	820814	126655		
Newfoundland.....	186308	175372		10936	
Prince Edward Island ..	203371	346469	143098		
British West Indies.....	667206	1013363	346157		
Antwerp.....		5686	5686		
Africa.....		9221	9221		
Brazil.....	6493			6493	
France.....	48513	29651		18862	
Hamburg.....		5318	5318		
Holland.....	25445	21253		4192	
Italy.....		240	240		
Madeira.....	5239	64081	58842		
Matamoras.....	1661	49900	48239		
Portugal.....	46428	18827		27601	
Prussia.....		117	117		
Russia.....	125			125	
Sable Island.....		7540	7540		
Sardinia.....		1040	1040		
Spain.....	52537	17545		34992	
Saint Pierre and Miquelon ..	476	3682		794	
Saint Domingo.....	3870	19463	15593		
Danish West Indies.....	699	10236	9537		
French West Indies ..	11105	8130		2975	
Spanish West Indies.....	1273247	1091456		181791	
United States.....	4325857	4041844		284013	
	\$ 14381662	14381008	994512	995166	654

FINANCIAL SECRETARY'S OFFICE,  
HALIFAX, 30th September, 1866. }

JAMES McDONALD,  
Financial Secretary.

COMPARATIVE STATEMENT

*Of the Amount of Duty Collected at each Port in the Province of Nova Scotia, during the years ended 30th September, 1865 and 1866,—shewing the Increase and Decrease at each Port.*

PORTS.	1865.	1866.	Increase.	Decrease.	Total Increase.
Halifax.....	\$868144 05	\$994910 19	\$126766 14		
Advocate Harbor.....	84 49	92 62	8 13		
Amherst.....	12418 51	13584 21	1165 70		
Annapolis.....	4042 69	7107 02	3064 33		
Antigonish.....	5775 54	5793 29	17 75		
Apple River.....	30 80	16 50		14 30	
Arichat.....	4086 41	3919 65		166 76	
Baddeck.....	2791 50	2198 91		592 59	
Barrington.....	1631 41	1682 74	51 33		
Bear River.....	1738 28	3385 41	1647 13		
Beaver River.....	81 45	173 84	92 39		
Bridgetown.....	4380 71	4960 20	579 49		
Bellevue Cove.....	550 97	635 08	84 11		
Canada Creek.....	511 40	1601 45	1095 15		
Cape Canso.....	526 59	523 21		3 38	
Chester.....		31 70	31 70		

GENERAL STATEMENT OF IMPORTS.  
COMPARATIVE STATEMENT—CONTINUED.

Ports.	1865.	1866.	Increase.	Decrease.	Total Increase.
Cheverie ..	\$ 36 49	\$ 329 33	\$ 292 84		
Clementsport.....	781 87	1287 94	506 07		
Cornwallis .....	4292 59	3939 28		\$ 353 31	
Cow Bay.....	1184 09	962 18		221 91	
Digby .....	5629 56	7890 49	2260 93		
Five Islands .....	522 00	607 43	85 43		
French Cross .....	1358 34	827 26		531 08	
Glace Bay.....	545 65	387 98		157 67	
Great Bras d'Or.....	726 77	726 20		57	
Guysborough.....		21 30	21 30		
Hantsport .....	240 77	982 81	742 04		
Harbor-au-Bouche.....	33 19	80 52	47 33		
Harborville.....	1231 41	1220 68		10 73	
Horton .....	551 97	726 19	174 22		
Isaac's Harbor .....	149 25			149 25	
Joggins.....	2850 06	3109 41	259 35		
LaHave.....	1534 82	783 80		751 02	
Lingan .....	68 00	77 67	9 67		
Little River.....	161 79	941 36	779 57		
Liverpool.....	8910 52	9750 38	839 86		
Londonderry.....	2115 42	3799 70	1684 28		
Louisburg.....	37 78	2 22		35 56	
Lunenburg.....	1933 05	2895 02	961 97		
Mahone Bay.....	27 48	391 47	363 99		
Main-a-Dieu.....	8 95	5 15		3 80	
Maitland .....	645 00	1768 41	1123 41		
Margaree.....	15 50	60 64	45 14		
Margaretsville .....	2214 66	4558 00	2343 34		
North Sydney.....	7930 41	9962 71	2032 30		
Parrsborough .....	544 40	1030 38	485 98		
Pictou .....	27878 18	38973 36	11095 18		
Port Acadia.....	1057 77	1918 16	860 39		
Port Gilbert .....	1173 73	1705 25	531 52		
Port Hawkesbury.....	861 17	829 38		31 79	
Port Hood.....	3443 64	2701 54		742 10	
Port Medway .....	694 35	621 28		73 07	
Port Mulgrave .....	1169 52	1106 14		63 38	
Port Williams.....	259 55	288 27	28 72		
Port Richmond.....	255 74	50 03		205 71	
Pubnico.....	191 64	278 19	86 55		
Pugwash.....	1407 06	1818 94	411 88		
Ragged Islands .....	2077 53	2761 72	684 19		
Ratchford's River.....	182 78	358 23	175 45		
Sandy Cove.....	516 33	527 23	10 90		
St. Ann's.....	18 69	74 64	55 95		
St. Mary's River.....	173 70	220 57	46 87		
Shelburne.....	970 82	818 31		152 51	
Sydney, C. B.....	614 67	4106 93	3492 26		
Tangier.....		633 15	633 15		
Tatamagouche .....	1148 50	988 33		160 17	
Thorne's Cove .....	236 82	363 47	126 65		
Truro .....	310 06	604 74	294 68		
Tusket.....	11 40	77 74	66 34		
Wallace.....	145 48	256 41	110 93		
Walton .....	27 58	80 55	52 97		
Westport.....	444 70	1409 43	964 73		
Weymouth .....	3517 15	5537 84	2020 69		
Wilmot .....	1520 08	1760 62	240 54		
Windsor .....	5197 34	7834 86	2637 52		
Yarmouth.....	31971 26	47951 63	15980 37		
	1040583 73	1226398 87	190235 80	4420 66	185815 14

## GENERAL STATEMENT OF IMPORTS.

## COMPARATIVE STATEMENT

*Of the amount of Duties collected on Imports from each Country during the years ended 30th September 1865 and 1866,—shewing the increase and decrease from each Country.*

COUNTRIES.	1865.	1866.	Increase.	Decrease.	Total Increase.
Great Britain.....	\$506440 67	\$595017 62	\$ 88576 95		
Canada.....	3922 72	10661 12	6738 40		
New Brunswick.....	54761 17	60792 60	6031 43		
Newfoundland.....	1367 45	4239 08	2871 63		
Prince Edward Island.....	1956 00	2705 82	749 82		
British West Indies.....	115214 97	144917 60	29702 63		
Antwerp.....		1347 60	1347 60		
Brazil.....	1 20	129 32	128 12		
China.....	86 82			86 82	
France.....	26327 30	30747 41	4420 11		
Hamburg.....		2281 70	2281 70		
Holland.....	21459 10	31838 62	10379 52		
Italy.....		12 00	12 00		
Madeira.....	202 15	5719 89	5517 74		
Matamoras.....	204 00	2533 94	2329 94		
Portugal.....	1787 85	3670 40	1882 55		
Prussia.....		8 10	8 10		
Russia.....	12 50			12 50	
Sable Island.....	45 60	195 50	149 90		
Spain.....	6378 14	2840 60		3537 54	
St. Pierre and Miquelon.....	255 14	152 22		102 92	
St. Domingo.....	133 56	984 22	850 66		
Danish West Indies.....	89 30	802 48	713 18		
French West Indies.....	1051 09	1985 86	934 78		
Spanish West Indies.....	163587 38	140837 92		22749 46	
United States.....	135299 63	181977 25	46677 62		
	1040583 73	1226398 87	212304 38	26489 24	185815 14

FINANCIAL SECRETARY'S OFFICE,  
HALIFAX, 30th September, 1866. }

JAMES McDONALD,  
Financial Secretary.

## COMPARATIVE STATEMENT

*Of the amount of Duty collected on the principal Articles of Merchandize imported into the Province of Nova Scotia during the years ended 30th September 1865 and 1866,—shewing the increase and decrease on each article.*

ARTICLES.	1865.	1866.	Increase.	Decrease.	Total Increase.
Ale and Porter.....	\$ 5818 68	\$ 5618 15		\$ 200 53	
Animals.....		61 50	\$ 61 50		
Arms and Ammunition.....	1665 70	2816 20	1150 50		
Beef, Pork, and Hams.....	43 20	3409 72	3366 52		
Bread, fine.....	946 65	697 05		249 60	
Do. Navy.....		1440 47	1440 47		
Burning Fluid.....	192 40	32 15		160 25	
Butter and Lard.....		670 56	670 56		
Candles, Tallow.....	295 77	296 10	33		
Do. other.....	1078 96	694 16		384 80	
Cheese.....	99 29	322 38	223 09		
Chocolate or Cocoa Paste.....	4 77	20 52	15 75		
Cinnamon or Cassia.....	54 83	7 95		46 88	

GENERAL STATEMENT OF IMPORTS.  
COMPARATIVE STATEMENT — CONTINUED.

ARTICLES.	1865.	1866.	Increase.	Decrease.	Total Increase.
Clocks.....	\$ 1122 60	\$ 1163 40	... \$ 40 80		
Coffee, Green.....	6692 92	6485 96		... \$ 206 96	
Do. Roasted.....	1054 35	935 45		... 118 90	
Cordage and Canvas.....	21434 25	25266 25	... 3832 00		
Cotton, Linen, Silk, &c.....	265500 40	322778 50	... 57278 10		
Cotton Warp, &c.....	2658 10	4694 10	... 2036 00		
Confectionery.....	1746 80	2759 60	... 1012 80		
Drugs and Dye Stuffs, including Soda.....	11521 50	11295 10		... 226 40	
Do. Patent Medicines.....	2787 60	2676 00		... 111 60	
Earthenware, Glass, and China.....	11811 20	14564 10	... 2752 90		
Flour, Wheat.....	16 75	28685 75	... 28669 00		
Fruit, Apples, Pears, &c.....		447 17	... 447 17		
Fruit, Raisins.....	6594 30	7530 04	... 935 74		
Do. all other, including Nuts.....	1393 80	2546 10	... 1152 30		
Groceries.....	6041 90	7352 80	... 1310 90		
Ginger, Pepper, and Pimento.....	289 80	175 44		... 114 36	
Hardware, 1st.....	64084 30	66775 60	... 2691 30		
Do. 2d.....	24136 50	30758 40	... 6621 90		
Hats and Caps.....	6537 50	7094 30	... 556 80		
India Rubber manufactures.....	1502 10	1915 70	... 413 60		
Jewelry, including Watches and Toys.....	5465 90	8336 10	... 2870 20		
Leather manufactures, including Furs.....	19937 90	19521 50		... 416 40	
Do. Sole.....	11217 56	6640 23		... 4577 33	
Molasses and Treacle.....	58919 30	62755 40	... 3836 10		
Naval Stores, including Oakum.....	752 80	987 40	... 234 60		
Oil, Rock and Coal.....	13020 63	17937 88	... 4917 25		
Do. Linseed, &c.....	5534 90	3862 98		... 1671 92	
Paper manufactures, includ'g Stationery.....	7103 00	6742 90		... 360 10	
Paint and Putty.....	1480 50	5240 50	... 3760 00		
Spirits, Brandy and Cordials.....	42137 10	56598 94	... 14461 84		
Do. Geneva and Whiskey.....	63277 90	83622 63	... 20344 73		
Do. Rum.....	141624 00	151091 55	... 9467 55		
Do. Spirits or Strong Waters.....	101 50	277 77	... 176 27		
Do. Wine.....	19530 50	24823 01	... 5292 51		
Sugar, Raw.....	69339 86	76818 61	... 7488 75		
Do. Refined.....	13246 92	13461 48	... 214 56		
Stone, manufactured.....	1774 30	1115 80		... 658 50	
Tea, Black.....	84773 58	81915 06		... 2858 52	
Do. Green.....	115 50	159 61	... 44 11		
Tobacco, Leaf.....		8988 65	... 8988 65		
Do. manufactured.....	13567 75	17021 62	... 3453 87		
Do. Cigars and Snuff.....	4187 80	2673 00		... 1514 80	
Vegetables, Onions.....	371 66	774 73	... 403 07		
Do. all other.....	1 50	94 40	... 92 90		
Woodware, manufactured.....	12177 30	10228 10		... 1959 20	
Unenumerated articles.....	3323 40	2719 30		... 604 10	
Do. do.....	473 75	3 05		... 470 70	
	1040583 73	1226398 87	202726 99	16911 85	185815 14

FINANCIAL SECRETARY'S OFFICE,  
HALIFAX, 30th September, 1866. }

JAMES McDONALD,  
Financial Secretary.

GENERAL STATEMENT OF IMPORTS.

ABSTRACT

Of the principal Articles of Merchandize imported into the Province of Nova Scotia during the year ended 30th September, 1866, — shewing the quantity and value of each Article imported, and indicating the proportion entered for Home Consumption, with amount of Duty collected thereon.

ARTICLES.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Ale and Porter	galls. 12263	\$ 55255	93636	\$ 41911		\$ 5618 15
Animals	420	3303	420	3303		61 50
Arms and Ammunition	pkgs. 8708	28162	8708	28162		2816 20
Beef and Pork	bbls. 9528½	171008	8571	171606		3279 88
Bacon and Hams	lbs. 6487	986	6517	986		130 34
Bread, fine	pkgs. 188 do. 66301	6941	69705	7000		697 05
Do. Navy	pkgs. 3610 do. 1010358	43480	3610	825078		1440 47
Burning Fluid	galls. 116	69	321	216		32 15
Butter and Lard	pkgs. 24 lbs. 175626	34675	24	162520		670 56
Candles, Tallow	do. 8496	1127	9870	1254		296 10
Do. other	do. 5293	1525	8677	2818		694 16
Cheese	pkgs. 51 do. 90093	12201	51	88883		322 38
Chocolate or Cocoa Paste	do. 684	149	684	149		20 52
Cinnamon or Cassia	do. 159	66	159	66		7 95
Clocks	pkgs. 435	5862	433	5817		1163 40
Coal	chalds. 4639 tons 481	25558	4639	481		25558
Coffee, Green	lbs. 311497	58233	162149	31467		6485 96
Do. Roasted	do. 16949	2243	18709	3173		935 45
Cordage and Canvas	lbs. 79469 pks. 35204	532952	79469	34329		505325
Cotton, Linen, Silk, &c.	pkgs. 13347	3193574	14513	3227785		332778 50
Cotton Warp, &c.	do. 786	90272	818	93902		4694 10
Confectionery	lbs. 456 pks. 746	15393	456	716		13798
Drugs & Dye Stuffs, &c.	lbs. 46669 } pkgs. 8091 }	120328	ton ¼ lb 13669 } pkgs. 7626 }	112951		11295 10
Do. Patent Medicines	pkgs. 873	15975	781	13380		2676 00
Earthenware, Glass, China	do. 36296	147362	36581	145641		14564 10
Flour, Wheat	bbls. 255792 } do. 118191½ }	1659955	361042	2441632		28685 75
Do. all other	do. 63469	273091	63469	273091		
Fruit, Apples, &c.	lbs. 375 bbls. 466 pks. 2307	20733	375	2307		473
Do. Raisins	lbs. 508223	75065	376502	61720		7530 04
Do. all other, incl. nuts	No. 5900 pk. 6499	29983	5900	6103		2546 10
Fish, dry fish	lbs. 2473130	77978	2473130	77978		
Do. Herring and Alewives	bbls. 41685	91998	41685	91998		
Do. Salmon and Trout	cases 14 bbls. 2802	31281	14	2802		31281
Do. Mackerel, &c.	bxs. 80 bbls. 15694	140816	80	15694		140816
Do. Shell fish	pkgs. 2757 bush. 658	17246	2757	658		17246
Groceries	lbs. 15055 pks. 14113	89774	15055	12433		73528
Ginger, Pepper, Pimento	lbs. 2412	486	4386	677		73528
Grain, incl. Rice	bsh. 7899 lbs. 8219 pk. 3657	29643	8219	3660		7399
Do. other than Rice	bush. 491646	204996	491646	204996		
Hardware, 1st	pcs. & pks. 65912	672514	58893	667756		66775 60
Do. 2d	tons 918 do. 292909	616496	918	283615		617168
Do. 3d	do. 2373½ do. 17065	321409	2373½	17066		321486
Hats and Caps	pkgs. 878	69829	885	70943		7094 30
Hides and Skins, undressed	pk. 33 No. 32098	68499	33	32098		68499
India Rubber manufactures	pkgs. 518	19682	605	19157		1915 70
Jewelry, incl. watches, toys	do. 616	83508	607	83361		8336 10
Leather manfs. incl. Furs	do. 2186	191616	2184	195215		19521 50
Do. Sole	lbs. 145861	36841	166005½	43986		6640 23
Molasses and Treacle	galls. 2605525	698699	1255108	304364		62755 40
Naval Stores, incl. Oakum	lb. 30670 pk. 9731	34651	30670	7296		24429
Oil, Rock and Coal	galls. 290162	126219	256255½	110189		17987 88
Do. Fish	pkgs. 6 gls. 56141	24310	6	56141		24310

## GENERAL STATEMENT OF IMPORTS.

## ABSTRACT — CONTINUED.

ARTICLES.	Total Imports.		Entered for Home Consumption.		Rate of Duty.	Duty Collected.
	Quantity.	Value.	Quantity.	Value.		
Oil, Linseed, &c.....	pks.66 gls.40734	\$ 35233	76.....44713	\$ 38629	.....	\$ 3862 98
Paper mofs. incl. Stationery	pkgs. 3542	63725	.....3483	67429	.....	6742 90
Do. Printed Books, &c.....	do. 2369	109482	.....2369	109482	.....	
Paint and Putty.....	do. 4164	56226	.....4046	52445	.....	5240 50
Spirits, Brandy & Cordials.	galls. 59877	88058	.....59256	105980	.....	56598 94
Do. Geneva and Whiskey..	do. 125172	73506	.....112876	59831	.....	83622 63
Do. Rum.....	do. 513208	233851	.....351786	160494	.....	151091 55
Do. Spirits or Stg. Waters..	do. 628	1230	.....441½	557	.....	277 77
Do. Wine.....	doz.1253 do. 54760	88803	2365.....54616	127338	.....	24823 01
Sugar, Raw.....	lbs. 16088839	1106959	.....5121907	349755	.....	76828 61
Do. Refined.....	do. 565453	4537	.....673074	74513	.....	13461 48
Salt.....	bush. 1086735	189458	.....1086735	189458	.....	
Stone, manf.....	M. 869½ pcs. & pks. 253	11023	893½.....253	11158	.....	1115 80
Stone unmf. incl. lime... {	tons 182	34458 {	.....212	34458 {		
	slate 79100		.....79100			
	pkgs. &c. 33271		.....33271			
Tea, Black.....	lbs. 1150801	371669	.....1365251	430697	.....	81915 06
Do. Green.....	do. 15250	2400	.....1451	772	.....	159 61
Tobacco, Leaf... pkgs.187	do. 605439	77532	.....179773	62877	.....	8988 65
Do. manufactured.....	do. 354691	103848	.....297372½	80983	.....	17021 62
Do. Cigars and Snuff.....	pkgs. 135	8393	.....207	13363	.....	2673 00
Vegetables, Onions... pkgs.	349 lbs.636652	16228	349.....571012	14258	.....	774 73
Do. all other.....	lbs. 251 bush.191888	56186	155.....191771	56071	.....	94 40
Woodware, manufact'd....	pcs. & pks. 26417	102621	.....25826	102181	.....	10218 10
Do. unmanufact'd..... {	cord 189 tons791	130064 {	189.....699	129164 {		
	M46121 M87000		46121..87000			
	pkgs. 19696		.....19596			
Unenumerated articles....	tons14½ pk.5107	27331	.....5350	27193	.....	2719 30
Do. do. ....	pkgs. 20	61	.....20	61	.....	3 05
Do. do. ....	tons629 pk.4079	214363	624½ 8800 3628	169263	.....	
		14381008		13025433		1226398 87

FINANCIAL SECRETARY'S OFFICE,  
HALIFAX, 30th September, 1866. }

JAMES McDONALD,  
Financial Secretary.

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# GENERAL STATEMENT OF EXPORTS

FOR THE HALF YEAR ENDED 30TH SEPTEMBER, 1866.

Being a detailed account of the principal Articles of Merchandize Exported from Nova Scotia to each Country during the Six Months ended 30th September, 1866,—shewing the quantity and value of each Article, the Port where cleared, and whether in British or Foreign Ships.

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# GENERAL STATEMENT OF EXPORTS.

## GREAT BRITAIN.

### COAL.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Pictou.....	Tons. 575	\$ 2875			Tons. 575	\$ 2875

### COTTON AND WOOLLEN MANUFACTURES.

Halifax.....	Pkgs. 390	60000			Pkgs. 390	60000
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### DRUGS.

Halifax.....	Pkgs. 66	800			Pkgs. 66	800
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### EARTHENWARE.

Halifax.....	Pkgs. 1	64			Pkgs. 1	64
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### FISH (COD).

Halifax.....	Lbs. 1600	67			Lbs. 1600	67
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### FISH (HERRING AND ALEWIVES).

Halifax.....	Pkgs. 54	170			Pkgs. 54	170
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### FISH (SHELL).

Halifax.....	Pkgs. 4456	11236			Pkgs. 4456	11236
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### FISH (SMOKED).

Halifax.....	Pkgs. 74	550			Pkgs. 74	550
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### FLOUR (WHEAT).

Halifax.....	Pkgs. 422	2536			Pkgs. 422	2536
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## GENERAL STATEMENT OF EXPORTS—GREAT BRITAIN.

## FURS.

PORTS.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 62	\$ 35010			Pkgs. 62	\$ 35010

## GRAIN.

Halifax.....	Bush. 100	50			Bush. 100	50
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## HARDWARE.

Halifax.....	Pkgs. 20	1712			Pkgs. 20	1712
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## HIDES AND SKINS.

Halifax.....	Pkgs. 30	6000			Pkgs. 30	6000
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## NAVAL STORES.

Halifax.....	Pkgs. 183	366			Pkgs. 183	366
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## OIL (FISH).

Halifax.....	Pkgs. 150	175			Pkgs. 150	175
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## TOBACCO.

Halifax.....	Lbs. 38607	4501			Lbs. 38607	4501
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## SPIRITS (WINE).

Halifax.....	Galls. 130	100			Galls. 130	100
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## WOODWARE (BOARDS, PLANK, AND DEAL).

	Feet.				Feet.		
Pictou.....	58000	223			58000	223	
Pugwash.....	2099374	14235	2419660	17782	4519034	32017	
St. Mary's River.....	37325	2117			37325	2117	
Tatamagouche.....	193000	1341			193000	1341	
Wallace.....	294937	2160			294937	2160	
Weymouth.....	1215000	10269			1215000	10269	
	3897636	30345	2419660	17782	6317296	48127	

## WOODWARE (DEAL ENDS AND SCANTLING).

Hantsport.....	Feet. 68656	980			Feet. 68656	980
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## GENERAL STATEMENT OF EXPORTS—GREAT BRITAIN.

## WOODWARE (FIREWOOD AND LATHWOOD).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Cords.				Cords.	
Halifax.....	50	\$ 250			50	\$ 250
Hantsport .....	11	25			11	25
Pictou .....	8	40			8	40
Pugwash.....			6	30	6	30
St. Mary's River.....	16	80			16	80
Tatamagouche .....	55	255			55	255
Weymouth .....	13	36			13	36
	153	686	6	30	159	716

## WOODWARE (LATHS AND PALINGS).

Halifax .....	No. 240000	850			No. 240000	850
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## WOODWARE (SPARS AND KNEES).

Halifax.....	No. 900	1200			No. 900	1200
Weymouth .....	16	36			16	36
	916	1236			916	1236

## WOODWARE (STAVES AND HOOPS).

Halifax .....	No. 32800	776			No. 32800	776
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## WOODWARE (TIMBER).

	Tons.				Tons.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Halifax .....	500	2600			500	2600
Hantsport .....	149	512			149	512
St. Mary's River.....	383	1383			383	1383
Tatamagouche .....	868	4259			868	4259
Weymouth .....	85	340			85	340
	1985	9094			1985	9094

## UNENUMERATED.

Halifax.....		7655				7655
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## CANADA.

## ALE AND PORTER.

Halifax .....	Galls. 135	64			Galls. 135	64
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## BEEF, PORK, AND HAMS.

Halifax.....	Pkgs. 227	6248			Pkgs. 227	6248
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## GENERAL STATEMENT OF EXPORTS—CANADA.

## BREAD.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 410	\$ 1271			Pkgs. 410	\$ 1271

## BUTTER AND LARD.

Ports.	Lbs.	Value.	Lbs.	Value.
Halifax.....	906	201	906	201

## CANDLES.

Ports.	Lbs.	Value.	Lbs.	Value.
Halifax.....	787	141	787	141

## COFFEE.

Ports.	Lbs.	Value.	Lbs.	Value.
Halifax.....	41886	6804	41886	6804

## CORDAGE AND CANVAS.

Ports.	Pkgs.	Value.	Pkgs.	Value.
Halifax.....	108	732	108	732

## COTTON AND WOOLLEN MANUFACTURES.

Ports.	Pkgs.	Value.	Pkgs.	Value.
Halifax.....	286	16199	286	16199

## COAL.

	Tons.	Value.	Tons.	Value.
Cow Bay.....	2667	4435	2667	4435
Glace Bay.....	1664	3420	1664	3420
Great Bras d'Or.....	135	270	135	270
North Sydney.....	1960	5899	1960	5899
Pictou.....	8828	22070	8828	22070
	15254	36094	15254	36094

## CHEESE.

Ports.	Lbs.	Value.	Lbs.	Value.
Halifax.....	135	27	135	27

## DRUGS.

Ports.	Pkgs.	Value.	Pkgs.	Value.
Halifax.....	709	2550	709	2550

## EARTHENWARE.

Ports.	Pkgs.	Value.	Pkgs.	Value.
Halifax.....	21	491	21	491

## GENERAL STATEMENT OF EXPORTS—CANADA.

## FLOUR (WHEAT).

PORTS.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	Pkgs. 1351	\$ 10842			Pkgs. 1351	\$ 10842
	153	1224			153	1224
	1504	11566			1504	11566

## FLOUR (OTHER).

Halifax .....	Pkgs. 107	428			Pkgs. 107	428
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## FRUIT (APPLES, &amp;c.)

Halifax .....	Pkgs. 3	40			Pkgs. 3	40
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## FRUIT (OTHER).

Halifax .....	Pkgs. 446	556			Pkgs. 446	556
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## FISH (COD).

	Pkgs.	Lbs.			Pkgs.	Lbs.	
Cape Canso .....	60598	525			60598	525	
Harbor-au-Bouche .....	2352	58			2352	58	
Port Hawkesbury .....	2464	88			2464	88	
St. Peter's .....	8	32			8	32	
	8	65414	703		8	65414	703

## FISH (HERRING AND ALEWIVES).

	Pkgs.				Pkgs.		
Halifax .....	205	825			205	825	
Cape Canso .....	140	440			140	440	
Harbor-au-Bouche .....	424	1698			424	1698	
Mahone Bay .....	580	1692			580	1692	
Pictou .....	536	2006			536	2006	
Port Hawkesbury .....	974	3896			974	3896	
Port Mulgrave .....	511	2044			511	2044	
St. Peter's .....	790	3948			790	3948	
	4160	16549			4160	16549	

## FISH (MACKEREL, SHAD, &amp;c.)

	Pkgs.				Pkgs.		
Halifax .....	137	1020			137	1020	
Cape Canso .....	43	575			43	575	
Port Hawkesbury .....	800	3200			800	3200	
Port Mulgrave .....	75	600			75	600	
St. Peter's .....	3	24			3	24	
	1058	5419			1058	5419	

## FISH (SALMON AND TROUT).

Cape Canso .....	Pkgs. 2	8			Pkgs. 2	8
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## GENERAL STATEMENT OF EXPORTS—CANADA.

## GRAIN.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Bush. 56	\$ 19			Bush. 56	\$ 19

## GROCERIES.

Halifax.....	Pkgs. 25	118			Pkgs. 25	118
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## GYPSUM, LIME, AND PLASTER.

	Tons.		Tons.		Tons.	
Arichat.....	572	858			572	858
Antigonishe.....	200	100			200	100
	772	958			772	958

## HARDWARE.

Halifax.....	Pkgs. 277	2999			Pkgs. 277	2999
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## HIDES AND SKINS.

Halifax.....	No. 9208	950			No. 9208	950
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## LEATHER MANUFACTURES.

Halifax.....	Pkgs. 53	1585			Pkgs. 53	1585
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## LEATHER (SOLE.)

Halifax.....	Pkgs. 37	227			Pkgs. 37	227
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## MOLASSES AND TREACLE.

Halifax.....	Galls. 180220	54241			Galls. 180220	54241
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## NAVAL STORES.

Halifax.....	Pkgs. 267	877			Pkgs. 267	877
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## OIL (FISH).

	Galls.		Galls.		Galls.	
Halifax.....	11239	8644			11239	8644
Cape Canso.....	445	322			445	322
Harbor-au-Bouche.....	487	380			487	380
Mahone Bay.....	110	55			110	55
Port Hawkesbury.....	720	288			720	288
	13001	9689			13001	9689

## OIL (OTHER).

Halifax.....	Galls. 850	484			Galls. 850	484
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## GENERAL STATEMENT OF EXPORTS—CANADA.

## OLD IRON, ROPE, &amp;c.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Pkgs.				Pkgs.	
North Sydney .....	50	\$ 1000			50	\$ 1000
Pictou .....	12	400			12	400
	62	1400			62	1400

## PAPER MANUFACTURES.

Halifax .....	Pkgs.	21	66		Pkgs.	21	66
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## RICE.

Halifax .....	Lbs.	7134	295		Lbs.	7134	295
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## SPIRITS (BRANDY).

Halifax .....	Galls.	510	799		Galls.	510	799
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## SPIRITS (GENEVA).

Halifax .....	Galls.	1512	938		Galls.	1512	938
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## SPIRITS (RUM).

Halifax .....	Galls.	26666	12811		Galls.	26666	12811
Pictou .....		145	145			145	145
		26811	12956			26811	12956

## SPIRITS (WHISKEY).

Halifax .....	Galls.	45	45		Galls.	45	45
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## SPIRITS (WINE).

Halifax .....	Galls.	340	554		Galls.	340	554
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## SALT.

Halifax .....	Bush.	8461	2212		Bush.	8461	2212
Port Hawkesbury .....		620	248			620	248
		9081	2460			9081	2460

## SOAP.

Halifax .....	Pkgs.	190	296		Pkgs.	190	296
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## SUGAR (RAW).

Halifax .....	Lbs.	3661693	203976		Lbs.	3661693	203976
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## GENERAL STATEMENT OF EXPORTS—CANADA.

## SUGAR (REFINED).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Lbs. 3161	\$ 301			Lbs. 3161	\$ 301

## STONE.

	Pkgs.		Pkgs.			
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	160	200	160	200		
Pictou.....	12	100	12	100		
Wallace.....	50	100	50	100		
	222	400	222	400		

## TEA.

Ports.	Lbs.	Value.	Lbs.	Value.
Halifax.....	83538	15204	83538	15204

## TOBACCO.

Ports.	Lbs.	Value.	Lbs.	Value.
Halifax.....	39428	7413	39428	7413

## VEGETABLES.

Ports.	Bush.	Value.	Bush.	Value.
Pictou.....	270	360	270	360

## WOODWARE (MANUFACTURED).

Ports.	Value.	Value.	Value.	Value.
Halifax.....	2641		2641	
Port Hawkesbury.....	350		350	
	2991		2991	

## WOODWARE (BOARDS AND PLANKS).

Ports.	Feet.	Value.	Feet.	Value.
Halifax.....	2000	23	2000	23

## UNENUMERATED.

Ports.	Value.	Value.	Value.	Value.
Halifax.....	7902		7902	

## NEW BRUNSWICK.

## ALE AND PORTER.

Ports.	Galls.	Value.	Galls.	Value.
Halifax.....	1339	633	1339	633
Bear River.....	20	60	20	60
Digby.....	10	30	10	30
	1369	723	1369	723

## ANIMALS (HORSES).

Ports.	No.	Value.	No.	Value.
Windsor.....	28	2784	28	2784



GENERAL STATEMENT OF EXPORTS—NEW BRUNSWICK.

ANIMALS (HORNED CATTLE).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Annapolis .....	No. 164	\$ 11099			No. 164	\$ 11099
Bear River.....	12	473			12	473
Clementsport....	1	35			1	35
Digby.....	143	6680			143	6680
Margaretsville..	32	203			32	203
Port Williams....	58	441			58	441
St. Ann's.....	31	868			31	868
Wilmot.....	6	47			6	47
Windsor.....	18	2280			18	2280
	465	22126			465	22126

ANIMALS (SHEEP AND LAMBS).

	No.			No.	
Annapolis .....	370	290		370	290
Bear River.....	374	714		374	714
Canada Creek....	11	22		11	22
Digby.....	581	1162		581	1162
French Cross.....	60	120		60	120
Margaretsville..	284	578		284	578
Port Williams....	726	1452		726	1452
St. Ann's.....	32	128		32	128
	2438	4466		2438	4466

BEEF, PORK, AND HAMS.

	Pkgs.			Pkgs.	
Halifax.....	19	240		19	240
Amherst.....	1	45		1	45
Canada Creek....	3	30		3	30
Clementsport....	2	6		2	6
Harborville.....	1	14		1	14
Margaretsville..	30	340		30	340
Wilmot.....	12	149		12	149
	68	824		68	824

BREAD.

	Pkgs.			Pkgs.	
Halifax.....	10	38		10	38

BUTTER AND LARD.

	Bbls.			Bbls.	
Amherst.....	680	144		680	144
Canada Creek....	330	68		330	68
Clementsport....	100	20		100	20
French Cross....	450	88		450	88
Harborville.....	200	40		200	40
Margaretsville..	660	95		660	95
Port Williams....	400	90		400	90
Wilmot.....	1500	255		1500	255
	4320	800		4320	800

## GENERAL STATEMENT OF EXPORTS—NEW BRUNSWICK.

## CANDLES.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Lbs. 267	\$ 38			Lbs. 267	\$ 38

## COAL.

	Tons.			Tons.	
Amherst .....	870	1740		870	1740
Clementsport.....	5	20		5	20
Cow Bay.....	785	1528		785	1528
Great Bras d'Or.....	231	462		231	462
Joggins .....	5351	9327		5351	9327
Margaretsville.....		20			20
North Sydney .....	1473	3682		1473	3682
Pictou .....	1902	4950		1902	4950
	10617	21729		10617	21729

## COFFEE.

Halifax.....	Lbs. 7005	924		Lbs. 7005	294
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## CHEESE.

Canada Creek .....	Lbs. 350	35		Lbs. 350	35
French Cross .....	400	40		400	40
Margaretsville.....	2100	210		2100	210
Port Williams.....	610	61		610	61
Wilmot .....	2450	245		2450	245
	5910	591		5910	591

## CORDAGE AND CANVAS.

Halifax.....	Pkgs. 43	191		Pkgs. 43	191
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## COTTON AND WOOLLEN MANUFACTURES.

Halifax.....	Pkgs. 3	275		Pkgs. 3	275
Five Islands .....	1	13		1	13
	4	288		4	288

## DRUGS.

Halifax.....	Pkgs. 30	1163		Pkgs. 30	1163
Yarmouth.....	1	400		1	400
	31	1563		31	1563

## EARTHENWARE AND CHINA.

Halifax.....	Pkgs. 21	467		Pkgs. 21	467
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## GENERAL STATEMENT OF EXPORTS—NEW BRUNSWICK.

## EGGS.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Doz.				Doz.	
Annapolis .....	1550	\$ 186			1550	\$ 186
Bear River .....	3000	348			3000	348
Canada Creek .....	75	9			75	9
Clementsport .....	3200	386			3200	386
Digby .....	5800	707			5800	707
Five Islands .....	50	5			50	5
French Cross .....	1050	136			1050	136
Harborville .....	350	40			350	40
Margaretsville .....	3400	466			3400	466
Port Williams .....	1550	185			1550	185
Wilmot .....	3460	388			3460	388
	23485	2856			23485	2856

## FLOUR (WHEAT).

	Pkgs.				Pkgs.	
Halifax .....	170	1275			170	1275
Pictou .....	52	416			52	416
	222	1691			222	1691

## FLOUR (OTHER).

	Pkgs.				Pkgs.	
Halifax .....	110	555			110	555

## FRUIT (APPLES, PEARS, &amp;c.)

	Pkgs.				Pkgs.	
Halifax .....	3	43			3	43
Annapolis .....	1296	3634			1296	3634
Bear River .....	690	504			690	504
Bridgetown .....	541	1028			541	1028
Canada Creek .....	100	269			100	269
Clementsport .....	70	206			70	206
Cornwallis .....	184	597			184	597
Digby .....	806	1068			806	1068
French Cross .....	30	75			30	75
Harborville .....	159	308			159	308
Horton .....	12	70			12	70
Margaretsville .....	280	913			280	913
Port Williams .....	137	195			137	195
Thorne's Cove .....	2	4			2	4
Wilmot .....	249	546			249	546
Windsor .....	20	140			20	140
Yarmouth .....	21	85			21	85
	4600	9685			4600	9685

## FRUIT (OTHER).

	Pkgs.				Pkgs.	
Halifax .....	276	633			276	633

## FISH (SCALE).

	Lbs.				Lbs.	
Halifax .....	5500	110			5500	110
Port Williams .....	4704	186			4704	186
Westport .....	43600	816			43600	816
	53804	1062			53804	1062

## GENERAL STATEMENT OF EXPORTS—NEW BRUNSWICK.

## FISH (COD).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Lbs.				Lbs.	
Halifax .....	9600	\$ 440			9600	\$ 440
Barrington .....	15680	280			15680	280
Digby.....	60928	2062			60928	2062
Port Williams.....	2128	63			2128	63
Thorne's Cove.....	50000	175			50000	175
Westport .....	59820	2258			59820	2258
Yarmouth .....	75300	3074			75300	3074
	273456	8352			273456	8352

## FISH (HERRING AND ALEWIVES).

	Pkg.				Pkg.	
	Quantity.	Value.			Quantity.	Value.
Halifax.....	244	1001			244	1001
Barrington .....	230	690			230	690
Bear River.....	100	60			100	60
Canada Creek.....	2	6			2	6
Cape Canso.....	125	500			125	500
Clementsport.....	1848	1264			1848	1264
Cornwallis .....	60	235			60	235
Digby.....	383	485			383	485
French Cross.....	129	387			129	387
Harborville .....	462	1356			462	1356
Margaretsville .....	66	160			66	160
Port Williams.....	1502	4058			1502	4058
Thorne's Cove.....	280	1120			280	1120
Westport .....	22	66			22	66
Wilmot .....	406	1333			406	1333
	5859	12721			5859	12721

## FISH (MACKEREL, SHAD, &amp;c.)

	Pkg.	Value.		Pkg.	Value.
Digby.....	30	210		30	210

## FISH (PRESERVED AND SMOKED).

	Pkg.	Value.		Pkg.	Value.
Digby.....	885	619		885	619

## GRAIN.

	Bush.	Value.		Bush.	Value.
French Cross.....	60	30		60	30
Harborville.....	40	16		40	16
Wilmot .....	50	20		50	20
	150	66		150	66

## GROCERIES.

	Pkg.	Value.		Pkg.	Value.
Halifax.....	11	60		11	60

## GYPSUM, LIME, AND PLASTER.

	Tons.	Value.		Tons.	Value.
Antigonish.....	54	27		54	27
Horton.....	223	1787		223	1787
Pictou.....	45	80		45	80
	322	1894		322	1894

## GENERAL STATEMENT OF EXPORTS—NEW BRUNSWICK.

## HARDWARE.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 255	\$ 2164	.....	.....	Pkgs. 255	\$ 2164
Londonderry.....	39714	80038	.....	.....	39714	80038
	39969	82202			39969	82202

## HAY.

Ports.	Tons.		Tons.		Tons.	Tons.
	Quantity.	Value.	Quantity.	Value.		
Amherst.....	25	200	.....	.....	25	200
Bear River.....	2	20	.....	.....	2	20
	27	220			27	220

## HIDES AND SKINS.

Ports.	No.		No.		No.	No.
	Quantity.	Value.	Quantity.	Value.		
Digby.....	718	984	.....	.....	718	984

## LEATHER MANUFACTURES.

Ports.	Pkgs.		Pkgs.		Pkgs.	Pkgs.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	34	251	.....	.....	34	251

## MOLASSES AND TREACLE.

Ports.	Galls.		Galls.		Galls.	Galls.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	177824	58749	.....	.....	177824	58749
Digby.....	3259	1303	.....	.....	3259	1303
Yarmouth.....	43089	12712	.....	.....	43089	12712
	224172	72764			224172	72764

## NAVAL STORES.

Ports.	Pkgs.		Pkgs.		Pkgs.	Pkgs.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	3	7	.....	.....	3	7

## OIL (FISH).

Ports.	Galls.		Galls.		Galls.	Galls.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	2516	2068	.....	.....	2516	2068
Barrington.....	890	538	.....	.....	890	538
Canada Creek.....	12	8	.....	.....	12	8
Digby.....	830	738	.....	.....	830	738
Port Williams.....	31	20	.....	.....	31	20
Westport.....	540	340	.....	.....	540	340
Wilmot.....	275	275	.....	.....	275	275
	5094	3987			5094	3987

## OIL (OTHER).

Ports.	Galls.		Galls.		Galls.	Galls.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	633	337	.....	.....	633	337

## OLD IRON, JUNK, &amp;c.

Ports.	Pkgs.		Pkgs.		Pkgs.	Pkgs.
	Quantity.	Value.	Quantity.	Value.		
Barrington.....	1	60	.....	.....	1	60
Canada Creek.....	60	30	.....	.....	60	30
Five Islands.....	4	34	.....	.....	4	34
Wilmot.....	3	3	.....	.....	3	3
	68	127			68	127

## GENERAL STATEMENT OF EXPORTS—NEW BRUNSWICK.

## PAPER MANUFACTURES.

PORTS.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 30	\$ 40			Pkgs. 30	\$ 40

## RICE.

Halifax.....	Lbs. 4152	154			Lbs. 4152	154
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## SPIRITS (BRANDY).

Halifax.....	Galls. 388	690			Galls. 388	690
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## SPIRITS (GENEVA).

Halifax.....	Galls. 850	620			Galls. 850	620
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## SPIRITS (RUM).

Halifax.....	Galls. 25630	12866			Galls. 25630	12866
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## SPIRITS (WHISKEY).

Halifax.....	Galls. 210	218			Galls. 210	218
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## SPIRITS (WINE).

Halifax.....	Galls. 1127	1248			Galls. 1127	1248
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## SALT.

Halifax.....	Bush. 760	180			Bush. 760	180
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## SOAP.

Halifax.....	Pkgs. 23	84			Pkgs. 23	84
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## SUGAR (RAW).

Halifax.....	Lbs. 816004	52155			Lbs. 816004	52155
Five Islands.....	200	20			200	20
Yarmouth.....	150307	9018			150307	9018
	966511	61193			966511	61193

## SUGAR (REFINED).

Halifax.....	Lbs. 6300	634			Lbs. 6300	634
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## GENERAL STATEMENT OF EXPORTS—NEW BRUNSWICK.

## STONE.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Tons.				Tons.	
Clementsport.....	12	\$ 66			12	\$ 66
Wallace.....	80	160			80	160
Walton.....	190	3320			190	3320
	282	3546			282	3546

## TEA.

	Lbs.		Lbs.		Total Value.
	Quantity.	Value.	Quantity.	Value.	
Halifax.....	19213	5484	19213		5484
Digby.....	103	41	103		41
	19316	5525	19316		5525

## TOBACCO.

	Lbs.	Value.	Lbs.	Value.
Halifax.....	12550	3150	12550	3150

## VEGETABLES.

	Bush.		Bush.	
	Quantity.	Value.	Quantity.	Value.
Annapolis.....	872	326	872	326
Bear River.....	123	107	123	107
Bridgetown.....	1055	256	1055	256
Canada Creek.....	6075	2978	6075	2978
Clementsport.....	110	33	110	33
Cornwallis.....	17320	6744	17320	6744
Digby.....	4487	1056	4487	1056
French Cross.....	875	321	875	321
Harborville.....	2885	1092	2885	1092
Horton.....	2600	780	2600	780
Margaretsville.....	940	422	940	422
Port Williams.....	33	11	33	11
Wilmot.....	251	89	251	89
	37626	14215	37626	14215

## WOODWARE (MANUFACTURED).

	Quantity.	Value.	Quantity.	Value.
Halifax.....		200		200
Clementsport.....		25		25
Londonderry.....		125		125
Parrsborough.....		150		150
Port Williams.....		8		8
		508		508

## WOODWARE (BOARDS, PLANK, AND DEAL).

	Feet.		Feet.	
	Quantity.	Value.	Quantity.	Value.
Advocate Harbor.....	39000	828	39000	828
Amherst.....	260000	1460	260000	1460
Annapolis.....	39000	656	39000	656
Apple River.....	32000	680	32000	680
Bear River.....	3000	40	3000	40
French Cross.....	4000	36	4000	36
Joggins.....	110000	660	110000	660
Parrsborough.....	189000	1290	189000	1290
Wilmot.....	500	5	500	5
	676500	5655	676500	5655

## GENERAL STATEMENT OF EXPORTS—NEW BRUNSWICK.

## WOODWARE (DEAL ENDS AND SCANTLING).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value
	Quantity.	Value.	Quantity.	Value.		
Joggins .....	Feet. 276000	\$ 1592			Feet. 276000	\$ 1592

## WOODWARE (FIREWOOD AND LATHWOOD).

	Cords.		Cords.		Cords.	
Bear River .....	7	21			7	21
Canada Creek .....	21	63			21	63
Clementsport .....	8	24			8	24
Cornwallis .....	25	62			25	62
French Cross .....	139	417			139	417
Harborville .....	35	105			35	105
Margaretsville .....	5	15			5	15
Parrsborough .....	40	90			40	90
Port Williams .....	2	6			2	6
Wilmot .....	30	90			30	90
	312	893			312	893

## WOODWARE (STAVES, HOOPS, AND SHOOKS).

	Pkgs.		Pkgs.		Pkgs.	
Bear River .....	1	22			1	22

## WOODWARE (SWEEPS AND OARS).

	Feet.		Feet.		Feet.	
Wilmot .....	800	10			800	10

## WOOL.

	Lbs.		Lbs.		Lbs.	
Bridgetown .....	1000	339			1000	339

## UNENUMERATED.

Halifax .....		5604				5604
Bear River .....		75				75
Digby .....		485				485
Five Islands .....		45				45
Port Williams .....		24				24
Thorne's Cove .....		60				60
		6293				6293

## NEWFOUNDLAND.

## ALE AND PORTER.

	Galls.		Galls.		Galls.	
Halifax .....	1550	487			1550	487

## ANIMALS (HORSES).

	No.		No.		No.	
Antigonishe .....	4	240			4	240
Baddeck .....	5	280			5	280
Little River .....	35	2110			35	2110
Margaree .....	1	72			1	72
Port Hood .....	1	40			1	40
	46	2742			46	2742



GENERAL STATEMENT OF EXPORTS—NEWFOUNDLAND.

ANIMALS (HORNED CATTLE).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Antigonishe.....	No. 69	\$ 3615			No. 69	\$ 3615
Baddeck.....	529	13959			529	13959
Little River.....	844	32299			844	32299
Margaree.....	619	8708			619	8708
Port Hawkesbury.....	89	2758			89	2758
Port Hood.....	136	2800			136	2800
	2286	64139			2286	64139

ANIMALS (SHEEP AND LAMBS).

	No.			No.	
Antigonishe.....	12	72		12	72
Baddeck.....	745	1838		745	1838
Great Bras d'Or.....	2	6		2	6
Little River.....	1474	5019		1474	5019
Margaree.....	46	180		46	180
Port Hawkesbury.....	105	315		105	315
Port Hood.....	211	620		211	620
	2595	8050		2595	8050

ANIMALS (HOGS AND PIGS).

	No.			No.	
Antigonishe.....	3	15		3	15
Baddeck.....	19	56		19	56
Great Bras d'Or.....	3	9		3	9
Little River.....	55	237		55	237
	80	317		80	317

BEEF, PORK, AND HAMS.

	Pkgs.			Pkgs.	
Halifax.....	821	13000		821	13000
Antigonishe.....	13	232		13	232
Great Bras d'Or.....	11	176		11	176
Little River.....	5	80		5	80
	850	13488		850	13488

BREAD.

	Pkgs.			Pkgs.	
Halifax.....	396	1091		396	1091

BUTTER AND LARD.

	Pkgs.	Lbs.		Pkgs.	Lbs.	
Halifax.....		7935	2052		7935	2052
Antigonishe.....		12	120		12	120
Baddeck.....		85850	16250		85850	16250
Great Bras d'Or.....		12873	3573		12873	3573
Little River.....		189330	37866		189330	37866
Margaree.....		7340	1558		7340	1558
North Sydney.....		36360	7272		36360	7272
Port Hawkesbury.....	123		989	123		989
Port Hood.....		22170	4420		22170	4420
Pugwash.....		1400	286		1400	286
	123	363270	74386	123	363270	74386

## GENERAL STATEMENT OF EXPORTS—NEWFOUNDLAND.

## BRICK.

PORTS.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Pugwash.....	No. 6000	\$ 48			No. 6000	\$ 48

## CANDLES.

	Lbs.				Lbs.	
Halifax.....	2575	445			2575	445

## COAL.

	Tons.				Tons.	
Baddeck.....	156	306			156	306
Cow Bay.....	1919	3838			1919	3838
Glace Bay.....	157	314			157	314
Great Bras d'Or.....	1618	3227			1618	3227
North Sydney.....	23089	57297			23089	57297
	26939	64982			26939	64982

## COFFEE.

	Lbs.				Lbs.	
Halifax.....	1012	168			1012	168

## CHEESE.

	Lbs.				Lbs.	
Halifax.....	1470	185			1470	185
Yarmouth.....	150	12			150	12
	1620	197			1620	197

## CORDAGE AND CANVAS.

	Pkgs.				Pkgs.	
Halifax.....	32	185			32	185

## COTTON AND WOOLLEN MANUFACTURES.

	Pkgs.				Pkgs.	
Halifax.....	63	9577			63	9577

## DRUGS.

	Pkgs.				Pkgs.	
Halifax.....	34	385			34	385

## EARTHENWARE, GLASS, &amp;c.

	Pkgs.				Pkgs.	
Halifax.....	14	429			14	429

## EGGS.

	Doz.				Doz.	
Little River.....	2308	230			2308	230
Margaree.....	200	40			200	40
	2508	270			2508	270

## GENERAL STATEMENT OF EXPORTS—NEWFOUNDLAND.

## FLOUR (WHEAT).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	Pkgs. 2097	\$ 16011	.....	.....	Pkgs. 2097	\$ 16011

## FLOUR (OTHER).

	Bbls.				Bbls.	
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	105	502	.....	.....	105	502
Little River.....	4	24	.....	.....	4	24
	109	526			109	526

## FISH (COD).

	Lbs.				Lbs.	
	Quantity.	Value.	Quantity.	Value.		
Baddeck.....	2576	92	.....	.....	2576	92
Great Bras d'Or.....	8736	273	.....	.....	8736	273
	11312	365			11312	365

## FRUIT, APPLES, &amp;c.

	Pkgs.				Pkgs.	
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	2	36	.....	.....	2	36
Baddeck.....	12	19	.....	.....	12	19
Margaree.....	3	12	.....	.....	3	12
	17	67			17	67

## FRUIT (OTHER).

	Pkgs.	Value.		Pkgs.	Value.
Halifax.....	366	404	.....	366	404

## GRAIN.

	Bush.				Bush.	
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	500	300	.....	.....	500	300
Antigonish.....	75	38	.....	.....	75	38
Little River.....	389	195	.....	.....	389	195
	964	533			964	533

## GYPSUM LIME AND PLASTER.

	Tons.	Value.		Tons.	Value.
Halifax.....	6	24	.....	6	24

## HARDWARE.

	Pkgs.	Value.		Pkgs.	Value.
Halifax.....	467	3786	.....	467	3786

## HAY.

	Tons.	Value.		Tons.	Value.
Halifax.....	3	60	.....	3	60

## LEATHER (MANUFACTURES).

	Pkgs.	Value.		Pkgs.	Value.
Halifax.....	437	1544	.....	437	1544

## GENERAL STATEMENT OF EXPORTS—NEWFOUNDLAND.

## LEATHER (SOLE.)

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 25	\$ 427			Pkgs. 25	\$ 427
Little River.....	1	20			1	20
	26	447			26	447

## MOLASSES AND TREACLE.

Halifax.....	Galls. 47385	15646			Galls. 47385	15646
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## NAVAL STORES.

Halifax.....	Pkgs. 25	92			Pkgs. 25	92
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## OIL (ROCK AND COAL).

Halifax.....	Galls. 440	232			Galls. 440	232
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## PAPER MANUFACTURES.

Halifax.....	Pkgs. 8	582			Pkgs. 8	582
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## RICE.

Halifax.....	Lbs. 1768	76			Lbs. 1768	76
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## SPIRITS (BRANDY).

Halifax.....	Galls. 72	144			Galls. 72	144
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## SPIRITS (GENEVA).

Halifax.....	Galls. 427	237			Galls. 427	237
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## SPIRITS (RUM).

Halifax.....	Galls. 11980	4247			Galls. 11980	4247
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## SPIRITS (WHISKEY).

Halifax.....	Galls. 78	128			Galls. 78	128
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## SPIRITS (WINE).

Halifax.....	Galls. 198	276			Galls. 198	276
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## SALT.

Halifax.....	Bush. 24258	6140			Bush. 24258	6140
Port Hawkesbury.....	700	280			700	280
	24958	6420			24958	6420

## GENERAL STATEMENT OF EXPORTS—NEWFOUNDLAND.

## SOAP.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	Pkgs. 82	\$ 389			Pkgs. 82	\$ 389

## STONE.

Pugwash .....	No. 474	1150			No. 474	1150
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## SUGAR (RAW).

Halifax .....	Lbs. 13927	751			Lbs. 13927	751
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## SUGAR (REFINED).

Halifax .....	Lbs. 1683	191			Lbs. 1683	191
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## TEA.

Halifax .....	Lbs. 11823	3743			Lbs. 11823	3743
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## TOBACCO.

Halifax .....	Lbs. 10668	3088			Lbs. 10668	3088
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## VEGETABLES.

	Bush.				Bush.	
Halifax .....	245	300			245	300
Baddeck .....	30	15			30	15
Little River .....	7	3			7	3
Yarmouth .....	450	183			450	183
	732	501			732	501

## WOODWARE (MANUFACTURED).

Halifax .....		2426				2426
LaHave .....		62				62
Port Hawkesbury .....		450				450
Pugwash .....		160				160
Yarmouth .....		68				68
		3166				3166

## WOODWARE (BOARDS, PLANK, AND DEAL).

	Feet.				Feet.	
Halifax .....	64000	652			64000	652
Great Bras d'Or .....	30340	90			30340	90
LaHave .....	954000	8324			954000	8324
Port Medway .....	390588	3207			390588	3207
Pugwash .....	216979	2749			216979	2749
Ratchford's River .....	30000	210			30000	210
Weymouth .....	77000	616			77000	616
Yarmouth .....	142000	1248			142000	1248
	1904907	17096			1904907	17096

## GENERAL STATEMENT OF EXPORTS—NEWFOUNDLAND.

## WOODWARE (DEAL ENDS AND SCANTLING).

PORTS.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Feet.				Feet.	
Baddeck .....	1700	\$ 17			1700	\$ 17
Great Bras d'Or.....	3000	30			3000	30
North Sydney .....	900	18			900	18
Pugwash.....	21000	513			21000	513
	26600	578			26600	578

## WOODWARE (FIREWOOD AND LATHWOOD).

	Cords.				Cords.	
Great Bras d'Or.....	3	4			3	4

## WOODWARE (SHINGLES).

	No.				No.	
Halifax .....	37000	73			37000	73
Arichat.....	750000	950			750000	950
Baddeck .....	21000	53			21000	53
LaHave.....	281000	625			281000	625
Yarmouth .....	13000	26			13000	26
	1102000	1727			1102000	1727

## WOODWARE (SPARS AND KNEES).

	No.				No.	
Baddeck .....	160	64			160	64
Port Hawkesbury.....	183	183			183	183
Pugwash .....	213	1502			213	1502
	556	1749			556	1749

## WOODWARE (STAVES, HOOPS, AND SHOOKS).

	No.				No.	
Halifax.....	4000	20			4000	20
Great Bras d'Or.....	5000	5			5000	5
LaHave.....	4000	19			4000	19
	13000	44			13000	44

## WOODWARE (TIMBER).

	Tons.				Tons.	
Great Bras d'Or.....	9	27			9	27
LaHave.....	8	280			8	280
Pugwash.....	106	579			106	579
	123	886			123	886

## UNENUMERATED.

Halifax .....		7313				7313
Baddeck .....		9				9
		7322				7322

## GENERAL STATEMENT OF EXPORTS.

## PRINCE EDWARD ISLAND.

## ALE AND PORTER.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Galls. 248	\$ 113	520	\$ 360	Galls. 768	\$ 473

## BEEF, PORK, AND HAMS.

Halifax.....	Pkgs. 9	171			Pkgs. 9	171
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## BREAD.

Halifax.....	Pkgs. 316	686			Pkgs. 316	686
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## CANDLES.

Halifax.....	Lbs. 447	70			Lbs. 447	70
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## CHEESE.

Halifax.....	Lbs. 100	30	75	25	Lbs. 175	55
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## COAL.

	Tons.		Tons.			
Cow Bay.....	345	616			345	616
Glace Bay.....	91	181			91	181
Great Bras d'Or.....	234	388			234	388
Lingan.....	254	571			254	571
North Sydney.....	1923	4807			1923	4807
Pictou.....	8317	20792			8317	20792
Port Hood.....	547	365			547	365
	11711	27720			11711	27720

## COFFEE.

Halifax.....	Lbs. 422	84	120	63	Lbs. 542	147
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## CORDAGE AND CANVAS.

Halifax.....	Pkgs. 11	44			Pkgs. 11	44
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## COTTON AND WOOLLEN MANUFACTURES.

Halifax.....	Pkgs. 127	2468	5	736	Pkgs. 132	3204
Yarmouth.....	2	84			2	84
	129	2552	5	736	134	3288

## GENERAL STATEMENT OF EXPORTS—PRINCE EDWARD ISLAND.

## DRUGS.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Galls. 172	\$ 2421	82	\$ 65	Galls. 254	\$ 2486

## EARTHENWARE, &amp;c.

Halifax.....	Pkgs. 51	1169			Pkgs. 51	1169
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## FLOUR (WHEAT).

Halifax.....	Pkgs. 967	7916	250	1850	Pkgs. 1217	9766
Yarmouth.....	14	111			14	111
	981	8027	250	1850	1231	9877

## FLOUR (OTHER).

Halifax.....	Pkgs. 13	58	10	45	Pkgs. 23	103
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## FRUIT (APPLES, &amp;c.)

Halifax.....	Pkgs. 3	34			Pkgs. 3	34
Yarmouth.....	4	20			4	20
	7	54			7	54

## FRUIT (OTHER).

Halifax.....	Pkgs. 360	594	106	226	Pkgs. 466	820
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## FISH (HERRING AND ALEWIVES).

Halifax.....	Pkgs. 23	100			Pkgs. 23	100
Pictou.....	200	800			200	800
Port Hood.....	7	21			7	21
Pugwash.....	140	420			140	420
	370	1341			370	1341

## FISH (SALMON AND TROUT).

Pictou.....	Pkgs. 480	6375			Pkgs. 480	6375
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## GROCERIES.

Halifax.....	Pkgs. 142	266	3	16	Pkgs. 145	282
Yarmouth.....	3	30			3	30
	145	296	3	16	148	312



## GENERAL STATEMENT OF EXPORTS—PRINCE EDWARD ISLAND.

## GYPSUM, LIME, AND PLASTER.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Tons.				Tons.	
Antigonishe.....	108	\$ 54			108	\$ 54
Little River.....	50	75			50	75
North Sydney.....	75	36			75	36
Port Hood.....	115	90			115	90
Wallace.....	60	120			60	120
	408	375			408	375

## HARDWARE.

Ports.	Pkgs.		Pkgs.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	1373	7197			1373	7197
Yarmouth.....	276	6001			276	6001
	1649	13198			1649	13198

## LEATHER MANUFACTURES.

Ports.	Pkgs.		Pkgs.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	10	300			10	300

## LEATHER (SOLE).

Ports.	Pkgs.		Pkgs.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	43	261			43	261

## MOLASSES AND TREACLE.

Ports.	Galls.		Galls.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	37111	12456	5890	1966	43001	14422
Yarmouth.....	733	220			733	220
	37844	12676	5890	1966	43734	14642

## OIL (FISH).

Ports.	Galls.		Galls.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	91	45	61	31	152	76
Yarmouth.....	242	108			242	108
	333	153	61	31	394	184

## OIL (OTHER).

Ports.	Galls.		Galls.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	969	583			969	583

## PAPER MANUFACTURES.

Ports.	Pkgs.		Pkgs.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	7	403	1	12	8	415

## RICE.

Ports.	Lbs.		Lbs.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	1120	48			1120	48

## GENERAL STATEMENT OF EXPORTS—PRINCE EDWARD ISLAND.

## SPIRITS (BRANDY).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Galls. 359	\$ 494	136	\$ 198	Galls. 495	\$ 692
Yarmouth.....	35	140			35	140
	394	634	136	198	530	832

## SPIRITS (GENEVA).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Galls. 932	514	239	120	Galls. 1171	634
Yarmouth.....	39	39			39	39
	971	553	239	120	1210	673

## SPIRITS (RUM).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Galls. 4529	2511	453	220	Galls. 1498	2731
Yarmouth.....	202	200			202	200
	4731	2711	453	220	5184	2931

## SPIRITS (WHISKEY).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Galls. 178	220	50	55	Galls. 228	275

## SPIRITS (WINE).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Galls. 641	802	131	170	Galls. 772	972

## STONE.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Pcs.	Tons.	Pcs.	Tons.		
Pictou.....	100	1000	100	1000	1000	1000
Pugwash.....	188	200	188	200	200	200
Tatamagouche.....	3	480	3	480	480	480
Wallace.....	160	320	160	320	320	320
	288	163	288	163	2000	2000

## SALT.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Bush.	Value.	Bush.	Value.		
Halifax.....	6369	1592	6369	1592	1592	1592

## SOAP.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Pkgs.	Value.	Pkgs.	Value.		
Halifax.....	48	175	5	30	53	205

## SUGAR (RAW).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Lbs.	Value.	Lbs.	Value.		
Halifax.....	143962	10245	83393	5458	227355	15708
Yarmouth.....	1161	93			1161	93
	145123	10338	83393	5458	228516	15796

## GENERAL STATEMENT OF EXPORTS—PRINCE EDWARD ISLAND.

## SUGAR (REFINED).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Lbs. 6591	\$ 739	230	\$ 30	Lbs. 6821	\$ 769

## TEA.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Lbs. 11065	3934	7200	2440	Lbs. 18265	6874
Yarmouth.....	371	140			371	140
	11436	4074	7200	2440	18636	6514

## TOBACCO.

Ports.	Quantity.	Value.	Quantity.	Value.	Total Quantity.	Total Value
Halifax.....	Lbs. 4709	1101	5267	525	Lbs. 9976	1626

## VEGETABLES.

Ports.	Quantity.	Value.	Quantity.	Value.	Total Quantity.	Total Value
Halifax.....	Bush. 90	87			Bush. 90	87

## WOODWARE (MANUFACTURED).

Ports.	Quantity.	Value.	Quantity.	Value.	Total Quantity.	Total Value
Halifax.....		81				81

## WOODWARE (BOARDS, PLANK, AND DEAL).

Ports.	Quantity.	Value.	Quantity.	Value.	Total Quantity.	Total Value
LaHave.....	Feet. 17000	170			Feet. 17000	170
Pugwash.....	487958	3210			487958	3210
Tatamagouche .....	150000	2138			150000	2138
Wallace.....	160000	960			160000	960
	814958	6478			814958	6478

## WOODWARE (SCANTLING).

Ports.	Quantity.	Value.	Quantity.	Value.	Total Quantity.	Total Value
Pugwash.....	Feet. 20000	80			Feet. 20000	80

## WOODWARE (LATHS AND PALINGS).

Ports.	Quantity.	Value.	Quantity.	Value.	Total Quantity.	Total Value
Wallace.....	No. 30000	22			No. 30000	22

## WOODWARE (SPARS AND KNEES).

Ports.	Quantity.	Value.	Quantity.	Value.	Total Quantity.	Total Value
Tatamagouche.....	No. 26	832			No. 26	832

## WOODWARE (STAVES, HOOPS, AND SHOOKS).

Ports.	Quantity.	Value.	Quantity.	Value.	Total Quantity.	Total Value
Pugwash.....	No. 12000	72			No. 12000	72

## GENERAL STATEMENT OF EXPORTS—PRINCE EDWARD ISLAND.

## WOODWARE (TIMBER).

PORTS.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Pugwash.....	Tons. 357	\$ 1258			Tons. 357	\$ 1258

## UNENUMERATED.

Halifax.....		5844		3303		9147
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## UNITED STATES.

## ANIMALS (HORSES).

Maitland.....	No. 1	60			No. 1	60
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## ANIMALS (HORNED CATTLE).

Guysborough.....	No. 1	20			No. 1	20
St. Ann's.....	175	4792			175	4792
	176	4812			176	4812

## ANIMALS (SHEEP AND LAMBS).

Guysborough.....	No. 41	82			No. 41	82
St. Ann's.....	165	495			165	495
	206	577			206	577

## BEEF, PORK, AND HAMS.

Halifax.....	Pkgs. 1		21		Pkgs. 1	21
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## BUTTER AND LARD.

Five Islands.....	Lbs. 30	6			Lbs. 30	6
Guysborough.....	60	15			60	15
Margaretsville.....	50	10			50	10
St. Ann's.....	13945	2789			13945	2789
Yarmouth.....	70	14			70	14
	14155	2834			14155	2834

## COFFEE.

Halifax.....	Lbs. 1792	290			Lbs. 1792	290
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## COTTON AND WOOLLEN MANUFACTURES.

Halifax.....	Pkgs. 26	1513	9	182	Pkgs. 35	1695
Port Acadia.....	1	500			1	500
	27	2013	9	182	36	2195

GENERAL STATEMENT OF EXPORTS—UNITED STATES.

COAL.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Tons.				Tons.	
Halifax .....	332	\$ 664			332	\$ 664
Amherst .....	1400	2800			1400	2800
Cow Bay.....	45112	57230	39196	\$69091	84308	126321
Glace Bay .....	25421	51536	4626	9252	30047	60788
Great Bras d'Or .....	575	1150			575	1150
Joggins .....	326	605			326	605
Lingan .....	19117	40610	28282	50414	47399	91024
North Sydney .....	4506	11265			4506	11265
Pictou.....	129379	333445	1746	4365	131125	337810
Port Hood.....	510	1030			510	1030
	226678	500335	73850	133122	300523	633457

DRUGS.

Ports.	Pkgs.	Value.	Quantity.	Value.	Pkgs.	Total Value.
Halifax.....	106	2150	2	100	108	2250

EGGS.

Ports.	Pkgs.		Doz.		Pkgs.	Doz.	
Barrington .....		90		8		90	8
Beaver River.....		120		14		120	14
Belleveu Cove.....		220		22		220	22
Bridgetown .....		400		40		400	40
Clementsport.....		1207		147		1207	147
Digby.....		3524		431		3524	431
Guysborough.....		30		6		30	6
Margaretsville.....		250		37		250	37
Port Acadia.....		2035		203		2035	203
Port Gilbert.....		1556		156		1556	156
Weymouth .....		3000		230		3000	230
Yarmouth .....	34	2027			34	2027	2027
	34	12432		3321	34	12432	3321

FISH (COD).

Ports.	Lbs.		Quantity.		Lbs.	
Halifax.....	53500	2259	220600	9274	274100	11533
Barrington .....	376352	10761			376352	10761
Beaver River.....	104220	4087			104220	4087
Liverpool.....	96600	3145			96600	3145
Mahone Bay.....	11200	500			11200	500
Port Acadia.....	150	5			150	5
Port Gilbert.....	1120	35			1120	35
St. Ann's.....	38416	1302			38416	1302
Thorne's Cove.....	145600	5000			145600	5000
Westport .....	149030	4914			149030	4914
Yarmouth .....	539810	18129			539810	18129
	1515998	50137	220600	9274	1736598	59411

FISH (SCALE).

Ports.	Lbs.		Quantity.		Lbs.	
Halifax.....	170100	3804	80000	2000	250100	5804
Port Hood.....			1900	200	1000	200
Westport.....	11200	336			11200	336
	181300	4140	81000	2200	262300	6340

## GENERAL STATEMENT OF EXPORTS—UNITED STATES.

## FISH (HERRING AND ALEWIVES).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	Pkgs. 1367	\$ 6118	757	\$ 2206	Pkgs. 2124	\$ 8324
Barrington .....	105	290			105	290
Cape Canso .....	683	3113			683	3113
Clementsport .....	26	15			26	15
Harborville .....	8	24			8	24
Parrsborough .....			150	600	150	600
Port Hood .....			300	1200	300	1200
Yarmouth .....	608	1550			608	1550
	2797	11110	1207	4006	4004	15116

## FISH (MACKEREL, SHAD, &amp;c.)

Halifax .....	Pkgs. 4459	37567	2596	21430	Pkgs. 7055	58997
Barrington .....	110	638			110	638
Beaver River .....	3	30			3	30
Cape Canso .....	1377	8683			1377	8683
Five Islands .....	344	3354			344	3354
Horton .....	380	3426			380	3426
Liverpool .....	14	104			14	104
Londonderry .....	117	1084			117	1084
Mahone Bay .....	100	700			100	700
Port Hawkesbury .....			2400	24000	2400	24000
Port Hood .....			50	500	50	500
Port Mulgrave .....	840	9830			840	9830
Westport .....	64	356			64	356
Windsor .....	126	1166			126	1166
Yarmouth .....	333	1854			333	1854
	8267	68792	5046	45930	13313	114722

## FISH (SALMON AND TROUT).

Halifax .....	Pkgs. 237	2848	864	20204	Pkgs. 1101	23052
Barrington .....	8	156			8	156
Cape Canso .....	21	70			21	70
Five Islands .....	6	72			6	72
Liverpool .....	36	100			36	100
Port Medway .....	20	283			20	283
Windsor .....	40	2486			40	2486
Yarmouth .....	20	292			20	292
	388	6307	864	20204	1252	26511

## FISH (PRESERVED).

Halifax .....	Pkgs. 50	200	800	1600	Pkgs. 850	1800
Beaver River .....	57	253			57	253
Westport .....	584	47			584	47
	691	500	800	1600	1491	2100

## FISH (TONGUES AND SOUNDS).

Barrington .....	Pkgs. 19	117			Pkgs. 19	117
Westport .....	9	36			9	36
	28	153			28	153

## GENERAL STATEMENT OF EXPORTS—UNITED STATES.

## FLOUR (WHEAT).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 2	\$ 18			Pkgs. 2	\$ 18

## FRUIT, (APPLES, PEARS, &amp;c.)

	Pkg.		Pkg.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Barrington.....	3	9			3	9
Bridgetown.....	142	419			142	419
Yarmouth.....	1	6			1	6
	146	434			146	434

## GRAIN.

	Bush.		Bush.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Louisburg.....	900	450			900	450

## GYPSUM, LIME, AND PLASTER.

	Tons.		Tons.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	197	217			197	217
Cheverie.....	9973	4733			9973	4733
Five Islands.....	120	72			120	72
Hantsport.....	4130	3810			4130	3810
Londonderry.....	1090	690			1090	690
Maitland.....	1930	1205			1930	1205
Parrsborough.....	385	380	100	100	485	480
Ratchford's River.....	100	90			100	90
Truro.....	230	230			230	230
Walton.....	3025	2280			3025	2280
Windsor.....	31796	27839	2155	1862	33951	29701
	52976	41556	2255	1962	55231	43508

## HARDWARE.

	Pkg.		Pkg.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	155	2850	15	681	170	3531
Barrington.....	1	45			1	45
Five Islands.....	10	500			10	500
Liverpool.....	2	136			2	136
Yarmouth.....	7	514			7	514
	175	4045	15	681	190	4726

## HAY.

	Tons.		Tons.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
St. Ann's.....	1	12			1	12

## HIDES AND SKINS.

	No.		No.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	3321	5598	17	1850	3338	6948
Cornwallis.....	30	12			30	12
Windsor.....	2	100			2	100
	3353	5705	17	1850	3370	7055

## GENERAL STATEMENT OF EXPORTS—UNITED STATES.

## MOLASSES AND TREACLE.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Galls. 116323	\$ 37511	12912	\$ 4207	Galls. 129235	\$ 41718
Yarmouth.....	27966	8390			27966	8390
	144289	45901	12912	4207	157201	50108

## OIL (FISH).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Galls. 1146	1485	6792	4901	Galls. 7938	6386
Barrington.....	2948	1730			2948	1730
Beaver River.....	574	285			574	285
Liverpool.....	501	380			501	380
Westport.....	246	137			246	137
Yarmouth.....	3536	1768			3536	1768
	8951	5785	6792	4901	15743	10686

## OIL (ROCK AND COAL).

Ports.	Quantity.	Value.	Quantity.	Value.	Total Quantity.	Total Value.
Halifax.....			Galls. 960	816	Galls. 960	816

## OLD IRON, JUNK, &amp;c.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 445	5841			Pkgs. 445	5841
Barrington.....	66	674			66	674
Bridgetown.....	29	43			29	43
Cape Canso.....	12	30			12	30
Cornwallis.....	84	50			84	50
Liverpool.....	42	218			42	218
Londonderry.....	5	40			5	40
Westport.....	20	50			20	50
Yarmouth.....	23	1166			23	1166
	726	8112			726	8112

## SALT.

Ports.	Quantity.	Value.	Quantity.	Value.	Total Quantity.	Total Value.
Yarmouth.....	Bush. 265	67			Bush. 265	67

## SOAP.

Ports.	Quantity.	Value.	Quantity.	Value.	Total Quantity.	Total Value.
Halifax.....	Pkgs. 45	68			Pkgs. 45	68

## SPIRITS (BRANDY).

Ports.	Quantity.	Value.	Quantity.	Value.	Total Quantity.	Total Value.
Halifax.....	Galls. 7297	10313	336	445	Galls. 7633	10768

## SPIRITS (GENEVA):

Ports.	Quantity.	Value.	Quantity.	Value.	Total Quantity.	Total Value.
Halifax.....			Galls. 400	200	Galls. 400	200

## SPIRITS (WHISKEY).

Ports.	Quantity.	Value.	Quantity.	Value.	Total Quantity.	Total Value.
Halifax.....	Galls. 385	316			Galls. 385	316



GENERAL STATEMENT OF EXPORTS—UNITED STATES.

SPIRITS (WINE).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Galls. 6014	\$ 9394			Galls. 6014	\$ 9394
Port Medway.....	1073	3219			1073	3219
	7087	12613			7087	12613

STONE.

Ports.	Tons.		Tons.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Joggins.....	240	1780			240	1780
Wallace.....	111	222			111	222
	351	2002			351	2002

SUGAR (RAW).

Ports.	Lbs.	Value.	Lbs.	Value.
Halifax.....	113487	8738	113487	8738

TEA.

Ports.	Lbs.	Value.	Lbs.	Value.
Halifax.....	32	20	32	20

TOBACCO.

Ports.	Lbs.	Value.	Lbs.	Value.
Halifax.....	3678	1450	3678	1450

VEGETABLES.

Ports.	Bush.		Bush.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	6072	2207	114	115	6186	2322
Bridgetown.....	50	30			50	30
Cornwallis.....	15	6			15	6
Clementsport.....	29000	10150			29000	10150
Horton.....	120	56			120	56
Margaretsville.....	5	3			5	3
Port Acadia.....	40	20			40	20
Yarmouth.....	12	5			12	5
	35314	12477	114	115	35428	12592

WOODWARE (BOARDS, PLANK, AND DEAL).

Ports.	Feet.		Feet.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Annapolis.....	190500	1545			190500	1545
Bear River.....	110000	467			110000	467
Beaver River.....	8000	64			8000	64
Bridgetown.....	58000	608			58000	608
Digby.....	24000	228			24000	228
French Cross.....	34000	286			34000	286
Joggins.....	1890000	9450			1890000	9450
LaHave.....	127000	1319			127000	1319
Liverpool.....	306000	2902			306000	2902
Londonderry.....	56000	384			56000	384
Mahone Bay.....	1000	8			1000	8
Margaretsville.....	1800	174			1800	174
Parrsborough.....	94000	708			94000	708
Port Acadia.....	116000	792			116000	792

## GENERAL STATEMENT OF EXPORTS—UNITED STATES.

## WOODWARE (BOARDS, &amp;c.)—CONTINUED.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Feet.				Feet.	
Port Gilbert.....	30000	\$ 300			30000	\$ 300
Port Medway.....	1129000	10299			1129000	10299
Shelburne.....	193000	1766			193000	1766
Tangier.....	106000	2120			106000	2120
Tusket.....	38000	380			38000	380
Westport.....	30000	270			30000	270
Weymouth.....	1329000	10365			1329000	10365
Yarmouth.....	105000	844			105000	844
	5976300	45279			5976300	45279

## WOODWARE (DEAL ENDS AND SCANTLING).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Feet.				Feet.	
Port Medway.....	84000	844			84000	844
Ratchford's River.....	65000	455			65000	455
St. Ann's.....	9000	144			9000	144
	158000	1443			158000	1443

## WOODWARE (FIREWOOD AND LATHWOOD).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Cords.				Cords.	
Halifax.....	22	79	36	144	58	223
Advocate Harbor.....	178	376			178	376
Annapolis.....	992	2977			992	2977
Barrington.....	30	75			30	75
Bear River.....	2355	7264			2355	7264
Beaver River.....	31	91			31	91
Bellevue Cove.....	252	732			252	732
Bridgetown.....	697	2145			697	2145
Canada Creek.....	3259	10077			3259	10077
Clementsport.....	1807	5468			1807	5468
Cornwallis.....	473	1350			473	1350
Digby.....	1390	4470			1390	4470
Five Islands.....	96	192			96	192
French Cross.....	1583	4739			1583	4739
Guysborough.....	13	39			13	39
Harborville.....	3226	10051			3226	10051
Horton.....	30	75			30	75
LaHave.....	244	649			244	649
Liverpool.....	200	800			200	800
Londonderry.....	45	101			45	101
Mahone Bay.....	485	1485			485	1485
Maitland.....	14	42			14	42
Margaretsville.....	1235	3705			1235	3705
Parrsborough.....	24	48			24	48
Port Acadia.....	1785	5592	62	200	1847	5792
Port Gilbert.....	4200	14962			4200	14962
Port Williams.....	200	614			200	614
Ratchford's River.....	75	202			75	202
Sandy Cove.....	45	175			45	175
St. Mary's River.....	30	120			30	120
Shelburne.....	56	224			56	224
Thorne's Cove.....	822	2565			822	2565
Westport.....	18	43			18	43
Weymouth.....	650	2205			650	2205
Wilmot.....	995	3223			995	3223
Yarmouth.....	169	673			169	673
	27726	87628	98	344	27824	87972

## GENERAL STATEMENT OF EXPORTS—UNITED STATES.

## WOODWARE (LATHS AND PALINGS).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Apple River.....	No. 24000	\$ 480			No. 24000	\$ 480
Parrsborough.....	10000	10			10000	10
Port Medway.....	186000	283			186000	283
	220000	773			220000	773

## WOODWARE (SHINGLES).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Port Medway.....	No. 5000	11			No. 5000	11
St. Ann's.....	5000	10			5000	10
	10000	21			10000	21

## WOODWARE (SPARS AND KNEES).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Joggins.....	No. 6792	1654	No. 6792	1654	No. 6792	1654
LaHave.....	171	187			171	187
Tusket.....	240	180			240	180
	411	367	6792	1654	7203	2021

## WOODWARE (STAVES, HOOPS, AND SHOOKS).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Joggins.....	No. 3060	969	No. 3060	969	No. 3060	969

## WOODWARE (TIMBER).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Bridgetown.....	Pcs. 120	70			Pcs. 120	70
Wilmot.....	125	65			125	65
	245	135			245	135

## WOODWARE (MANUFACTURED).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....		1254				1254
Liverpool.....		214				214
Londonderry.....		560				560
Parrsborough.....		28				28
Weymouth.....		9				9
Yarmouth.....		30				30
		2095				2095

## WOOL.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Windsor.....	Lbs. 800	240	Lbs. 800	240	Lbs. 800	240

## UNENUMERATED.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....		4921		3809		8730
Bridgetown.....		10				10
Digby.....		180				180
Five Islands.....		150				150
LaHave.....		3885				3885
Port Hood.....		800				800
Port Medway.....		17				17
		9463		3809		13272

## GENERAL STATEMENT OF EXPORTS.

## BRITISH WEST INDIES.

## ALE AND PORTER.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Galls. 10146	\$ 3540			Galls. 10146	\$ 3540

## ANIMALS (HORNED CATTLE).

	No.		No.	
Pugwash.....	30	2520	30	2520

## ANIMALS (SHEEP).

	No.		No.	
Halifax.....	78	468	78	468

## BREAD.

	Pkgs.		Pkgs.	
Halifax.....	300	450	300	450

## BUTTER AND LARD.

	Lbs.		Lbs.	
Halifax.....	34758	7747	34758	7747

## BRICK.

	No.		No.	
Halifax.....	6000	60	6000	60

## CHEESE.

	Lbs.		Lbs.	
Halifax.....	400	70	400	70
Yarmouth.....	250	15	250	15
	650	85	650	85

## COAL.

	Tons.		Tons.	
Cow Bay.....	300	600	300	600
Glace Bay.....	416	832	416	832
Port Hood.....	300	500	300	500
	1016	1932	1016	1932

## EARTHENWARE, &amp;c.

	Pkgs.		Pkgs.	
Halifax.....	4	103	4	103

## FLOUR (WHEAT).

	Pkgs.		Pkgs.	
Halifax.....	54	457	54	457

GENERAL STATEMENT OF EXPORTS—BRITISH WEST INDIES.

FLOUR (OTHER).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 152	\$ 558			Pkgs. 152	\$ 558

FRUIT.

Halifax.....	Pkgs. 344	510			Pkgs. 344	510
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FISH (COD).

	Lbs.				Lbs.	
Halifax.....	5855130	258643			5855130	258643
LaHave.....	6720	340			6720	340
Liverpool.....	9300	402			9300	402
Lunenburg.....	277916	9583			277916	9583
Port Acadia.....	100	4			100	4
Port Medway.....	55308	2062			55308	2062
Ragged Islands.....	1407926	56216			1407926	56216
Yarmouth.....	138500	8970			138500	8970
	7750900	336220			7750900	336220

FISH (SCALE).

	Lbs.				Lbs.	
Halifax.....	487362	17272			487362	17272
LaHave.....	16680	540			16680	540
Lunenburg.....	86596	2344			86596	2344
Ragged Islands.....	187776	14586			187776	14586
Shelburne.....	336	11			336	11
	778750	34753			778750	34753

FISH (HERRING AND ALEWIVES).

	Pkgs.				Pkgs.	
Halifax.....	42183	78806			42183	78806
Bellevue Cove.....	4	10			4	10
French Cross.....	10	30			10	30
LaHave.....	30	120			30	120
Liverpool.....	106	444			106	444
Lunenburg.....	204	500			204	500
Port Acadia.....	131	395			131	395
Port Medway.....	60	210			60	210
Ragged Islands.....	13	47			13	47
Tusket.....	428	1535			428	1535
Yarmouth.....	958	2128			958	2128
	44127	84225			44127	84225

FISH (MACKEREL, SHAD, &c.)

	Pkgs.				Pkgs.	
Halifax.....	9278	64506			9278	64506
LaHave.....	180	1170			180	1170
Lunenburg.....	683	4788			683	4788
Port Medway.....	154	1084			154	1084
Ragged Islands.....	4	26			4	26
Yarmouth.....	15	76			15	76
	10814	71600			10814	71600

## GENERAL STATEMENT OF EXPORTS—BRITISH WEST INDIES.

## FISH (SALMON AND TROUT).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 123	\$ 2394			Pkgs. 123	\$ 2394
Liverpool.....	2	12			2	12
Ragged Islands.....	1	15			1	15
Yarmouth.....	2	20			2	20
	128	2441			128	2441

## FISH (PRESERVED):

Halifax.....	Pkgs. 35	249			Pkgs. 35	249
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## FISH (SHELL).

Halifax.....	Pkgs. 184	676			Pkgs. 184	676
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## GRAIN.

Halifax.....	Bush. 8180	6831			Bush. 8180	6831
Lunenburg.....	32	19			32	19
Yarmouth.....	60	30			60	30
	8272	6880			8272	6880

## HARDWARE.

Halifax.....	Pkgs. 18	425			Pkgs. 18	425
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## HAY.

Halifax.....	Tons. 2	30			Tons. 2	30
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## LEATHER MANUFACTURES.

Halifax.....	Pkgs. 6	190			Pkgs. 6	190
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## OIL (FISH).

Halifax.....	Galls. 5681	3918			Galls. 5681	3918
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## OIL (OTHER).

Port Medway.....			Galls. 1218	562	Galls. 1218	562
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## RICE.

Halifax.....	Lbs. 16584	678			Lbs. 16584	678
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## GENERAL STATEMENT OF EXPORTS—BRITISH WEST INDIES.

## SPIRITS (BRANDY).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	Galls. 650	\$ 650			Galls. 650	\$ 650

## SPIRITS (WINE).

Halifax .....	Galls. 1159	1798			Galls. 1159	1798
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## TEA.

Halifax .....	Lbs. 3471	1339			Lbs. 3471	1339
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## TOBACCO.

Halifax .....	Lbs. 1630	290			Lbs. 1630	290
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## VEGETABLES.

	Bush.				Bush.	
Halifax .....	807	960			807	960
Lunenburg .....	171	96			171	96
Tusket .....	246	136			246	136
Weymouth .....	10	6			10	6
Yarmouth .....	1360	678			1360	678
	2594	1876			2594	1876

## WOODWARE (MANUFACTURED).

Halifax .....		59				59
Margaretsville .....		60				60
Port Acadia .....		40				40
		159				159

## WOODWARE (BOARDS, PLANK, AND DEAL).

	Feet.				Feet.	
Halifax .....	1544000	19153			1544000	19153
Annapolis .....	903662	9739			903662	9739
Barrington .....	463000	4347			463000	4347
Bear River .....	1313000	13415			1313000	13415
Belleveu Cove .....	210000	1765			210000	1765
French Cross .....	33000	266			33000	266
LaHave .....	238000	2216			238000	2216
Liverpool .....	4343000	52117			4343000	52117
Lunenburg .....	186500	2291			186500	2291
Margaretsville .....	13700	1300			13700	1300
Port Acadia .....	733000	5864			733000	5864
Port Gilbert .....	199000	1650			199000	1650
Port Medway .....	5236000	61495	308000	3736	5539000	65231
Ragged Islands .....	137500	1441			137500	1441
Shelburne .....	110000	155			110000	155
Tangier .....	95000	1140			95000	1140
Tusket .....	109000	1047			109000	1047
Weymouth .....	1506000	11689			1506000	11689
Yarmouth .....	792000	6895			792000	6895
	1816362	196935	308000	3736	1846362	200671

## GENERAL STATEMENT OF EXPORTS—BRITISH WEST INDIES.

## WOODWARE (LATHS AND PALINGS).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	No. 10000	\$ 24			No. 10000	\$ 24
Liverpool.....	1000	10			1000	10
Shelburne.....	5000	40			5000	40
	16000	74			16000	74

## WOODWARE (SHINGLES).

	No.			No.		
Halifax.....	3140000	7623		3140000	7623	
Annapolis.....	109300	165		109300	165	
Bear River.....	38000	73		38000	73	
Belleveu Cove.....	54000	71		54000	71	
French Cross.....	33000	49		33000	49	
Liverpool.....	82000	124		82000	124	
Margaretsville.....	335000	525		335000	525	
Port Acadia.....	9000	13		9000	13	
Port Gilbert.....	24000	48		24000	48	
Port Medway.....	281000	461	17000	27	298000	488
Ragged Islands.....	321000	642		321000	642	
Weymouth.....	152000	214		152000	214	
Yarmouth.....	422000	785		422000	785	
	5000300	10793	17000	27	5017300	10820

## WOODWARE (SPARS AND KNEES).

	No.			No.		
Halifax.....	5	10		5	10	
Annapolis.....	10	10		10	10	
Bear River.....	4	6		4	6	
Belleveu Cove.....	2	3		2	3	
Liverpool.....	25	308		25	308	
Port Acadia.....	8	20		8	20	
Port Gilbert.....	12	12		12	12	
Port Medway.....	28	102	4	12	32	114
Tusket.....	4	8		4	8	
Weymouth.....	20	40		20	40	
Yarmouth.....	11	99		11	99	
	129	618	4	12	133	630

## WOODWARE (STAVES, HOOPS, AND SHOOKS).

	No.			No.	
Halifax.....	46160	934		46160	934
Annapolis.....	4665	83		4665	83
Barrington.....	8000	64		8000	64
Bear River.....	11000	69		11000	69
French Cross.....	1000	22		1000	22
LaHave.....	41000	1085		41000	1085
Liverpool.....	49400	1231		49400	1231
Lunenburg.....	9500	240		9500	240
Margaretsville.....	8700	175		8700	175
Port Medway.....	21200	541		21200	541
Ragged Islands.....	2000	28		2000	28
Tusket.....	10500	219		10500	219
Weymouth.....	1235	33		1235	33
Yarmouth.....	32000	656		32000	656
	246360	5380		246360	5380



## GENERAL STATEMENT OF EXPORTS—BRITISH WEST INDIES.

## WOODWARE (SWEEPS AND OARS).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Bear River.....	Feet. 27	No. \$ 20			Feet. 27	No. \$ 20
Liverpool.....	7573	378			7573	378
Port Medway.....	12050	469			12050	469
Tusket.....	40	20			40	20
	19623	887			19623	887

## UNENUMERATED.

Halifax.....		2427				2427
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## DANISH WEST INDIES.

## BUTTER AND LARD.

Halifax.....	Lbs. 1259	475			Lbs. 1529	475
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## COAL.

Cow Bay.....	Tons. 190	380			Tons. 190	380
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## FISH (COD).

Halifax.....	Lbs. 107000	5087			Lbs. 107000	5087
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## FISH (SCALE).

Halifax.....	Lbs. 800	250			Lbs. 800	250
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## FISH (HERRING AND ALEWIVES).

Halifax.....	Pkgs. 337	599			Pkgs. 337	599
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## FISH (MACKEREL SHAD, &amp;c.)

Halifax.....	Pkgs. 107	658			Pkgs. 107	658
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## FISH (SALMON AND TROUT).

Halifax.....	Pkgs. 9	116			Pkgs. 9	116
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## FISH (PRESERVED).

Halifax.....	Pkgs. 20	15			Pkgs. 20	15
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## GENERAL STATEMENT OF EXPORTS—DANISH WEST INDIES.

## FRUIT (APPLES).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	Pkgs. 10	\$ 50			Pkgs. 10	\$ 50

## SPIRITS (WINE).

Halifax .....	Galls. 76	76			Galls. 76	76
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## TEA.

Halifax .....	Lbs. 330	175			Lbs. 330	175
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## VEGETABLES.

Halifax .....	Bush. 149	181			Bush. 149	181
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## WOODWARE (BOARDS, PLANK, AND DEAL).

Halifax .....	Feet. 49000	585			Feet. 49000	585
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## WOODWARE (SHINGLES).

Halifax .....	No. 10000	20			No. 10000	20
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## WOODWARE (SPARS AND KNEES).

Liverpool.....	No. 26	60			No. 26	60
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## UNENUMERATED.

Halifax .....		2750				2750
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## DUTCH WEST INDIES.

## WOODWARE (BOARDS, PLANK, AND DEAL).

Liverpool.....	Feet. 140000	1680			Feet. 140000	1680
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## WOODWARE (SPARS AND KNEES).

Liverpool.....	No. 2000	10			No. 2000	10
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## GENERAL STATEMENT OF EXPORTS.

## FRENCH WEST INDIES.

## CHEESE.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value
	Quantity.	Value.	Quantity.	Value.		
Port Medway.....	Lbs. 150	\$ 30			Lbs. 150	\$ 30

## FISH (COD).

Yarmouth .....	Lbs. 117320	4693			Lbs. 117320	4693
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## FISH (HERRING AND ALEWIVES).

Port Medway.....	Pkgs. 40	200			Pkgs. 40	200
Yarmouth .....	152	456			152	456
	192	656			192	656

## FISH (MACKEREL).

Port Medway.....	Pkgs. 63	488			Pkgs. 63	488
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## WOODWARE (BOARDS, PLANK, AND DEAL).

Port Medway.....	Feet. 390000	4605			Feet. 390000	4605
Yarmouth .....	40000	416			40000	416
	430000	5021			430000	5021

## WOODWARE (SHINGLES).

Port Medway.....	No. 276000	152			No. 276000	152
Yarmouth .....	60000	97			60000	97
	336000	249			336000	249

## WOODWARE (SPARS AND KNEES).

Port Medway.....	No. 8	26			No. 8	26
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## WOODWARE (STAVES, HOOPS, AND SHOOKS).

Port Medway.....	No. 176	174			No. 176	174
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## SPANISH WEST INDIES.

## COAL.

Cow Bay .....	Tons. 198	396	386	965	Tons. 584	1861
North Sydney.....	594	1585			594	1585
	792	1981	386	965	1178	2946

## GENERAL STATEMENT OF EXPORTS—SPANISH WEST INDIES.

## CHEESE.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Yarmouth .....	Lbs. 600	\$ 40			Lbs. 600	\$ 40

## FISH (COD).

Halifax .....	Lbs. 2777376	111138			Lbs. 2777376	111138
Yarmouth .....	973700	33508			973700	33508
	3751076	144646			3751076	144646

## FISH (SCALE).

Halifax .....	Lbs. 1305234	45060			Lbs. 1305234	45060
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## FISH (HERRING AND ALEWIVES).

Halifax .....	Pkgs. 590	1815			Pkgs. 590	1815
Liverpool .....	102	510			102	510
Yarmouth .....	1889	4840			1889	4840
	2581	7165			2581	7165

## FISH (MACKEREL, SHAD, AND HALIBUT).

Halifax .....	Pkgs. 1764	9451			Pkgs. 1764	9451
Yarmouth .....	40	214			40	214
	1804	9665			1804	9665

## FISH (SHELL).

Halifax .....	Pkgs. 4	25			Pkgs. 4	25
Yarmouth .....	20	120			20	120
	24	145			24	145

## FRUIT (APPLES).

Yarmouth .....	Pkgs. 5	40			Pkgs. 5	40
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## GRAIN.

Halifax .....	Bush. 478	243			Bush. 478	243
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## VEGETABLES.

Yarmouth .....	Bush. 906	417			Bush. 906	417
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## WOODWARE (BOARDS).

Halifax .....	Feet. 491000	1805			Feet. 491000	1805
Liverpool .....	135000	1485			135000	1485
Yarmouth .....	297000	2392			297000	2392
	923000	5682			923000	5682

## GENERAL STATEMENT OF EXPORTS—SPANISH WEST INDIES.

## WOODWARE (SHINGLES).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax .....	No. 964000	\$ 2116	.....	.....	No. 964000	\$ 2116
Yarmouth .....	102000	154	.....	.....	102000	154
	1066000	2270			1066000	2270

## WOODWARE (SPARS AND KNEES).

Halifax .....	No. 45	125	.....	.....	No. 45	125
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## WOODWARE (STAVES, HOOPS, AND SHOOKS).

Halifax .....	No. 64000	245	.....	.....	No. 64000	245
Yarmouth .....	2870	57	.....	.....	2870	57
	66870	302			66870	302

## WOODWARE (SWEEPS AND OARS).

Liverpool .....	Feet. 246	12	.....	.....	Feet. 246	12
Yarmouth .....	3060	123	.....	.....	3060	123
	3306	135			3306	135

## UNENUMERATED.

Halifax .....	.....	145	.....	.....	.....	145
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## BRAZIL.

## COAL.

Pictou .....	Tons. 81	202	.....	.....	Tons. 81	202
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## OLD IRON, JUNK, &amp;c.

Halifax .....	Pkgs. 1	156	.....	.....	Pkgs. 1	156
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## WOODWARE (BOARDS, PLANK, &amp;c.)

Annapolis .....	Feet. 494678	6300	.....	.....	Feet. 494678	6300
Pictou .....	10000	75	.....	.....	10000	75
Port Medway .....	108731	1305	.....	.....	108731	1305
	613409	7680			613409	7680

## WOODWARE (SPARS).

Pictou .....	No. 170	1000	.....	.....	No. 170	1000
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## GENERAL STATEMENT OF EXPORTS.

## ITALY.

## FISH (COD).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Arichat.....	Lbs. .....339024	\$ 13009	.....	.....	Lbs. .....339024	\$ 13009

## LABRADOR.

## BEEF, PORK, AND HAMS.

Halifax .....	Pkgs. .....453	.....9194	.....	.....	Pkgs. .....453	9194
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## BREAD.

Halifax.....	Lbs. .....572	.....2324	.....	.....	Lbs. .....572	2324
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## BUTTER AND LARD.

Halifax.....	Pkgs. .....5610	.....1139	.....300	.....66	Pkgs. .....5910	1205
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## FLOUR (WHEAT).

Halifax .....	Pkgs. .....1195	.....9853	.....	.....	Pkgs. .....1195	9853
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## FLOUR (OTHER).

Halifax .....	Pkgs. .....16	.....79	.....	.....	Pkgs. .....16	79
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## FISH (SHELL).

Halifax.....	Pkgs. .....601	.....4241	.....	.....	Pkgs. .....601	4241
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## MOLASSES.

Halifax .....	Galls. .....5494	.....2312	.....	.....	Galls. .....5494	2312
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## NAVAL STORES.

Halifax.....	Pkgs. .....866	.....4164	.....8	.....96	Pkgs. .....874	4260
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## SALT.

Halifax.....	Bush. .....132272	.....30802	.....27464	..6279	Bush. .....159736	37081
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## GENERAL STATEMENT OF EXPORTS.

## TOBACCO.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Lbs. 50	9			Lbs. 50	9

## WOODWARE (MANUFACTURED).

Halifax.....		2723				2723
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## UNENUMERATED.

Halifax.....		2653	2800			5453
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## MADEIRA.

## CHEESE.

Halifax.....	Lbs. 120	20			Lbs. 120	20
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## EARTHENWARE, &amp;c.

Halifax.....	Pkgs. 1	50			Pkgs. 1	50
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## FISH (COD).

Halifax.....	Lbs. 176000	8995			Lbs. 176000	8995
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## FISH (HERRING).

Halifax.....	Pkgs. 190	710			Pkgs. 190	710
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## FISH (MACKEREL).

Halifax.....	Pkgs. 20	135			Pkgs. 20	135
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## NAVAL STORES.

Halifax.....	Pkgs. 184	413			Pkgs. 184	413
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## OIL.

Halifax.....	Galls. 1869	710			Galls. 1869	710
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## SPIRITS (BRANDY).

Halifax.....	Galls. 100	263			Galls. 100	263
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## GENERAL STATEMENT OF EXPORTS — MADEIRA.

## WOODWARE (BOARDS AND PLANK).

PORTS.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Feet. 101000	\$ 1260	.....	.....	Feet. 101000	\$ 1260

## WOODWARE (SWEEPS AND OARS).

Halifax... ..	Feet. 6000	62	.....	.....	Feet. 6000	62
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## UNENUMERATED.

Port Medway .....	.....	195	.....	.....	.....	195
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## MONTE VIDEO.

## WOODWARE (BOARDS AND PLANK).

Liverpool. ....	Feet. 239000	2935	.....	.....	Feet. 239000	2935
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## WOODWARE (SPARS AND KNEES).

Liverpool. ....	No. 2	10	.....	.....	No. 2	10
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## PORTUGAL.

## DRUGS.

Port Medway.....	.....	.....	Pkgs. 4	120	Pkgs. 4	120
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## WOODWARE (BOARDS AND PLANK).

Port Medway.....	.....	.....	Feet. 147000	1519	Feet. 147000	1519
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## WOODWARE (TIMBER).

Port Medway.....	.....	.....	Feet. 427	74	Feet. 427	74
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## SAINT DOMINGO.

## FISH (COD).

Halifax .....	Lbs. 120800	6536	.....	.....	Lbs. 120800	6536
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## FISH (SCALE).

Halifax .....	Lbs. 5936	1074	.....	.....	Lbs. 5936	1074
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## GENERAL STATEMENT OF EXPORTS—SAINT DOMINGO.

## FISH (HERRING).

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Pkgs. 150	\$ 745	.....	.....	Pkgs. 150	\$ 745

## FISH (MACKEREL).

Halifax.....	Pkgs. 198	..... 1313	.....	.....	Pkgs. 198	1313
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## WOODWARE (BOARDS AND PLANK.)

Halifax.....	Feet. 85000	..... 726	.....	.....	Feet. 85000	726
Port Medway.....	..... 58000	..... 960	.....	.....	..... 58000	960
	143000	1686			143000	1686

## SAINT PIERRE.

## ANIMALS (HORNED CATTLE).

Baddeck.....	No. 4	..... 48	.....	.....	No. 4	48
Margaree.....	..... 58	..... 1512	.....	.....	..... 58	1512
	62	1560			62	1560

## ANIMALS (SHEEP).

Baddeck.....	No. 25	..... 50	.....	.....	No. 25	50
Margaree.....	..... 120	..... 480	.....	.....	..... 120	480
	145	530			145	530

## BEEF, PORK, AND HAMS.

Halifax.....	Pkgs. 12	..... 282	.....	.....	Pkgs. 12	282
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## BUTTER.

Halifax.....	Lbs. 670	..... 154	.....	.....	Lbs. 670	154
Baddeck.....	..... 139	..... 27	.....	.....	..... 139	27
Margaree.....	..... 540	..... 120	.....	.....	..... 540	120
	1349	301			1349	301

## CANDLES.

Halifax.....	Lbs. 100	..... 20	.....	.....	Lbs. 100	20
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## COAL.

Cow Bay.....	Tons. 258	..... 516	.....	.....	Tons. 258	516
Glace Bay.....	..... 130	..... 260	.....	.....	..... 130	260
North Sydney.....	..... 388	..... 845	..... 180	..... 450	..... 518	1295
	1726	1621	..... 180	450	906	2071

## GENERAL STATEMENT OF EXPORTS—SAINT PIERRE.

## COFFEE.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Lbs. 1038	\$ 158			Lbs. 1038	\$ 158

## COTTON AND WOOLLEN MANUFACTURES.

Halifax.....	Pkgs. 3	650			Pkgs. 3	650
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## EARTHENWARE.

Halifax.....	Pkgs. 2	64			Pkgs. 2	64
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## EGGS.

Margaree.....	Doz. 252	48			Doz. 252	48
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## FLOUR (WHEAT).

Halifax.....	Pkgs. 906	5315			Pkgs. 906	5315
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## FLOUR (OTHER).

Halifax.....	Pkgs. 10	43			Pkgs. 10	43
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## FRUIT.

Halifax.....	Pkgs. 75	130			Pkgs. 75	130
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## HARDWARE.

Halifax.....	Pkgs. 33	1310			Pkgs. 33	1310
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## LEATHER (MANUFACTURES).

Halifax.....	Pkgs. 1	130			Pkgs. 1	130
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## MOLASSES.

Halifax.....	Galls. 4598	1618			Galls. 4598	1618
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## OIL.

Halifax.....	Galls. 79	30			Galls. 79	30
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## GENERAL STATEMENT OF EXPORTS — SAINT PIERRE.

## RICE.

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Arichat.....	Lbs. 448	\$ 20	.....	.....	Lbs. 448	\$ 20

## SALT.

Halifax.....	Bush. 7820	1916	.....	.....	Bush. 7820	1916
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## SOAP.

Halifax.....	Pkgs. 4	9	.....	.....	Pkgs. 4	9
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## SPIRITS (BRANDY).

Halifax.....	Galls. 140	200	757	998	Galls. 897	1198
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## SPIRITS (GENEVA).

Halifax.....	Galls. 521	255	.....	.....	Galls. 521	255
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## SPIRITS (RUM).

Halifax.....	Galls. 810	400	.....	.....	Galls. 810	400
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## SPIRITS (WINE).

Halifax.....	Galls. 69	70	.....	.....	Galls. 69	70
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## STONE.

Margaree.....	No. 4	6	.....	.....	No. 4	6
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## TEA.

Halifax.....	Lbs. 2238	750	.....	.....	Lbs. 2238	750
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## TOBACCO.

Halifax.....	Lbs. 2009	440	.....	.....	Lbs. 2009	440
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## VEGETABLES.

Margaree.....	Bush. 6	8	.....	.....	Bush. 6	8
Tusket.....	70	40	.....	.....	70	40
	76	48			76	48

## WOODWARE (MANUFACTURED).

Halifax.....	.....	400	.....	310	.....	710
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## GENERAL STATEMENT OF EXPORTS—SAINT PIERRE.

## WOODWARE (BOARDS, &amp;c.)

Ports.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Halifax.....	Feet. 340000	\$ 3300	127000	\$ 984	Feet. 467000	\$ 4284
Baddeck.....	8000	100			8000	100
Barrington.....	45000	450			45000	450
French Cross.....	30000	240			30000	240
Port Acadia.....	75000	525			75000	525
Port Medway.....	211000	940			211000	940
Pugwash.....	31500	630			31500	630
Tusket.....	29000	370			29000	370
	769500	6555	127000	984	896500	7539

## WOODWARE (DEAL ENDS, &amp;c.)

	Feet.				Feet.	
Baddeck.....	5800	58			5800	58
Port Mulgrave.....	6000	120			6000	120
Pugwash.....		55				55
	11800	233			11800	233

## WOODWARE (SHINGLES).

	No.				No.	
Halifax.....	50000	105			50000	105
Barrington.....	12000	31			12000	31
	62000	136			62000	136

## WOODWARE (STAVES AND HOOPS).

	No.				No.	
Tusket.....	6000	60			6000	60

## WOODWARE (SPARS AND KNEES).

	No.				No.	
French Cross.....	18	6			18	6
Pugwash.....	60	600			60	600
	78	606			78	606

## WOODWARE (SWEEPS AND OARS).

	Pcs.				Pcs.	
Tusket.....	20	11			20	11

## WOODWARE (TIMBER).

	Tons.				Tons.	
Baddeck.....	5	12			5	12

## UNENUMERATED.

Halifax.....		111		646		757
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## GENERAL STATEMENT

*Of the principal Articles exported from the Province of Nova Scotia during the Six Months ended 30th September, 1866,—shewing the Quantity and Value of such Articles, the Country to which exported, and whether in British or Foreign vessels.*

## ALE, PORTER, AND CIDER.

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Galls.				Galls.	
Canada.....	135	\$ 64			135	\$ 64
New Brunswick.....	1369	723			1369	723
Newfoundland.....	1550	487			1550	487
P. E. Island.....	248	118	520	360	768	473
British West Indies.....	10146	3540			10146	3540
	13448	4927	520	360	13968	5287

## ANIMALS (HORSES).

	No.			No.	
New Brunswick.....	28	2784		28	2784
Newfoundland.....	46	2742		46	2742
United States.....	1	60		1	60
	75	5586		75	5586

## ANIMALS (HORNED CATTLE).

	No.			No.	
New Brunswick.....	465	22126		465	22126
Newfoundland.....	2286	64139		2286	64139
United States.....	176	4812		176	4812
British West Indies.....	30	2520		30	2520
St. Pierre.....	62	1560		62	1560
	3019	95157		3019	95157

## ANIMALS (HOGS AND PIGS).

	No.			No.	
Newfoundland.....	80	317		80	317

## ANIMALS (SHEEP).

	No.			No.	
New Brunswick.....	2438	4466		2438	4466
Newfoundland.....	2595	8050		2595	8050
United States.....	206	577		206	577
British West Indies.....	78	468		78	468
St. Pierre.....	145	530		145	530
	5462	14091		5462	14091

## BEEF, PORK, AND HAMS.

	Pkgs.			Pkgs.	
Canada.....	227	6248		227	6248
New Brunswick.....	68	824		68	824
Newfoundland.....	850	18488		850	18488
P. E. Island.....	9	171		9	171
United States.....	1	21		1	21
Labrador.....	453	9194		453	9194
St. Pierre.....	12	282		12	282
	1620	30228		1620	30228

## GENERAL STATEMENT OF EXPORTS.

## BREAD.

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Canada.....	Pkgs. 410	\$ 1271			Pkgs. 410	\$ 1271
New Brunswick.....	10	38			10	38
Newfoundland.....	396	1091			396	1091
P. E. Island.....	316	686			316	686
British West Indies.....	300	450			300	450
Labrador.....	572	2324			572	2324
	2004	5860			2004	5860

## BRICK.

	No.		No.		
	Quantity.	Value.	Quantity.	Value.	
Newfoundland.....	6000	48	6000		48
British West Indies.....	6000	60	6000		60
	12000	108	12000		108

## BUTTER AND LARD.

	Pkgs.		Lbs.			Pkgs.		Lbs.		
	Quantity.	Value.	Quantity.	Value.		Quantity.	Value.	Quantity.	Value.	
Canada.....		906	201				906	201		
New Brunswick.....		4320	800				4320	800		
Newfoundland.....	123	363270	74386		123	363270	74386			
United States.....		14155	2834				14155	2834		
British West Indies.....		34758	7747				34758	7747		
Danish West Indies.....		1529	475				1529	475		
Labrador.....		5610	1139	300	66		5910	1205		
St. Pierre.....		1349	301				1349	301		
	123	425897	87883	300	66	123	426197	87949		

## CANDLES.

	Lbs.		Lbs.		
	Quantity.	Value.	Quantity.	Value.	
Canada.....	787	141	787		141
New Brunswick.....	267	38	267		38
Newfoundland.....	2575	445	2575		445
P. E. Island.....	447	70	447		70
St. Pierre.....	100	20	100		20
	4176	714	4176		714

## CHEESE.

	Lbs.		Lbs.		
	Quantity.	Value.	Quantity.	Value.	
Canada.....	185	27	185		27
New Brunswick.....	5910	591	5910		591
Newfoundland.....	1620	197	1620		197
P. E. Island.....	100	30	75	25	175
British West Indies.....	650	85	650		85
French West Indies.....	150	30	150		30
Spanish West Indies.....	600	40	600		40
Madeira.....	120	20	120		20
	9285	1020	75	25	9360
					1045

## CORDAGE AND CANVAS.

	Pkgs.		Pkgs.		
	Quantity.	Value.	Quantity.	Value.	
Canada.....	108	732	108		732
New Brunswick.....	43	191	43		191
Newfoundland.....	32	185	32		185
P. E. Island.....	11	44	11		44
	194	1152	194		1125

**GENERAL STATEMENT OF EXPORTS.**  
**COTTON AND WOOLEN MANUFACTURES.**

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value
	Quantity.	Value.	Quantity.	Value.		
	Pkgs.				Pkgs.	
Great Britain.....	390	\$ 60000			390	\$ 60000
Canada.....	286	16199			286	16199
New Brunswick.....	4	288			4	288
Newfoundland.....	63	9577			63	9577
P. E. Island.....	129	2552	5	786	134	8288
United States.....	27	2013	9	182	36	2195
St. Pierre.....	3	650			3	650
	902	91279	14	918	916	92197

**COAL.**

	Tons.				Tons.	
	Great Britain.....	575	2875			575
Canada.....	15254	36094			15254	36094
New Brunswick.....	10617	21729			10617	21729
Newfoundland.....	26939	64982			26939	64982
P. E. Island.....	11711	27720			11711	27720
United States.....	226678	500835	73850	133122	300528	633457
British West Indies.....	1016	1982			1016	1982
Danish West Indies.....	190	380			190	380
Spanish West Indies.....	792	1981	386	965	1178	2946
Brazil.....	81	202			81	202
St. Pierre.....	726	1621	180	450	906	2071
	294579	659851	74416	134537	368995	794388

**COFFEE.**

	Lbs.				Lbs.	
	Canada.....	41866	6804			41866
New Brunswick.....	7005	924			7005	924
Newfoundland.....	1012	168			1012	168
P. E. Island.....	422	84	120	63	542	147
United States.....	1792	290			1792	290
St. Pierre.....	1038	158			1038	158
	53135	8428	120	63	53255	8491

**DRUGS.**

	Pkgs.				Pkgs.	
	Great Britain.....	66	800			66
Canada.....	709	2550			709	2550
New Brunswick.....	31	1563			31	1563
Newfoundland.....	34	385			34	385
P. E. Island.....	172	2421	82	65	254	2486
United States.....	106	2150	2	100	108	2250
Portugal.....			4	120	4	120
	1118	9869	88	285	1206	10154

**EARTHENWARE AND CHINA.**

	Pkgs.				Pkgs.	
	Great Britain.....	1	64			1
Canada.....	21	491			21	491
New Brunswick.....	21	467			21	467
Newfoundland.....	14	429			14	429
P. E. Island.....	51	1169			51	1169
British West Indies.....	4	103			4	103
Madeira.....	1	50			1	50
St. Pierre.....	2	64			2	64
	115	2837			115	2837

## GENERAL STATEMENT OF EXPORTS.

## EGGS.

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
New Brunswick.....	Pkgs. 23485	Doz. 2856			Pkgs. 23485	\$ 2856
Newfoundland.....	2508	270			2508	270
United States.....	34 12432	3321			34 12432	3321
St. Pierre.....	252	48			252	48
	34 38677	6495			34 38677	6495

## FISH (COD).

	Pkgs.	Lbs.			Pkgs.	Lbs.	
Great Britain.....		1600	67			1600	67
Canada.....	8	65414	703		8	65414	703
New Brunswick.....		273456	8352			273456	8352
Newfoundland.....		11312	365			11312	365
United States.....		1515998	50137	220600	9274	1736598	59411
British West Indies.....		7750900	336220			7750900	336220
Danish West Indies.....		107000	5087			107000	5087
French West Indies.....		117320	4693			117320	4693
Spanish West Indies.....		3751076	144646			3751076	144646
Italy.....		339024	13009			339024	13009
Madeira.....		176000	8995			176000	8995
St. Domingo.....		128000	6536			128000	6536
	8	14229900	578810	220600	9274	8 14450500	588084

## FISH (SCALE).

	Lbs.			Lbs.	
New Brunswick.....	53804	1062		53804	1062
United States.....	181300	4140	81000	2200	262300
British West Indies.....	778750	34753		778750	34753
Danish West Indies.....	800	250		800	250
Spanish West Indies.....	1305234	45060		1305234	45060
St. Domingo.....	5936	1074		5936	1074
	2325824	86339	81000	2200	2406824

## FISH (HERRING AND ALEWIVES).

	Pkgs.			Pkgs.	
Great Britain.....	54	170		54	170
Canada.....	4160	16549		4160	16549
New Brunswick.....	5859	12721		5859	12721
P. E. Island.....	370	1341		370	1341
United States.....	2797	11110	1207	4006	15116
British West Indies.....	44127	84225		44127	84225
Danish West Indies.....	337	599		337	599
French West Indies.....	192	656		192	656
Spanish West Indies.....	2581	7165		2581	7165
Madeira.....	190	710		190	710
St. Domingo.....	150	745		150	745
	60817	135991	1207	4006	62024

## FISH (SALMON AND TROUT).

	Pkgs.			Pkgs.	
Canada.....	2	8		2	8
P. E. Island.....	480	6375		480	6375
United States.....	388	6307	864	20204	26511
British West Indies.....	128	2441		128	2441
Danish West Indies.....	9	116		9	116
	1007	15247	864	20204	1871



**GENERAL STATEMENT OF EXPORTS.**  
**FISH (MACKEREL, SHAD, AND HALIBUT).**

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value
	Quantity.	Value.	Quantity.	Value.		
Canada .....	Pkgs. 1058	\$ 5419			Pkgs. 1058	\$ 5419
New Brunswick .....	30	210			30	210
United States .....	8267	68792	5046	45930	13313	114722
British West Indies .....	10314	71600			10314	71600
Danish West Indies .....	107	653			107	653
French West Indies .....	63	488			63	488
Spanish West Indies .....	1804	9665			1804	9665
Madeira .....	20	135			20	135
St. Domingo .....	198	1313			198	1313
	21861	158275	5046	45930	26907	204205

**FISH (SHELL).**

Great Britain .....	Pkgs. 4456	11236			Pkgs. 4456	11236
British West Indies .....	184	676			184	676
Spanish West Indies .....	24	145			24	145
Labrador .....	601	4241			601	4241
	5265	16298			5265	16298

**FISH (SMOKED AND PRESERVED).**

Great Britain .....	Pkgs. 74	550			Pkgs. 74	550
New Brunswick .....	885	619			885	619
United States .....	691	500	800	1600	1491	2100
British West Indies .....	35	249			35	249
Danish West Indies .....	20	15			20	15
	1705	1933	800	1600	2505	3583

**FISH (TONGUES AND SOUNDS).**

United States .....	Pkgs. 28	153			Pkgs. 28	153
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**FURS.**

Great Britain .....	Pkgs. 62	35010			Pkgs. 62	35010
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**FLOUR (WHEAT).**

Great Britain .....	Pkgs. 422	2586			Pkgs. 422	2586
Canada .....	1504	11566			1504	11566
New Brunswick .....	222	1691			222	1691
Newfoundland .....	2097	16011			2097	16011
P. E. Island .....	981	8027	250	1850	1231	9877
United States .....	2	18			2	18
British West Indies .....	54	457			54	457
Labrador .....	1195	9853			1195	9853
St. Pierre .....	906	5315			906	5315
	7383	55474	250	1850	7683	57824

## GENERAL STATEMENT OF EXPORTS.

## FLOUR (OTHER).

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Canada.....	Pkgs. 107	\$ 428			Pkgs. 107	\$ 428
New Brunswick.....	110	555			110	555
Newfoundland.....	109	526			109	526
P. E. Island.....	13	58	10	45	23	108
British West Indies.....	152	558			152	558
Labrador.....	16	79			16	79
St. Pierre.....	10	43			10	43
	517	2247	10	45	527	2292

## FRUIT (APPLES, PEARS, AND PLUMS).

	Pkgs.				Pkgs.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Canada.....	3	40			3	40
New Brunswick.....	4600	9685			4600	9685
Newfoundland.....	17	67			17	67
P. E. Island.....	7	54			7	54
United States.....	146	484			146	484
Danish West Indies.....	10	50			10	50
Spanish West Indies.....	5	40			5	40
	4788	10370			4788	10370

## FRUIT (OTHER).

	Pkgs.				Pkgs.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Canada.....	446	556			446	556
New Brunswick.....	276	638			276	638
Newfoundland.....	366	404			366	404
P. E. Island.....	360	594	106	226	466	820
British West Indies.....	344	510			344	510
St. Pierre.....	75	130			75	130
	1867	2827	106	226	1973	3053

## GRAIN.

	Bush.				Bush.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Great Britain.....	100	50			100	50
Canada.....	56	19			56	19
New Brunswick.....	150	66			150	66
Newfoundland.....	964	533			964	533
United States.....	900	450			900	450
British West Indies.....	8272	6880			8272	6880
Spanish West Indies.....	478	243			478	243
	10920	8241			10920	8241

## GYPSUM, LIME, AND PLASTER.

	Tons.				Tons.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Canada.....	772	958			772	958
New Brunswick.....	322	1894			322	1894
Newfoundland.....	6	24			6	24
P. E. Island.....	408	375			408	375
United States.....	52976	41546	2255	1962	55231	43508
	54484	44797	2255	1962	56739	46759

## GENERAL STATEMENT OF EXPORTS.

## GROCERIES.

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Canada.....	Pkgs. 25	\$ 118			Pkgs. 25	\$ 118
New Brunswick.....	11	60			11	60
P. E. Island.....	145	296	3	16	148	312
	181	474	3	16	184	490

## HARDWARE.

	Pkgs.				Pkgs.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Great Britain.....	20	1712			20	1712
Canada.....	277	2999			277	2999
New Brunswick.....	39969	82202			39969	82202
Newfoundland.....	467	3786			467	3786
P. E. Island.....	1649	13198			1649	13198
United States.....	175	4045	15	681	190	4726
British West Indies.....	18	425			18	425
St. Pierre.....	33	1310			33	1310
	42608	109677	15	681	42623	110858

## HAY.

	Tons.				Tons.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
New Brunswick.....	27	220			27	220
Newfoundland.....	3	60			3	60
United States.....	1	12			1	12
British West Indies.....	2	30			2	30
	33	322			33	322

## HIDES AND SKINS.

	Pkgs.		No.		Pkgs.		No.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Great Britain.....	30	6000			30	6000		
Canada.....	9203	950			9203	950		
New Brunswick.....	718	984			718	984		
United States.....	3353	5705	17	1350	17	1350	3353	7055
	30	13274	17	1350	47	13274		14989

## LEATHER MANUFACTURES.

	Pkgs.				Pkgs.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Canada.....	53	1585			53	1585
New Brunswick.....	34	251			34	251
Newfoundland.....	437	1544			437	1544
P. E. Island.....	10	300			10	300
British West Indies.....	6	190			6	190
St. Pierre.....	1	130			1	130
	541	4000			541	4000

## LEATHER (SOLE.)

	Pkgs.				Pkgs.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Canada.....	37	227			37	227
Newfoundland.....	26	447			26	447
P. E. Island.....	43	261			43	261
	106	935			106	935

## GENERAL STATEMENT OF EXPORTS.

## MOLASSES AND TREACLE.

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Canada .....	Galls. 180220	\$ 54241			Galls. 180220	\$ 54241
New Brunswick.....	224172	72764			224172	72764
Newfoundland.....	47385	15646			47385	15646
P. E. Island.....	37844	12676	5890	1966	43734	14642
United States .....	144289	45901	12912	4207	157201	50108
Labrador.....	5494	2312			5494	2312
St. Pierre.....	4598	1618			4598	1618
	644602	205158	18802	6173	662804	211331

## NAVAL STORES.

	Pkgs.				Pkgs.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Great Britain.....	183	366			183	366
Canada.....	267	877			267	877
New Brunswick.....	3	7			3	7
Newfoundland.....	25	92			25	92
Labrador.....	866	4164	8	96	874	4260
Madeira.....	134	413			134	413
	1478	5919	8	96	1486	6015

## OIL (FISH).

	Galls.				Galls.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Great Britain.....	150	175			150	175
Canada.....	13001	9689			13001	9689
New Brunswick.....	5094	3987			5094	3987
P. E. Island.....	333	153	61	31	394	184
United States.....	8951	5785	6792	4901	15743	10686
British West Indies .....	5681	3918			5681	3918
	33210	23707	6853	4932	40063	28639

## OIL (OTHER).

	Galls.				Galls.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Canada.....	850	434			850	434
New Brunswick.....	633	337			633	337
Newfoundland.....	440	232			440	232
P. E. Island.....	969	583			969	583
United States.....			960	816	960	816
British West Indies .....			1218	562	1218	562
Madeira.....	1869	710			1869	710
St. Pierre.....	79	30			79	30
	4840	2326	2178	1378	7018	3704

## OLD IRON, JUNK, &amp;c.

	Pkgs.				Pkgs.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Canada.....	62	1400			62	1400
New Brunswick.....	68	127			68	127
United States.....	726	8112			726	8112
Brazil.....	1	156			1	156
	857	9795			857	9795

## GENERAL STATEMENT OF EXPORTS.

## PAPER MANUFACTURES.

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Canada.....	Pkgs. 21	\$ 66			Pkgs. 21	\$ 66
New Brunswick.....	30	40			30	40
Newfoundland.....	8	582			8	582
P. E. Island.....	7	403	1	12	8	415
	66	1091	1	12	67	1103

## RICE.

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Canada.....	Lbs. 7134	295			Lbs. 7134	295
New Brunswick.....	4152	154			4152	154
Newfoundland.....	1768	76			1768	76
P. E. Island.....	1120	48			1120	48
British West Indies.....	16584	678			16584	678
St. Pierre.....	448	20			448	20
	31206	1271			31206	1271

## SALT.

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Canada.....	Bush. 9081	2460			Bush. 9081	2460
New Brunswick.....	760	180			760	180
Newfoundland.....	24958	6420			24958	6420
P. E. Island.....	6369	1592			6269	1592
United States.....	265	67			265	67
Labrador.....	132272	30802	27464	6279	159736	37081
St. Pierre.....	7820	1916			7820	1916
	181525	43437	27464	6279	208989	49716

## SOAP.

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Canada.....	Pkgs. 190	296			Pkgs. 190	296
New Brunswick.....	23	84			23	84
Newfoundland.....	82	389			82	389
P. E. Island.....	48	175	5	30	53	205
United States.....	45	68			45	68
St. Pierre.....	4	9			4	9
	392	1021	5	30	397	1051

## SPIRITS (BRANDY).

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Canada.....	Galls. 510	799			Galls. 510	799
New Brunswick.....	388	690			388	690
Newfoundland.....	72	144			72	144
P. E. Island.....	394	634	136	198	530	832
United States.....	7297	10313	336	455	7633	10768
British West Indies.....	650	650			650	650
Madeira.....	100	263			100	263
St. Pierre.....	140	200	757	998	897	1198
	9551	13693	1229	1651	10780	15344

## SPIRITS (GENEVA).

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Canada.....	Galls. 1512	938			Galls. 1512	938
New Brunswick.....	850	620			850	620
Newfoundland.....	427	237			427	237
P. E. Island.....	971	553	239	120	1210	673
United States.....			400	200	400	200
St. Pierre.....	521	255			521	255
	4281	2603	639	320	4920	2923

## GENERAL STATEMENT OF EXPORTS.

## SPIRITS (RUM).

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Canada.....	Galls. 26811	\$ 12956			Galls. 26811	\$ 12956
New Brunswick.....	25630	12866			25630	12866
Newfoundland.....	11980	4247			11980	4247
P. E. Island.....	4731	2711	453	220	5184	2931
St. Pierre.....	810	400			810	400
	69962	33180	453	220	70415	33400

## SPIRITS (WHISKEY).

	Galls.				Galls.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Canada.....	45	45			45	45
New Brunswick.....	210	218			210	218
Newfoundland.....	78	128			78	128
P. E. Island.....	178	220	50	55	228	275
United States.....	385	316			385	316
	896	927	50	55	946	982

## SPIRITS (WINE).

	Galls.				Galls.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Great Britain.....	130	100			130	100
Canada.....	340	554			340	554
New Brunswick.....	1127	1248			1127	1248
Newfoundland.....	198	276			198	276
P. E. Island.....	641	802	181	170	772	972
United States.....	7087	12613			7087	12613
British West Indies.....	1159	1798			1159	1798
Danish West Indies.....	76	76			76	76
St. Pierre.....	69	70			69	70
	10827	17537	181	170	10958	17707

## STONE.

	Pkgs.	Tons.			Pkgs.	Tons.
	Quantity.	Value.			Quantity.	Value.
Canada.....	222	400			222	400
New Brunswick.....	282	3546			282	3546
Newfoundland.....	474	1150			474	1150
P. E. Island.....	288	2000			288	2000
United States.....	351	2002			351	2002
St. Pierre.....	4	6			4	6
	988	796			988	796
		9104				9104

## SUGAR (RAW).

	Lbs.				Lbs.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Canada.....	3661693	203976			3661693	203976
New Brunswick.....	966511	61193			966511	61193
Newfoundland.....	13927	751			13927	751
P. E. Island.....	145123	10338	83393	5458	228516	15796
United States.....	113487	8738			113487	8738
	4900741	284996	83393	5458	4984134	290454

## SUGAR (REFINED).

	Lbs.				Lbs.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Canada.....	3161	301			3161	301
New Brunswick.....	6300	634			6300	634
Newfoundland.....	1683	191			1683	191
P. E. Island.....	6591	739	230	30	6821	769
	17735	1865	230	30	17965	1895

## GENERAL STATEMENT OF EXPORTS.

## TEA.

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Canada.....	Lbs. 83538	\$ 15204			Lbs. 82538	\$ 15204
New Brunswick.....	19816	5525			19816	5525
Newfoundland.....	11823	3743			11823	3743
P. E. Island.....	11436	4074	7200	2440	18636	6514
United States.....			82	20	32	20
British West Indies.....	3471	1339			3471	1339
Danish West Indies.....	330	175			330	175
St. Pierre.....	2238	750			2238	750
	132152	30810	7232	2460	139384	33270

## TOBACCO.

Great Britain.....	Lbs. 38607	4501			Lbs. 38607	4501
Canada.....	39428	7418			39428	7418
New Brunswick.....	12550	3150			12550	3150
Newfoundland.....	10668	3088			10668	3088
P. E. Island.....	4709	1101	5267	525	9976	1626
United States.....			3678	1450	3678	1450
British West Indies.....	1639	290			1630	290
Labrador.....	50	9			50	9
St. Pierre.....	2009	440			2009	440
	109651	19992	8945	1975	118596	21967

## VEGETABLES.

Canada.....	Bush. 270	360			Bush. 270	360
New Brunswick.....	37626	14215			37626	14215
Newfoundland.....	732	501			732	501
P. E. Island.....	90	87			90	87
United States.....	35314	12477	114	115	35428	12592
British West Indies.....	2594	1876			2594	1876
Danish West Indies.....	149	181			149	181
Spanish West Indies.....	906	417			906	417
St. Pierre.....	76	43			76	43
	77757	30157	114	115	77871	30272

## WOOL.

New Brunswick.....	Lbs. 1000	389			Lbs. 1000	389
United States.....	800	240			800	240
	1800	579			1800	579

## WOODWARE (MANUFACTURED).

Canada.....		2991				291
New Brunswick.....		508				508
Newfoundland.....		3166				3166
P. E. Island.....		81				81
United States.....		2095				2095
British West Indies.....		159				159
Labrador.....		2723				2723
St. Pierre.....		400		310		710
		12123		310		12433

## GENERAL STATEMENT OF EXPORTS.

## WOODWARE (BOARDS, PLANK, AND DEAL).

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value
	Quantity.	Value.	Quantity.	Value.		
Great Britain .....	Feet. 3897636	\$ 30345	2419660	17782	Feet. 6317296	\$ 48127
Canada .....	2000	23			2000	23
New Brunswick .....	676500	5655			676500	5655
Newfoundland .....	1904907	17096			1904907	17096
P. E. Island .....	814958	6478			814958	6478
United States .....	5976300	45279			5976300	45279
British West Indies .....	18165362	196935	303000	3736	18468362	200671
Danish West Indies .....	49000	585			49000	585
Dutch West Indies .....	140000	1680			140000	1680
French West Indies .....	430000	5021			430000	5021
Spanish West Indies .....	923000	5682			923000	5682
Brazil .....	613409	7680			613409	7680
Madeira .....	101000	1260			101000	1260
Monte Video .....	239000	2935			239000	2935
Portugal .....			147000	1519	147000	1519
St. Domingo .....	143000	1686			143000	1686
St. Pierre .....	769500	6555	127000	984	896500	7539
	34845572	334895	2996660	24021	57842232	358916

## WOODWARE (DEAL ENDS AND SCANTLING).

	Feet.			Feet.	
Great Britain .....	68656	980		68656	980
New Brunswick .....	276000	1592		276000	1592
Newfoundland .....	26600	578		26600	578
P. E. Island .....	20000	80		20000	80
United States .....	158600	1443		158000	1443
St. Pierre .....	11800	233		11800	283
	561056	4906		561056	4906

## WOODWARE (FIREWOOD AND LATHWOOD).

	Cords.			Cords.		
Great Britain .....	153	686	6	30	159	716
New Brunswick .....	312	893			312	893
Newfoundland .....	3	4			3	4
United States .....	27726	87628	98	344	27824	87972
	28194	89211	104	374	28298	89585

## WOODWARE (LATHS AND PALINGS).

	No.			No.	
Great Britain .....	240000	850		240000	850
P. E. Island .....	30000	22		30000	22
United States .....	220000	773		220000	773
British West Indies .....	16000	74		16000	74
	506000	1719		506000	1719

## WOODWARE (SHINGLES).

	No.			No.		
Newfoundland .....	1102000	1727		1102000	1727	
United States .....	10000	21		10000	21	
British West Indies .....	5000300	10793	17000	27	5017300	10820
Danish West Indies .....	10000	20		10000	20	
French West Indies .....	336000	249		336000	249	
Spanish West Indies .....	1066000	2270		1066000	2270	
St. Pierre .....	62000	136		62000	136	
	7586300	15216	17000	27	7603300	15243



## GENERAL STATEMENT OF EXPORTS.

## WOODWARE (SPARS AND KNEES).

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	No.				No.	
Great Britain .....	916	1236			916	1236
Newfoundland .....	556	1749			556	1749
P. E. Island .....	26	832			26	832
United States .....	411	367	6792	1654	7203	2021
British West Indies .....	129	618	4	12	133	630
Danish West Indies .....	26	60			26	60
Dutch West Indies .....	2000	10			2000	10
French West Indies .....	8	26			8	26
Spanish West Indies .....	45	125			45	125
Brazil .....	176	1000			176	1000
Monte Video .....	2	10			2	10
St. Pierre .....	78	606			78	606
	4373	6639	6796	1666	11169	8305

## WOODWARE (STAVES, HOOPS, AND SHOOKS).

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	No.				No.	
Great Britain .....	32800	776			32800	776
New Brunswick .....		22				22
Newfoundland .....	13000	44			13000	44
P. E. Island .....	12000	72			12000	72
United States .....			3060	969	3060	969
British West Indies .....	246360	5380			246360	5380
French West Indies .....	17600	174			17600	174
Spanish West Indies .....	66870	302			66870	302
St. Pierre .....	6000	60			6000	60
	394630	6830	3060	969	397690	7799

## WOODWARE (SWEEPS AND OARS).

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Feet.				Feet.	
New Brunswick .....	800	10			800	10
British West Indies .....	19623	887			19623	887
Spanish West Indies .....	3306	135			3306	135
Madeira .....	6000	62			6000	62
St. Pierre .....		11				11
	29729	1105			29729	1105

## WOODWARE (TIMBER).

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
	Tons.				Tons.	
Great Britain .....	1985	9094			1985	9094
Newfoundland .....	123	886			123	886
P. E. Island .....	357	1258			357	1258
United States .....	245	135			245	135
Portugal .....			10	74	10	74
St. Pierre .....	5	12			5	12
	2715	11385	10	74	2725	11459

## UNENUMERATED.

Great Britain .....	7655				7655
Canada .....	7902				7902
New Brunswick .....	6293				6293
Newfoundland .....	7322				7322
P. E. Island .....	5844		3303		9147
United States .....	9463		3809		13272
British West Indies .....	2427				2427
Danish West Indies .....	2750				2750
Labrador .....	145				145
Spanish West Indies .....	2653		2800		5453
Madeira .....	195				195
St. Pierre .....	111		646		757
	52760		10558		63318

## GENERAL STATEMENT

*Of the Quantity and Value of the principal Articles of Merchandize exported to each Country from the Province of Nova Scotia, during the Six Months ended 30th September, 1866,—whether in British or Foreign ships.*

## GREAT BRITAIN.

ARTICLES.	In British Ships.		In Foreign Ships.		Total Quantity..	Total Value.	
	Quantity.	Value.	Quantity.	Value.			
Coal.....	tons	575	.. \$ 2875	.....	.....	575	\$ 2875
Cotton and Woollen Manuf.	pkgs.	390	.. 60000	.....	.....	390	60000
Drugs.....	do.	66	.. 800	.....	.....	66	800
Earthenware.....	do.	1	.. 64	.....	.....	1	64
Fish, Cod.....	lbs.	1600	.. 67	.....	.....	1600	67
Do. Herring.....	pkgs.	54	.. 170	.....	.....	54	170
Do. Shell.....	do.	4456	.. 11236	.....	.....	4456	11236
Do. Smoked.....	do.	4	.. 550	.....	.....	4	550
Flour, Wheat.....	do.	422	.. 2536	.....	.....	422	2536
Furs.....	do.	62	.. 35010	.....	.....	62	35010
Grain.....	bus.	100	.. 50	.....	.....	100	50
Hardware.....	pkgs.	20	.. 1712	.....	.....	20	1712
Hides and Skins.....	do.	30	.. 6000	.....	.....	30	6000
Naval Stores.....	do.	183	.. 366	.....	.....	183	366
Oil, Fish.....	galls.	150	.. 175	.....	.....	150	175
Tobacco.....	lbs.	38607	.. 4501	.....	.....	38607	4501
Spirits, Wine.....	galls.	130	.. 100	.....	.....	130	100
Woodware, Boards.....	ft.	3897636	.. 30345	2419660	17782	6317296	48127
Do. Deal Ends, &c.....	do.	68656	.. 980	.....	.....	68656	980
Do. Firewood.....	cords	153	.. 686	..... 6	..... 30	159	716
Do. Laths, &c.....	M	240000	.. 850	.....	.....	240000	850
Do. Staves, &c.....	No.	916	.. 1236	.....	.....	916	1236
Do. Staves, &c.....	do.	32800	.. 776	.....	.....	32800	776
Do. Timber.....	tons	1985	.. 9094	.....	.....	1985	9094
Unenumerated.....	.....	.....	.. 7655	.....	.....	.....	7655
			177834		17812		195646

## CANADA.

Ale and Porter.....	galls.	135	.. 64	.....	.....	135	64
Beef and Pork.....	pkgs.	227	.. 6248	.....	.....	227	6248
Bread.....	do.	410	.. 1271	.....	.....	410	1271
Butter and Lard.....	lbs.	906	.. 201	.....	.....	906	201
Candles.....	do.	787	.. 141	.....	.....	787	141
Coal.....	tons	15254	.. 36094	.....	.....	15254	36094
Coffee.....	lbs.	41866	.. 6804	.....	.....	41866	6804
Cordage and Canvas.....	pkgs.	108	.. 732	.....	.....	108	732
Cotton and Wollen Manuf.	do.	286	.. 16199	.....	.....	286	16199
Cheese.....	do.	135	.. 27	.....	.....	135	27
Drugs.....	pkgs.	709	.. 2550	.....	.....	709	2550
Earthenware.....	do.	21	.. 491	.....	.....	21	491
Flour, Wheat.....	do.	1504	.. 11566	.....	.....	1504	11566
Do. other.....	do.	107	.. 428	.....	.....	107	428
Fruit, Apples.....	do.	3	.. 40	.....	.....	3	40
Do. other.....	do.	446	.. 556	.....	.....	446	556
Fish, Cod.....	pkgs. 8 lbs.	65414	.. 703	.....	8	65414	703
Do. Herring.....	pkgs.	4160	.. 16549	.....	.....	4160	16549
Do. Mackerel.....	do.	1058	.. 5419	.....	.....	1058	5419
Do. Salmon.....	do.	2	.. 8	.....	.....	2	8
Grain.....	bus.	56	.. 19	.....	.....	56	19
Groceries.....	pkgs.	25	.. 118	.....	.....	25	118
Gypsum, Lime, &c.....	tons	772	.. 958	.....	.....	772	958
Hardware.....	pkgs.	277	.. 2999	.....	.....	277	2999
Hides and Skins.....	No.	9203	.. 950	.....	.....	9203	950
Leather Manufactures.....	pkgs.	53	.. 1585	.....	.....	53	1585

GENERAL STATEMENT OF EXPORTS.

CANADA—CONTINUED.

ARTICLES.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Leather, Sole .....	do.	37	\$ 227		37	\$ 227
Molasses and Treacle .....	galls.	180220	54241		180220	54241
Naval Stores .....	pkgs.	267	877		267	877
Oil, Fish .....	galls.	13001	9689		13001	9689
Do. other .....	do.	850	434		850	434
Old Iron, Junk, &c .....	pkgs.	62	1400		62	1400
Paper Manufactures .....	do.	21	66		21	66
Rice .....	lbs.	7134	295		7134	295
Spirits, Brandy .....	galls.	510	799		510	799
Do. Geneva .....	do.	1512	938		1512	938
Do. Rum .....	do.	26811	12956		26811	12956
Do. Whiskey .....	do.	45	45		45	45
Do. Wine .....	do.	340	554		340	554
Salt .....	bus.	9081	2460		9081	2460
Soap .....	pkgs.	190	296		190	296
Stone .....	do.	222	400		222	400
Sugar, raw .....	lbs.	3661693	203976		3661693	203976
Sugar, refined .....	do.	3161	301		3161	301
Tea .....	do.	83538	15204		83538	15204
Tobacco .....	do.	39428	7413		39428	7413
Vegetables .....	bush.	270	360		270	360
Woodware, Manufactured .....			2991			2991
Do. Boards, &c .....	ft.	2000	23		2000	23
Unenumerated .....			7902			7902
			436567			436567

NEW BRUNSWICK.

Ale and Porter .....	galls.	1369	723		1369	723
Animals, Horses .....	No.	28	2784		28	2784
Do. Horned Cattle .....	do.	465	22126		465	22126
Do. Sheep .....	do.	2438	4460		2438	4460
Beef, Pork, and Hams .....	pkgs.	68	824		68	824
Bread .....	do.	10	38		10	38
Butter and Lard .....	lbs.	4320	800		4320	800
Candles .....	do.	267	38		267	38
Cheese .....	do.	5910	591		5910	591
Coal .....	tons	10617	21729		10617	21729
Coffee .....	lbs.	7005	924		7005	924
Cordage and Canvas .....	pkgs.	43	191		43	191
Cotton and Woollen Mfs. .....	do.	4	288		4	288
Drugs .....	do.	31	1563		31	1563
Earthenware .....	do.	21	467		21	467
Eggs .....	doz.	23485	2856		23485	2856
Fish, Cod .....	lbs.	273456	8352		273456	8352
Do. Scale .....	do.	53804	1062		53804	1062
Do. Herring and Alewives .....	pkgs.	5859	12721		5859	12721
Do. Mackerel, &c .....	do.	30	210		30	210
Do. preserved, &c .....	do.	885	619		885	619
Flour, Wheat .....	do.	222	1691		222	1691
Do. other .....	do.	110	555		110	555
Fruit, Apples .....	do.	4600	9685		4600	9685
Do. other .....	do.	276	633		276	633
Grain .....	bus.	150	66		150	66
Groceries .....	pkgs.	11	60		11	60
Gypsum, Lime, &c .....	tons	322	1894		322	1894
Hardware .....	pkgs.	39969	82202		39969	82202

## GENERAL STATEMENT OF EXPORTS.

## NEW BRUNSWICK—CONTINUED.

ARTICLES.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.	
	Quantity.	Value.	Quantity.	Value.			
Hay .....	tons	27	...	\$ 220	.....	27	\$ 220
Hides and Skins.....	No.	718	.....	984	.....	718	984
Leather Mfs.....	pkgs.	34	.....	251	.....	34	251
Molasses and Treacle.....	galls.	224172	.....	72764	.....	224172	72764
Naval Stores.....	pkgs.	3	.....	7	.....	3	7
Oil, Fish.....	galls.	5094	.....	3987	.....	5094	3987
Do. other.....	do.	633	.....	337	.....	633	337
Old Iron, Junk, &c.....	pkgs.	68	.....	127	.....	68	127
Paper Mfs.....	do.	30	.....	40	.....	30	40
Rice .....	lbs.	4152	.....	154	.....	4152	154
Salt .....	bush.	760	.....	180	.....	760	180
Soap.....	pkgs.	23	.....	84	.....	23	84
Spirits, Brandy.....	galls.	388	.....	690	.....	388	690
Do. Geneva.....	do.	850	.....	620	.....	850	620
Do. Rum.....	do.	25630	.....	12866	.....	25630	12866
Do. Whiskey.....	do.	210	.....	218	.....	210	218
Do. Wine.....	do.	1127	.....	1248	.....	1127	1248
Stone .....	tons	282	.....	3546	.....	282	3546
Sugar, raw.....	lbs.	966511	.....	61193	.....	966511	61193
Do. refined.....	do.	6300	.....	634	.....	6300	634
Tea .....	do.	19316	.....	5525	.....	19316	5525
Tobacco.....	do.	12550	.....	3150	.....	12550	3150
Vegetables.....	bush	37626	.....	14215	.....	37626	14215
Woodware, manufactured.....	.....	.....	.....	508	.....	.....	508
Do. Boards.....	ft.	676500	.....	5655	.....	676500	5655
Do. Scantling.....	do.	276000	.....	1592	.....	276000	1592
Do. Firewood.....	ords	312	.....	893	.....	312	893
Do. Staves.....	pkgs.	1	.....	22	.....	1	22
Do. Sweeps and Oars.....	ft.	800	.....	10	.....	800	10
Wool.....	lbs.	1000	.....	339	.....	1000	339
Unenumerated .....	.....	.....	.....	6293	.....	.....	6293
				378500			378500

## NEWFOUNDLAND.

Ale and Porter.....	galls.	1550	.....	487	.....	1550	487
Animals, Horses, &c.....	No.	46	.....	2742	.....	46	2742
Do. Horned Cattle.....	do.	2286	.....	64139	.....	2286	64139
Do. Hogs and Pigs.....	do.	80	.....	317	.....	80	317
Do. Sheep and Lambs.....	do.	2595	.....	8050	.....	2595	8050
Beef, Pork and Hams.....	pkgs.	850	.....	13488	.....	850	13488
Bread.....	do.	396	.....	1091	.....	396	1091
Brick.....	No.	6000	.....	48	.....	6000	48
Butter.....	lbs.	363270	.....	74386	.....	123 363270	74386
Candles.....	do.	2575	.....	445	.....	2575	445
Cheese.....	do.	1620	.....	197	.....	1620	197
Coal.....	tons	26939	.....	64982	.....	26939	64982
Coffee.....	lbs.	1012	.....	168	.....	1012	168
Cordage and Canvas.....	pkgs.	32	.....	185	.....	32	185
Cotton and Woollen Mfs.....	do.	63	.....	9577	.....	63	9577
Drugs.....	do.	34	.....	385	.....	34	385
Earthenware.....	do.	14	.....	429	.....	14	429
Eggs.....	doz.	2508	.....	270	.....	2508	270
Fish, Cod.....	lbs.	11312	.....	365	.....	11312	365
Flour, Wheat.....	pkgs.	2097	.....	16011	.....	2097	16011
Do. other.....	do.	109	.....	526	.....	109	526
Fruit, Apples.....	do.	17	.....	67	.....	17	67

## GENERAL STATEMENT OF EXPORTS.

## NEWFOUNDLAND—CONTINUED.

ARTICLES.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Fruit, other.....	pkgs.	366	\$ 404		366	\$ 404
Grain.....	bush.	964	533		964	533
Gypsum, Lime, &c.....	tons	6	24		6	24
Hardware.....	pkgs.	467	3786		467	3786
Hay.....	tons	3	60		3	60
Leather Manufactures.....	pkgs.	437	1544		437	1544
Do. Sole.....	do.	26	447		26	447
Molasses and Treacle.....	galls.	47385	15646		47385	15646
Naval Stores.....	pkgs.	25	92		25	92
Oil.....	galls.	440	232		440	232
Paper Manufactures.....	pkgs.	8	582		8	582
Rice.....	lbs.	1768	76		1768	76
Salt.....	bush.	24958	6420		24958	6420
Soap.....	pkgs.	82	389		82	389
Spirits, Brandy.....	galls.	72	144		72	144
Do. Geneva.....	do.	427	237		427	237
Do. Rum.....	do.	11980	4247		11980	4247
Do. Whiskey.....	do.	78	128		78	128
Do. Wine.....	do.	198	276		198	276
Stone.....	No.	474	1150		474	1450
Sugar, raw.....	lbs.	13927	751		13927	751
Do. refined.....	do.	1683	191		1683	191
Tea.....	do.	11823	3743		11823	3743
Tobacco.....	do.	10668	3088		10668	3088
Vegetables.....	bush.	732	501		732	501
Woodware, manufactured.....			3166			3166
Do. Boards, &c.....	ft.	1904907	17096		1904907	17096
Do. Scantling.....	do.	7700	578		7700	578
Do. Firewood.....	cords	3	4		3	4
Do. Shingles.....	No.	1102000	1727		1102000	1727
Do. Spars and Knees.....	do.	556	1749		556	1749
Do. Staves.....	do.	13000	44		13000	44
Do. Timber.....	tons.	123	886		123	886
Unenumerated.....			7322			7322
			335628			335628

## PRINCE EDWARD ISLAND.

Ale and Porter.....	galls.	248	113	520	360	768	473
Beef, Pork and Hams.....	pkgs.	9	171			9	171
Bread.....	do.	316	686			316	686
Candles.....	lbs.	447	70			447	70
Cheese.....	do.	100	30	75	25	175	55
Coal.....	tons	11711	27720			11711	27720
Coffee.....	lbs.	422	84	120	63	542	147
Cordage and Canvas.....	pkgs.	11	44			11	44
Cotton and Woolen Mfs.....	do.	129	2552	5	736	134	3288
Drugs.....	do.	172	2421	82	65	254	2486
Earthenware.....	do.	51	1169			51	1169
Fish, Herring.....	do.	370	1341			370	1341
Do. Salmon.....	do.	480	6375			480	6375
Flour, Wheat.....	do.	981	8027	250	1850	1231	9877
Do. other.....	do.	13	58	10	45	23	108
Fruit, Apples.....	do.	7	54			7	54
Do. other.....	do.	3610	594	106	226	466	820
Groceries.....	do.	145	296	3	16	148	312
Gypsum, Lime, &c.....	tons	408	375			408	375

## GENERAL STATEMENT OF EXPORTS.

## PRINCE EDWARD ISLAND—CONTINUED.

ARTICLES.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.	
	Quantity.	Value.	Quantity.	Value.			
Hardware .....	pkgs.	1649	\$ 13198		1649	\$ 13198	
Leather Manufactures.....	do.	10	300		10	300	
Do. Sole.....	do.	43	261		43	261	
Molasses and Treacle.....	galls.	37844	12676	5890	1966	43734	14642
Oil, Fish.....	do.	333	153	1	31	394	184
Do, other.....	do.	969	583			969	583
Paper Manufactures.....	pkgs.	7	403	1	12	8	415
Rice .....	lbs.	1120	48			1120	48
Spirits, Brandy.....	galls.	394	634	136	198	530	832
Do. Geneva.....	do.	971	553	239	120	1210	673
Do. Rum.....	do.	4731	2711	453	220	5184	2931
Do. Whiskey.....	do.	178	220	50	55	228	275
Do. Wine .....	do.	641	802	131	170	772	972
Salt .....	bush.	6369	1592			6369	1592
Soap.....	pkgs.	48	175	5	30	53	205
Stone .....	pcs. 288 tons	163	2000		288	163	2000
Sugar, raw .....	lbs.	145123	10338	83393	5458	228516	15796
Do. Refined.....	do.	6591	739	230	30	6821	799
Tea .....	do.	11436	4074	7200	2410	18636	6514
Tobacco.....	do.	4709	1101	5267	525	9976	1626
Vegetables.....	bush.	90	87			90	87
Woodware, manufactured.....			81			81	81
Do. Boards.....	ft.	814958	6478			814958	6478
Do. Scantling.....	do.	20000	80			20000	80
Do. Laths.....	No.	30000	22			30000	22
Do. Spars.....	do.	26	832			26	832
Do. Staves.....	do.	12000	72			12000	72
Do. Timber.....	tons	357	1258			357	1258
Unenumerated .....			5844		3303		9147
			119495		17944		137439

## UNITED STATES.

Animals, Horses.....	No.	1	60			1	60
Do. Horned Cattle.....	do.	176	4812			176	4812
Do. Sheep.....	do.	206	577			206	577
Beef, Pork and Hams.....	pkgs.	1	21			1	21
Butter and Lard.....	lbs.	14155	2834			14155	2834
Coffee.....	do.	1792	290			1792	290
Coal.....	tons	226678	500335	73850	133122	800528	688457
Cotton and Woolen Mfs.....	pkgs.	27	2013	9	182	36	2195
Drugs.....	do.	106	2150	2	100	108	2250
Eggs.....	pkgs. 34 doz.	12432	3321		34	12432	3321
Fish, Cod.....	lbs.	1515998	50137	220600	9274	1736598	59411
Do. Scale.....	do.	181300	4140	81000	2200	262300	6340
Do. Herring and Alewives.....	pkgs.	2797	11110	1207	4006	4004	15116
Do. Mackerel, Shad, &c.....	do.	8267	68792	5046	45936	13313	114722
Do. Salmon and Trout.....	do.	388	6307	864	20204	1252	26511
Do. preserved.....	do.	691	500	800	1600	1491	2100
Do. Tongues and Sounds.....	do.	28	153			28	153
Flour, Wheat.....	do.	2	18			2	18
Fruit, Apples, Pears, &c.....	do.	146	434			146	434
Grain.....	bush.	900	450			900	450
Gypsum, Lime and Plaster.....	tons	52976	41546	2255	1962	55231	43508
Hardware, Iron, &c.....	pkgs.	175	4045	15	681	190	4726
Hay.....	tons	1	12			1	12
Hides and Skins.....	No.	3353	5705	17	1350	3370	7055

## GENERAL STATEMENT OF EXPORTS.

## UNITED STATES—CONTINUED.

ARTICLES.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value
	Quantity.	Value.	Quantity.	Value.		
Molasses and Treacle . . . . .	galls. 144289	\$ 45901	12912	\$ 4207	157201	\$ 50108
Oil, Fish . . . . .	do. 8951	5705	6792	4901	15743	10686
Do. Rock and Coal . . . . .			960	816	960	816
Old Iron, Junk, &c. . . . .	pkgs. 726	8112			726	8112
Salt . . . . .	bush. 265	67			265	67
Soap . . . . .	pkgs. 45	68			45	68
Spirits, Brandy . . . . .	galls. 7297	10313	336	455	7633	10768
Do. Geneva . . . . .			400	200	400	200
Do. Whiskey . . . . .	do. 885	316			885	316
Do. Wine . . . . .	do. 7087	12613			7087	12613
Stone . . . . .	tons 351	2002			351	2002
Sugar, raw . . . . .	lbs. 113487	8738			113487	8738
Tea . . . . .			32	20	32	20
Tobacco . . . . .			3678	1450	3678	1450
Vegetables . . . . .	bush. 35314	12477	114	115	35428	12592
Woodware, Boards, &c. . . . .	ft. 5976300	45279			5976300	45279
Do. Deal Ends, &c. . . . .	do. 158000	1443			158000	1443
Do. Firewood, &c. . . . .	cords 27726	87628	98	344	27824	87972
Do. Laths and Palings . . . . .	No. 220000	773			220000	773
Do. Shingles . . . . .	do. 10000	21			10000	21
Do. Spars and Knees . . . . .	do. 411	367	6792	1654	7203	2021
Do. Staves, Hoops, &c. . . . .			3060	969	3060	969
Do. Timber . . . . .	pcs. 245	135			245	135
Do. Manufactured . . . . .		2095				2095
Wool . . . . .	lbs. 800	240			800	240
Unenumerated . . . . .		9463		3809		13272
		963598		239551		1203149

## BRITISH WEST INDIES.

Ale and Porter . . . . .	galls. 10146	3540			10145	3540
Animals, Horned Cattle . . . . .	No. 30	2520			30	2520
Do. Sheep . . . . .	do. 78	468			78	468
Bread . . . . .	pkgs. 300	450			300	450
Brick . . . . .	No. 6000	60			6000	60
Butter and Lard . . . . .	lbs. 34758	7747			34758	7747
Cheese . . . . .	do. 650	85			650	85
Coal . . . . .	tons 1016	1932			1016	1932
Earthenware . . . . .	pkgs. 4	103			4	103
Fish, Cod . . . . .	lbs. 7750900	3336220			7750900	3336220
Do. Scale . . . . .	do. 778750	34758			778750	34758
Do. Herring . . . . .	pkgs. 44127	84225			44127	84225
Do. Mackerel . . . . .	do. 10314	71600			10314	71600
Do. Salmon . . . . .	do. 128	2441			128	2441
Do. Shell . . . . .	do. 184	676			184	676
Do. preserved . . . . .	do. 35	249			35	249
Flour, Wheat . . . . .	do. 54	457			54	457
Do. other . . . . .	do. 152	558			152	558
Fruit . . . . .	do. 344	510			344	510
Grain . . . . .	bush. 8272	6880			8272	6880
Hardware . . . . .	pkgs. 18	425			18	425
Hay . . . . .	tons 2	30			2	30
Leather Manufactures . . . . .	pkgs. 6	190			6	190
Oil, Fish . . . . .	galls. 5681	3918			5681	3918
Do. other . . . . .			1218	562	1218	562
Rice . . . . .	lbs. 16584	678			16584	678
Spirits, Brandy . . . . .	galls. 650	650			650	650

## GENERAL STATEMENT OF EXPORTS.

## BRITISH WEST INDIES—CONTINUED.

ARTICLES.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value
	Quantity.	Value.	Quantity.	Value.		
Spirits, Wine.....	galls. 1159	\$ 1798			1159	\$ 1798
Tea.....	lbs. 3471	1339			3471	1339
Tobacco.....	do. 1630	290			1630	290
Vegetables.....	bush. 2594	1876			2594	1876
Woodware, manufactured.....		159				159
Do. Boards, &c.....	ft. 18165362	196985	303000	3736	18468302	200671
Do. Laths, &c.....	No. 16000	74			16000	74
Do. Shingles.....	do. 5000300	10793	17009	27	5017300	10820
Do. Spars, &c.....	do. 129	618	4	12	133	630
Do. Staves, &c.....	do. 246360	5380			246360	5380
Do. Sweeps, &c.....	do. 67 ft. 18623	887			67.....19623	887
Unenumerated.....		2427				2427
		783941		4337		788278

## DANISH WEST INDIES.

Butter and Lard.....	lbs. 1529	475			1529	475
Coal.....	tons 190	380			190	380
Fish, Cod.....	lbs. 107000	5087			107000	5087
Do. Scale.....	do. 800	250			800	250
Do. Herring.....	pkgs. 337	599			337	599
Do. Mackerel.....	do. 107	653			107	653
Do. Salmon.....	do. 9	116			9	116
Do. preserved.....	do. 20	15			20	15
Fruit, Apples.....	do. 10	50			10	50
Spirits, Wine.....	galls. 76	76			76	76
Tea.....	lbs. 330	175			330	175
Vegetables.....	bush. 149	181			149	181
Woodware, Boards.....	ft. 49000	585			49000	585
Do. Shingles.....	do. 10000	20			10000	20
Do. Spars.....	No. 26	60			26	60
Unenumerated.....		2750				2750
		11472				11472

## DUTCH WEST INDIES.

Woodware, Boards.....	ft. 140000	1680			140000	1680
Do. Spars..	No. 2000	10			2000	10
		1690				1690

## FRENCH WEST INDIES.

Cheese.....	lbs. 150	30			150	30
Fish, Cod.....	do. 117320	4693			117320	4693
Do. Herring.....	pkgs. 192	656			192	656
Do. Mackerel.....	do. 63	488			63	488
Woodware, Boards.....	ft. 430000	5021			430000	5021
Do. Shingles.....	No. 336000	249			336999	249
Do. Spars.....	do. 8	26			8	26
Do. Staves.....	pkgs. 176	174			176	274
		11337				11337



## GENERAL STATEMENT OF EXPORTS.

## SPANISH WEST INDIES.

ARTICLES.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Cheese.....	lbs.	600	.....	.....	600	\$ 40
Coal.....	tons	792	.....	386	1178	2946
Fish, Cod.....	lbs.	3751076	.....	.....	3751076	44646
Do. Scale.....		1305234	.....	.....	1305234	45060
Do. Herring.....	pkgs.	2581	.....	.....	2581	7165
Do. Mackerel.....		1804	.....	.....	1804	9665
Do. Shell.....		24	.....	.....	24	145
Fruit, Apples.....		5	.....	.....	5	40
Grain.....	bush.	478	.....	.....	478	243
Vegetables.....		906	.....	.....	906	417
Woodware, Boards.....	ft.	923000	.....	.....	923000	5682
Do. Shingles.....	No.	1066000	.....	.....	1066000	2270
Do. Spars, &c.....		45	.....	.....	45	125
Do. Staves, &c.....		66870	.....	.....	66870	302
Do. Sweeps, &c.....	ft.	3306	.....	.....	3306	185
Unenumerated.....		.....	.....	.....	.....	145
		218061		965		219026

## BRAZIL.

Coal.....	tons	81	.....	.....	81	202
Old Iron, Junk, &c.....	pkgs.	1	.....	.....	1	156
Woodwares, Boards.....	ft.	613409	.....	.....	613409	7680
Do. Spars.....	No.	170	.....	.....	170	1000
		9038				9038

## ITALY.

Fish, Cod.....	lbs.	339024	.....	.....	339024	18009
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## LABRADOR.

Beef, Pork and Hams.....	pkgs.	453	.....	.....	453	9194
Bread.....		572	.....	.....	572	2324
Butter and Lard.....	lbs.	5610	.....	300	5910	1205
Flour, Wheat.....	pkgs.	1195	.....	.....	1195	9853
Do. other.....		16	.....	.....	16	79
Fish, Shell.....		601	.....	.....	601	4241
Molasses and Treacle.....	galls.	5494	.....	.....	5494	2312
Naval Stores.....	pkgs.	866	.....	8	874	4260
Salt.....	bush.	132272	.....	27464	159736	37081
Tobacco.....	lbs.	50	.....	.....	50	9
Woodware, Manufactured.....		.....	.....	.....	.....	2723
Unenumerated.....		.....	.....	2800	.....	5458
		69493		9241		78734

## MADEIRA.

Cheese.....	lbs.	120	.....	.....	120	20
Earthenware.....	pkgs.	1	.....	.....	1	50
Fish, Cod.....	lbs.	176000	.....	.....	176000	8995
Do. Herring.....	pkgs.	190	.....	.....	190	710
Do. Mackerel.....	do.	20	.....	.....	20	185
Naval Stores.....		134	.....	.....	134	413
Oil.....	galls.	1869	.....	.....	1869	710
Spirits, Brandy.....		100	.....	.....	100	263
Woodware, Boards, &c.....	ft.	101000	.....	.....	101000	1260
Do. Sweeps, &c.....	do.	6000	.....	.....	62	6000
Unenumerated.....		.....	.....	.....	.....	195
		12818				12818

## GENERAL STATEMENT OF EXPORTS.

## MONTE VIDEO.

ARTICLES.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Woodware, Boards .....	ft.	239000	\$ 2935	.....	23000	\$ 2935
Do. Spars .....	No.	2	..... 10	.....	2	10
			2945			2945

## PORTUGAL.

Drugs .....	pkgs.	.....	..... 4	..... 120	..... 4	120
Woodware, Boards .....	feet	.....	147000	1519	147000	1519
Do. Timber .....	tons.	.....	..... 10	..... 74	..... 10	74
				1713		1713

## SAINT DOMINGO.

Fish, Cod .....	lbs.	120800	6536	.....	120800	6536
Do. Scale .....		5936	1074	.....	5936	1074
Do. Herring .....	pkgs.	150	745	.....	150	745
Do. Mackerel .....		198	1313	.....	198	1313
Woodward, Boards .....	ft.	143000	1686	.....	143000	1686
			11354			11354

## SAINT PIERRE.

Animals, Horned Cattle .....	No.	62	1560	.....	62	1560
Do. Sheep .....		145	530	.....	145	530
Beef, Pork and Hams .....	pkgs.	12	282	.....	12	282
Butter and Lard .....	lbs.	1349	301	.....	1349	301
Candles .....		100	20	.....	100	20
Coal .....	tons	726	1621	180	450	906
Coffee .....	lbs.	1038	158	.....	1038	158
Cotton and Wollen Manuf. ....	pkgs.	3	650	.....	3	650
Earthenware .....		2	64	.....	2	64
Eggs .....	doz.	252	48	.....	252	48
Flour, Wheat .....	pkgs.	906	5315	.....	906	5315
Do. other .....		10	43	.....	10	43
Fruit .....		75	130	.....	75	130
Hardware .....		33	1310	.....	33	1310
Leather Manufactures .....		1	130	.....	1	130
Molasses .....	galls.	4598	1618	.....	4598	1618
Oil .....		79	30	.....	79	30
Rice .....	lbs.	448	20	.....	448	20
Salt .....	bush.	7820	1916	.....	7820	1916
Soap .....	pkgs.	4	9	.....	4	9
Spirits, Brandy .....	galls.	140	200	757	998	897
Do. Geneva .....		521	255	.....	521	255
Do. Rum .....		810	400	.....	810	400
Do. Wine .....		69	70	.....	69	70
Stone .....	No.	4	6	.....	4	6
Tea .....	lbs.	2238	750	.....	2238	750
Tobacco .....		2009	440	.....	2009	440
Vegetables .....	bush.	76	43	.....	76	43
Woodware, Manufactured .....			400	..... 310		710
Do. Boards, &c .....	ft.	769500	6555	127000	984	896500
Do. Scantling .....		11800	233	.....	11800	233
Do. Shingles .....	No.	62000	136	.....	62000	136
Do. Staves, &c .....		6000	60	.....	6000	60
Do. Spars, &c .....		78	606	.....	78	606
Do. Sweeps, &c .....	pcs.	20	11	.....	20	11
Do. Timber .....	tons.	5	12	.....	5	12
Unenumerated .....			111	..... 646		757
			26043	3888		29431

## GENERAL STATEMENT OF EXPORTS.

## ABSTRACT

*Of the principal Articles of Merchandize Exported from the Province of Nova Scotia during the six months ended 30th September, 1866, shewing the total quantity and value of each article exported, and whether in British or Foreign vessels.*

ARTICLES.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Ale, Porter and Cider.....	galls. 13448	\$ 4927	520	\$ 360	13968	\$ 5297
Animals, Horses.....	No. 75	5586			75	5586
Do. Horned Cattle.....	do. 3019	95157			3019	95157
Do. Hogs and Pigs.....	do. 80	317			80	317
Do. Sheep and Lambs.....	do. 5462	14091			5462	14091
Beef, Pork and Hams.....	pkgs. 1620	30228			1620	30228
Bread.....	do. 2004	5860			2004	5860
Brick.....	No. 12000	108			12000	108
Butter and Lard...pkgs. 123	lbs. 425897	87883	300	66	426196	87949
Candles.....	lbs. 4176	714			4176	714
Cheese.....	do. 9285	1020	75	25	9360	1045
Coal.....	tons 294579	659851	74416	134537	368995	794388
Coffee.....	lbs. 53135	8428	120	63	53255	8491
Cordage and Canvas.....	pkgs. 194	1152			194	1152
Cotton and Wollen Manuf. do.	902	91279	14	918	916	92197
Drugs.....	do. 1118	9869	88	285	1206	10154
Earthenware and China... do.	115	2837			115	2837
Eggs.....pkgs. 34	dozn. 38677	6495			34	38677
Fish, Cod.....	lbs. 14229900	578810	220600	92748	14450500	588084
Do. Scale.....	do. 2325824	86339	81000	2200	2406824	88539
Do. Herring and Alewives pkgs.	60817	135991	1207	4006	62024	139997
Do. Mackerel and Shad... do.	21861	158275	5046	45930	26907	204205
Do. Salmon and Trout... do.	1007	15247	864	20204	1871	35451
Do. Shell.....	do. 5265	16198			5265	16298
Do. Smoked and Preserved do.	1705	1933	800	1600	2505	3533
Do. Tongues and Sounds.. do.	28	153			28	153
Flour, Wheat.....	do. 7383	55474	250	1850	7633	57324
Do. other.....	do. 517	2247	10	45	527	2292
Fruit, Apples.....	do. 4788	10370			4788	10370
Do. other.....	do. 1867	2827	106	226	1973	3053
Furs.....	do. 62	35010			62	35010
Grain.....	bush. 10920	8241			10920	8241
Groceries.....	pkgs. 181	474	3	16	184	490
Gypsum, Lime, &c.....	tons 54484	44797	2255	1962	56739	46759
Hardware.....	pkgs. 42608	109677	15	681	42623	110858
Hay.....	tons 33	322			33	322
Hides and Skins...pkgs. 30	No. 13274	13639	17	1350	13274	14989
Leather Manufactures..... pkgs.	541	4000			541	4000
Do. Sole.....	do. 106	935			106	935
Molasses and Treacle..... galls.	644002	205158	18802	6173	662804	211331
Naval Stores.....	pkgs. 1478	5919	8	06	1468	6015
Oil, Fish.....	galls. 33210	23707	6853	4932	40063	28639
Do. other.....	do. 4840	2326	2178	1378	7018	3704
Old Iron, Junk, &c..... pkgs.	857	9795			857	9795
Paper Manufactures..... do.	63	1091	1	12	67	1103
Rice.....	lbs. 31206	1271			31206	1271
Salt.....	bush. 181525	43437	27464	6279	208989	49716
Soap.....	pkgs. 392	1021	5	30	397	1051
Spirits, Brandy.....	galls. 9551	13693	1229	1651	10780	15344
Do. Geneva.....	do. 4281	2603	639	320	4920	2923
Do. Rum.....	do. 69962	33180	453	220	70415	33400
Do. Whiskey.....	do. 896	927	50	55	946	982
Do. Wine.....	do. 10827	17537	131	170	10958	17707
Stone.....pkgs. 988	tons 796	9104			988	9104

## GENERAL STATEMENT OF EXPORTS.

## ABSTRACT—CONTINUED.

ARTICLES.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value
	Quantity.	Value.	Quantity.	Value.		
Sugar, raw.....	lbs. 4900741	\$ 284996	83393	\$ 5458	4984134	\$ 290454
Do. refined.....	do. 17735	1865	230	30	17965	1895
Tea.....	do. 132152	30810	7232	2460	139384	33270
Tobacco.....	do. 109651	19992	8945	1975	118596	21967
Vegetables.....	bush. 77757	30157	114	115	77871	30272
Woodware, manufactured.....		12123		310		12433
Do. Boards and Plank.....	ft. 34845572	334895	2996660	24021	37842232	358916
Do. Scantling.....	do. 561056	4906			561056	4906
Do. Firewood and Lathwood cords	23194	89211	104	374	28298	89585
Do. Laths and Palings.....	No. 506000	1719			506000	1719
Do. Shingles.....	do. 7586300	15216	17000	27	7603300	15243
Do. Staves, Hoops & Shooks	do. 394630	6830	3060	969	397690	7799
Do. Spars and Knees.....	do. 4373	6639	6796	1666	11169	8305
Do. Sweeps and Oars.....	ft. 29729	1105			29729	1105
Do. Timber.....	tons 2715	11385	10	74	2725	11459
Wool.....	lbs. 1800	579			1800	579
Unenumerated.....		52760		10558		63318
		3582318		294951		3877769

FINANCIAL SECRETARY'S OFFICE,  
HALIFAX, 30th September, 1866. }

JAMES McDONALD,  
Financial Secretary.

## ABSTRACT

*Of the value of the principal Articles of Merchandize Exported to each Country from the Province of Nova Scotia during six months ended 30th September, 1866,—whether in British or Foreign ships.*

ARTICLES.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Great Britain.....		\$ 177834		\$17812		\$ 195646
Canada.....		486567				486567
New Brunswick.....		378500				378500
Newfoundland.....		335628				335628
P. E. Island.....		119495		17944		137439
United States.....		963598		239551		1203149
British West Indies.....		783941		4337		788278
Danish West Indies.....		11472				11472
Dutch West Indies.....		1690				1690
French West Indies.....		11337				11337
Spanish West Indies.....		218061		965		219026
Brazil.....		9038				9038
Italy.....		13009				13009
Labrador.....		69493		9241		78734
Madeira.....		12813				12813
Monte Video.....		2945				2945
Portugal.....				1713		1713
St. Domingo.....		11354				11354
St. Pierre.....		26043		3388		29431
		3582318		294951		3877769

FINANCIAL SECRETARY'S OFFICE,  
HALIFAX, 30th September, 1866. }

JAMES McDONALD,  
Financial Secretary.

## COMPARATIVE STATEMENT

*Of the Value of Merchandise exported from each Port in the Province, during the years ended 30th September, 1865 and 1866,—shewing the Increase and Decrease at each Port.*

COUNTRIES.	1865.	1866.	Increase.	Decrease.	Total Decrease.
Halifax .....	\$ 5111526	\$ 4389826		\$ 721700	
Advocate Harbor .....	2076	1204		872	
Amherst .....	18700	9004		9696	
Annapolis .....	53474	153083	\$ 99609		
Antigonish .....	28498	11578		16920	
Apple River .....	2392	1860		532	
Arichat .....	92281	68912		23369	
Baddeck .....	43827	54405	10578		
Barrington .....	44270	57576	13306		
Bear River .....	25512	35030	9518		
Beaver River .....	1768	4824	3056		
Bridgetown .....	15556	15257		299	
Belleveu Cove .....	3653	7116	3463		
Canada Creek .....	28043	35017	6974		
Cape Canso .....	86067	104556	18489		
Chester .....		258	258		
Cheverie .....	4329	6799	2470		
Clementsport .....	12014	11404		610	
Cornwallis .....	134684	125109		9575	
Cow Bay .....	264302	210474		53828	
Digby .....	45224	40852		4372	
Five Islands .....	24456	38192	13736		
French Cross .....	18007	13064		4943	
Glace Bay .....	217043	121425		95618	
Great Bras d'Or .....	9188	9433	245		
Guysborough .....	205	650	445		
Hantsport .....	16433	6272		10161	
Harbor-au-Bouche .....	20056	14698		5358	
Harborville .....	27575	26601		974	
Horton .....	35827	32746		3081	
Isaac's Harbor .....	1520	1088		432	
Joggins .....	43670	36141		7529	
LaHave .....	37749	34799		2950	
Lingan .....	126920	103611		23309	
Little River .....	57080	86808	29728		
Liverpool .....	162388	180659	18271		
Londonderry .....	35043	121229	86186		
Louisburg .....	192	450	258		
Lunenburg .....	39005	54823	15818		
Mahone Bay .....	5516	9127	3611		
Maitland .....	4930	2492		2438	
Margaree .....	18568	15703		2865	
Margaretsville .....	20892	20249		643	
North Sydney .....	130562	130794	232		
Parrsborough .....	3234	4835	1601		
Pictou .....	489744	495382	5638		
Port Acadia .....	17288	20314	3026		
Port Gilbert .....	14245	26477	12232		
Port Hawkesbury .....	33805	71143	37338		
Port Hood .....	15039	16274	1235		
Port Medway .....	134827	161369	26542		
Port Mulgrave .....	268891	108792		159599	
Port Williams .....	9344	11419	2075		
Port Richmond .....	5299	1410		3889	
Pubnico .....	11310			11310	
Pugwash .....	63001	58230		4771	
Ragged Islands .....	177128	108332		68796	

GENERAL STATEMENT OF EXPORTS.  
COMPARATIVE STATEMENT — (CONTINUED).

Ports.	1865.	1866.	Increase.	Decrease.	Total Decrease.
Ratchford River.....	\$ 3077	\$ 2590		\$ 487	
Sandy Cove.....	6200	1849		4851	
St. Ann's.....	7856	14113	\$ 6257		
St. Mary's River.....	11876	9064		2812	
Shelburne.....	11538	11058		480	
St. Peter's.....		4004	4004		
Tangier.....	1310	4905	3595		
Tatamagouche.....	16238	9624		6614	
Thorne's Cove.....	10373	5977		4396	
Truro.....	1433	230		1203	
Tusket.....	9792	19533	9741		
Wallace.....	11691	6118		5573	
Walton.....	2968	5915	2947		
Westport.....	16110	27330	11220		
Weymouth.....	46271	61087	14816		
Wilmot.....	11384	12886	1502		
Windsor.....	50541	56515	5974		
Yarmouth.....	298359	301622	3263		
	8830693	8043095	489257	1276855	787598

FINANCIAL SECRETARY'S OFFICE,  
HALIFAX, 30th September, 1866. }

JAMES McDONALD,  
*Financial Secretary.*

ABSTRACT

*Of the Value of the principal Articles of Merchandize Exported to each Country from the Province of Nova Scotia during the year ended 30th September, 1866,—whether in British or Foreign ships.*

Country to which Exported.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Great Britain.....		\$ 270072		\$ 17812		\$ 287884
Canada.....		574762				574762
New Brunswick.....		665482				665482
Newfoundland.....		504395				504395
Prince Edward Island.....		240670		22932		263602
United States.....		2942907		285643		3228550
British West Indies.....		1631336		4337		1635673
Danish West Indies.....		24883				24883
Dutch West Indies.....		1690				1690
French West Indies.....		16714				16714
Spanish West Indies.....		547801		965		548766
Africa.....		37942				37942
Brazil.....		19470				19470
Buenos Ayres.....		2944				2944
Italy.....		28567				28567
Jersey.....		13736				13736
Labrador.....		69493		9241		78734
Madeira.....		15238				15238
Matamoras.....		1377				1377
Monte Video.....		2945				2945
Portugal.....		10208		1713		11921
Spain.....		5680				5680
St. Domingo.....		26717		4260		30977
St. Pierre.....		86585		4578		41163
		7691614		851481		8048095

FINANCIAL SECRETARY'S OFFICE,  
Halifax, 30th September, 1866. }

JAMES McDONALD,  
*Financial Secretary.*

## GENERAL STATEMENT OF EXPORTS.

## ABSTRACT

*Of the principal Articles of Merchandize Exported from Nova Scotia during the year ended 30th September, 1866.*

ARTICLES.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value
	Quantity.	Value.	Quantity.	Value.		
Ale, Porter and Cider....	.....	\$ 15198	.....	\$ 375	.....	\$ 15573
Animals, Horses.....	.....	8688	.....	.....	.....	8688
Do. Horned Cattle.....	.....	139107	.....	.....	.....	139107
Do. Hogs and Pigs.....	.....	461	.....	.....	.....	461
Do. Sheep.....	.....	25963	.....	.....	.....	25963
Beef, Pork and Hamps....	.....	43109	.....	83	.....	43192
Bread.....	.....	13926	.....	65	.....	13991
Brick.....	.....	401	.....	54	.....	455
Butter and Lard.....	.....	138114	.....	66	.....	138180
Candles.....	.....	2110	.....	.....	.....	2110
Cheese.....	.....	1885	.....	25	.....	1910
Coal.....	.....	912687	.....	160938	.....	1073625
Coffee.....	.....	11976	.....	123	.....	12099
Cordage and Canvas.....	.....	9183	.....	.....	.....	9183
Cotton and Wollen Mfs....	.....	182313	.....	3536	.....	185849
Drugs.....	.....	25941	.....	285	.....	26226
Earthenware and China ..	.....	3925	.....	10	.....	3935
Eggs.....	.....	7604	.....	10	.....	7614
Fish, Cod.....	.....	1375286	.....	13074	.....	1388360
Do. Scale.....	.....	197999	.....	2500	.....	200499
Do. Herring and Alewives	.....	535699	.....	8436	.....	544135
Do. Mackerel and Shad....	.....	956467	.....	52270	.....	1008737
Do. Salmon and Trout....	.....	41032	.....	20204	.....	61236
Do. Shell.....	.....	21953	.....	.....	.....	21953
Do. Smoked and preserved	.....	18217	.....	1650	.....	19867
Do. Tongues and Sounds..	.....	153	.....	.....	.....	153
Flour, Wheat.....	.....	73122	.....	2500	.....	75622
Do. other.....	.....	5388	.....	45	.....	5388
Fruit, Apples, Pears, &c...	.....	55513	.....	765	.....	56278
Do. other.....	.....	9469	.....	495	.....	9964
Furs.....	.....	54360	.....	.....	.....	54360
Grain.....	.....	12195	.....	.....	.....	12195
Groceries.....	.....	17406	.....	16	.....	17422
Gypsum, Lime and Plaster	.....	61649	.....	1962	.....	63611
Hardware.....	.....	192235	.....	1008	.....	193243
Hay.....	.....	995	.....	40	.....	1035
Hides and Skins.....	.....	42765	.....	1350	.....	44115
Leather, Manufactures....	.....	8417	.....	356	.....	8773
Do. Sole.....	.....	4884	.....	355	.....	5239
Molasses and Treacle.....	.....	323885	.....	6263	.....	330148
Naval Stores.....	.....	6420	.....	96	.....	6516
Oil, Fish.....	.....	128873	.....	4953	.....	133826
Do. other.....	.....	6047	.....	1378	.....	7425
Old Iron & Junk.....	.....	17243	.....	.....	.....	17243
Paper Manufactures.....	.....	4953	.....	87	.....	5040
Rice.....	.....	1783	.....	.....	.....	1783
Salt.....	.....	55287	.....	6283	.....	61570
Soap.....	.....	1607	.....	30	.....	1637
Spirits, Brandy.....	.....	38427	.....	3345	.....	36772
Do. Geneva.....	.....	11445	.....	340	.....	11785
Do. Rum.....	.....	53209	.....	220	.....	53429
Do. Whiskey.....	.....	3859	.....	55	.....	3914
Do. Wine.....	.....	36809	.....	170	.....	36979
Stone.....	.....	18341	.....	.....	.....	18341
Sugar, raw.....	.....	430458	.....	5773	.....	436231
Sugar, refined.....	.....	5742	.....	30	.....	5772

## GENERAL STATEMENT OF EXPORTS.

## ABSTRACT—CONTINUED.

ARTICLES.	In British Ships.		In Foreign Ships.		Total Quantity.	Total Value.
	Quantity.	Value.	Quantity.	Value.		
Tea.....	.....	\$ 47346	.....	\$ 3419	.....	\$ 50765
Tobacco.....	.....	..51747	.....	..1975	.....	53722
Vegetables.....	.....	..210458	.....	..161	.....	210619
Woodware, Boards, &c....	.....	..623089	.....	27741	.....	650830
Do. Deal Ends & Scantling	.....	....7481	.....	.....	.....	7481
Do. Firewood and Lathwood	.....	..126877	.....	..374	.....	127251
Do. Laths and Palings....	.....	....2317	.....	.....	.....	2317
Do. Shingles.....	.....	..32015	.....	..27	.....	32042
Do. Spars and Knees.....	.....	..8893	.....	..2066	.....	10959
Do. Staves, Hoops & Shooks	.....	..58657	.....	..969	.....	59626
Do. Sweeps and Oars.....	.....	....2598	.....	.....	.....	2598
Do. Timber.....	.....	..12524	.....	..74	.....	12598
Do. Manufactured.....	.....	..15623	.....	..923	.....	16546
Wool.....	.....	....1714	.....	.....	.....	1714
Unenumerated.....	.....	..123142	.....	12133	.....	135275
		7691614		351481		8043095

FINANCIAL SECRETARY'S OFFICE,  
HALIFAX, 30th September, 1866. }

JAMES McDONALD,  
*Financial Secretary.*

## COMPARATIVE STATEMENT

*Of the Value of the principal Articles of Merchandize exported to each Country from the Province of Nova Scotia, shewing the increase and decrease during the years ended 30th September, 1865 and 1866.*

ARTICLES.	1865.	1866.	Increase.	Decrease.	Total Decrease.
Great Britain.....	\$ 764742	\$ 287884	.....	\$ 476858	
Canada.....	438191	574762	\$ 136571		
New Brunswick.....	477944	665482	187538		
Newfoundland.....	468969	504395	35426		
P. E. Island.....	315950	263602	.....	52348	
United States.....	3619797	3228550	.....	391247	
British West Indies.....	1966459	1635673	.....	330786	
Danish West Indies.....	9069	24883	15814		
Dutch West Indies.....	1617	1690	73		
French West Indies.....	153275	16714	.....	136561	
Spanish West Indies.....	38089	454876	6... 167872		
Africa.....	44632	37942	.....	6690	
Algiers.....	1058	.....	.....	1058	
Belgium.....	3076	.....	.....	3076	
Brazil.....	12000	19470	7470		
Buenos Ayers.....	.....	2944	2944		
France.....	2500	.....	.....	2500	
Italy.....	18161	28567	10406		
Jersey.....	20017	13736	.....	6281	
Labrador.....	49473	78734	29261		
Madeira.....	8870	15238	6368		
Matamoras.....	14331	1377	.....	12954	
Monte Video.....	507	2945	2438		
Portugal.....	9160	11921	2761		
Spain.....	10080	5680	.....	4400	
St. Domingo.....	21067	30977	9910		
St. Pierre.....	18854	41163	22309		
	8880693	8048095	687161	1424759	787598

FINANCIAL SECRETARY'S OFFICE,  
HALIFAX, 30th September, 1866. }

JAMES McDONALD,  
*Financial Secretary.*



## COMPARATIVE STATEMENT

*Of the Value of Merchandize exported from the Province of Nova Scotia during the years ended 30th September, 1865 and 1866.*

PORTS.	1865.	1866.	Increase.	Decrease.	Total Decrease.
Ale Porter, and Cider.....	\$ 16763	\$ 15573		\$ 1190	
Animals, Horses.....	17216	8688		8528	
Do. Horned Cattle.....	201948	139107		62841	
Hogs and Pigs.....	1004	461		543	
Do. Sheep and Lambs.....	41400	25963		15437	
Beef, Pork and Hams.....	92764	43192		49572	
Bread.....	8224	13991	\$ 5767		
Brick.....		455	455		
Butter and Lard.....	114133	138180	24047		
Candles.....	7200	2110		5090	
Cheese.....	2267	1910		357	
Coal.....	1253650	1073625		180025	
Coffee.....	21791	12099		9692	
Cordage and Canvas.....	10168	9183		985	
Cotton and Woollen Manufactures.....	233047	185849		47198	
Drugs.....	9789	26226	16437		
Earthenware and China.....	5354	3935		1419	
Eggs.....	8367	7614		753	
Fish, Cod.....	1411377	1388360		23017	
Do. Scale.....	214594	200499		14095	
Do. Herring and Alewives.....	452337	544135	91798		
Do. Mackerel, Shad and Halibut.....	1077273	1008737		68536	
Do. Salmon and Trout.....	62177	61236		941	
Do. Shell.....	51872	21953		29919	
Do. smoked and preserved.....	12386	19867	7481		
Do. Tongues and Sounds.....		153	153		
Flour, Wheat.....	65332	75622	10290		
Do. other.....	4744	5383	639		
Fruit, Apples, Pears and Plums.....	36454	56278	19824		
Do. other.....	14307	9964		4343	
Furs.....		54360	54360		
Grain.....	50809	12195		38614	
Groceries.....	3707	17422	13715		
Gypsum, Lime and Plaster.....	45350	63611	18261		
Hardware.....	103826	193243	89417		
Hay.....	24694	1035		23659	
Hides and Skins.....	74071	44115		29956	
India Rubber Manufactures.....	19			19	
Leather Manufactures.....	22162	8773		13389	
Do. Sole.....	9073	5239		3834	
Molasses and Treacle.....	380600	330148		50452	
Naval Stores.....	1016	6516	5500		
Oil, Fish.....	194505	133826		60679	
Do. other.....	8575	7425		1150	
Old Iron and Junk.....	11885	17243	5358		
Paper Manufactures.....	5183	5040		143	
Rice.....		1783	1783		
Salt.....	46580	61570	14990		
Soap.....	4266	36772	32506		
Spirits, Brandy.....	25249	1637		23612	
Do. Geneva.....	22849	11785		11064	
Do. Rum.....	61898	53429		7469	
Do. Whiskey.....	16749	3914		12835	
Do. Wine.....	32091	36979	4888		
Stone.....	19382	13841		1041	
Sugar, raw.....	588753	436231		152522	
Do. refined.....	5443	5772	329		

## GENERAL STATEMENT OF EXPORTS.

## COMPARATIVE STATEMENT—CONTINUED.

COUNTRIES.	1865.	1866.	Increase.	Decrease.	Total Decrease.
Tea.....	\$ 56935	\$ 50765	.....	\$ 6170	
Tobacco.....	48153	53722	\$ 5569		
Vegetables.....	183242	210619	27377		
Woodware, Board, Plank and Deal.....	518695	650830	122135		
Do. Deal Ends and Scantling.....	24979	7481	.....	17498	
Do. Firewood and Lathwood.....	97809	127251	29442		
Do. Laths and Palings.....	4495	2317	.....	2178	
Do. Shingles.....	22836	32042	9206		
Do. Spars and Knees.....	19510	10959	.....	8551	
Do. Staves, Hoops and Shooks.....	45855	59626	13771		
Do. Sweeps and Oars.....	6776	2598	.....	4178	
Do. Timber.....	21630	12598	.....	9032	
Do. Manufactured.....	13449	16546	3097		
Wool.....	7491	1714	.....	5777	
Unenumerated.....	552165	135275	.....	416890	
	8830698	8043095	628595	1416198	\$ 787598

FINANCIAL SECRETARY'S OFFICE,  
HALIFAX, 30th September, 1866. }

JAMES McDONALD,  
*Financial Secretary.*

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## REGISTRY OF SHIPPING :

Being an account of the Number and Tonnage of Vessels entered at each Port in Nova Scotia, during the Six Months ended 30th September, 1866; shewing the number of Men navigating the same, the Country from which such Vessels came, distinguishing Vessels with Cargoes from those in Ballast, and British from Foreign Ships.

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BRITISH WEST INDIES — CONTINUED.

Ports.	BRITISH.						FOREIGN.						TOTAL.					
	With Cargoes.			In Ballast.			With Cargoes.			In Ballast.			With Cargoes.			In Ballast.		
	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.
Digby.....	3	502	20	3	502	20	3	502	20	3	502	20	3	502	20	3	502	20
French Cross...	1	114	6	1	114	6	1	114	6	1	114	6	1	114	6	1	114	6
Hantsport.....	1	308	11	1	308	11	1	308	11	1	308	11	1	308	11	1	308	11
LaHave.....	1	143	6	1	143	6	1	143	6	1	143	6	1	143	6	1	143	6
Liverpool.....	9	1702	78	9	1702	78	9	1702	78	9	1702	78	9	1702	78	9	1702	78
Lunenburg.....	1	88	6	1	88	6	1	88	6	1	88	6	1	88	6	1	88	6
Margaretsville..	2	152	11	2	152	11	2	152	11	2	152	11	2	152	11	2	152	11
North Sydney...	2	487	17	2	487	17	2	487	17	2	487	17	2	487	17	2	487	17
Port Acadia.....	1	94	6	1	94	6	1	94	6	1	94	6	1	94	6	1	94	6
Port Gilbert....	3	341	18	3	341	18	3	341	18	3	341	18	3	341	18	3	341	18
Port Medway....	1	194	7	1	194	7	1	194	7	1	194	7	1	194	7	1	194	7
Ragged Islands..	12	973	72	12	973	72	12	973	72	12	973	72	12	973	72	12	973	72
Sandy Cove.....	1	117	6	1	117	6	1	117	6	1	117	6	1	117	6	1	117	6
Shelburne.....	1	71	5	1	71	5	1	71	5	1	71	5	1	71	5	1	71	5
Tusket.....	1	84	5	1	84	5	1	84	5	1	84	5	1	84	5	1	84	5
Weymouth.....	5	595	32	5	595	32	5	595	32	5	595	32	5	595	32	5	595	32
Yarmouth.....	20	2120	111	20	2120	111	20	2120	111	20	2120	111	20	2120	111	20	2120	111
	119	16078	903	7	1275	58	126	17353	961	2	343	17	2	343	17	2	343	17

FOREIGN WEST INDIES.

Halifax.....	65	7446	402	3	395	19	68	7841	421	65	7446	402	3	395	19	68	7841	421
Arichat.....	1	187	7	1	187	7	1	187	7	1	187	7	1	187	7	1	187	7
Cow Bay.....	2	909	21	2	909	21	2	909	21	2	909	21	2	909	21	2	909	21
LaHave.....	2	239	13	2	239	13	2	239	13	2	239	13	2	239	13	2	239	13
Liverpool.....	1	152	8	1	152	8	1	152	8	1	152	8	1	152	8	1	152	8
Port Acadia....	2	148	12	2	148	12	2	148	12	2	148	12	2	148	12	2	148	12
Port Medway....	2	378	16	2	378	16	2	378	16	2	378	16	2	378	16	2	378	16
Sandy Cove....	1	164	7	1	164	7	1	164	7	1	164	7	1	164	7	1	164	7
Shelburne.....	1	191	7	1	191	7	1	191	7	1	191	7	1	191	7	1	191	7
Westport.....	1	72	5	1	148	9	2	220	14	1	72	5	1	148	9	2	220	14
Yarmouth.....	8	858	44	1	122	6	9	980	50	8	858	44	1	122	6	9	980	50
	80	9102	491	11	2307	85	91	11409	576	80	9102	491	11	2307	85	91	11409	576



UNITED STATES — CONTINUED.

Ports.	BRITISH.						FOREIGN.						TOTAL.						
	With Cargoes.			In Ballast.			With Cargoes.			In Ballast.			With Cargoes.			In Ballast.			
	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	
Merigomish.....			7																
North Sydney.....			118																
Parrsborough.....			4618																
Pictou.....	16	1841	93	28	4618	186	28	4618	186	28	4618	186	28	4618	186	28	4618	186	28
Port Acadia.....	90	22529	741	118	28556	1147	208	48985	1888	5	1771	47	6	1844	52	9	32	9	1873
Port Gilbert.....	48	2737	210	4	377	23	47	3114	238	2	94	10	45	2831	220	4	377	23	49
Pt. Hawkesbury.....	55	4177	313	18	1324	105	73	5501	418	6	403	95	22	1237	294	28	55	4177	313
Port Hood.....	5	537	33	3	401	21	8	938	54	1	35	3	1	35	3	1	35	3	1
Port Medway.....	6	1055	42	10	1543	74	16	2598	116										
Port Mulgrave.....	6	808	55				6	808	55	4	243	59	1	378	9	1	378	9	6
Port Williams.....				3	234	13	3	234	13	4	243	59	4	243	59	10	1051	114	10
Pubnico.....	6	423	30	6	423	30	6	423	30	1	34	4	1	34	4	6	423	30	1
Pugwash.....				1	199	6	1	199	6										
Ragged Islands.....	4	472	24	1	194	8	5	666	32										
Rachford's Riv.....	16	1254	82	1	200	6	17	1454	88										
St. Mary's River.....	1	48	5				1	48	5										
Sandy Cove.....	8	499	36	1	212	7	9	711	43										
Shielburne.....	7	519	36	1	208	8	8	727	44										
Sydney, O. B.....	9	981	48	1	243	8	8	1224	56										
Tangier.....	1	199	8				1	199	8										
Thorne's Cove.....	23	1935	116	6	633	34	29	2568	150										
Turo.....	8	604	37				8	604	37										
Tusket.....	3	204	20				3	204	20										
Walton.....	11	1132	67	5	495	29	16	1627	96										
Westport.....	13	634	50	5	368	22	18	1002	72										
Weymouth.....	17	2518	111	4	1022	35	21	3540	146										
Willmot.....	14	1210	69	3	268	16	17	1478	85										
Windsor.....	28	3329	167	21	2265	115	49	5594	282										
Yarmouth.....	60	10172	517	12	1216	83	72	11388	600										
	1119	147187	8080	579	97957	4209	1698	245144	12289	47	14395	699	274	54396	2545	321	68791	3244	8779
										1166	161582		853	152353		853	2019	318935	15538



AFRICA.

Halifax.....	1	97	7	97	1	97	7	97	1	97	7
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GERMANY.

Halifax.....	1	521	20	521	1	521	20	521	1	521	20
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HOLLAND.

Halifax.....	1	167	6	167	1	167	6	1588	88	1755	94
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JERSEY.

Arichat.....	2	282	17	282	2	282	17	282	2	282	17
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PORTUGAL.

Halifax.....	1	292	10	292	1	292	10	219	11	511	21
Arichat.....	1	126	9	126	1	126	9	126	1	126	9
	2	418	19	418	2	418	19	219	11	687	30

SARDINIA.

Yarmouth.....	1	429	11	429	1	429	11	429	1	429	11
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SPAIN.

Ports.	BRITISH.						FOREIGN.						TOTAL.					
	With Cargoes.			In Ballast.			With Cargoes.			In Ballast.			With Cargoes.			In Ballast.		
	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.
Halifax.....	4	1096	38	4	1096	38	4	1096	38	4	1096	38	4	1096	38	4	1096	38
Arichat.....	1	70	6	1	70	6	1	70	6	1	70	6	1	70	6	1	70	6
	5	1166	44	5	1166	44	5	1166	44	5	1166	44	5	1166	44	5	1166	44

SAINT PIERRE.

Halifax.....	1	123	9	1	123	9	1	123	9	1	123	9	1	123	9	1	123	9
Arichat.....	1	108	6	1	108	6	1	108	6	1	108	6	1	108	6	1	108	6
Baddeck.....	2	73	7	2	73	7	2	73	7	2	73	7	2	73	7	2	73	7
Cow Bay.....	4	244	14	4	244	14	4	244	14	4	244	14	4	244	14	4	244	14
Glace Bay.....	3	302	17	3	302	17	3	302	17	3	302	17	3	302	17	3	302	17
Great Bras d'Or.	3	177	14	3	177	14	3	177	14	3	177	14	3	177	14	3	177	14
Lingan.....	8	951	49	2	225	12	2	225	12	2	225	12	2	225	12	10	1176	61
Liverpool.....	1	56	5	1	56	5	1	56	5	1	56	5	1	56	5	1	56	5
Main-a-dieu.....	1	22	3	1	22	3	1	22	3	1	22	3	1	22	3	1	22	3
Margaree.....	14	1470	78	1	88	5	1	88	5	1	88	5	1	88	5	1	88	5
North Sydney.....	1	72	4	1	72	4	1	72	4	1	72	4	1	72	4	1	72	4
Pugwash.....	2	64	8	2	64	8	2	64	8	2	64	8	2	64	8	2	64	8
St. Ann's.....	1	9	3	1	9	3	1	9	3	1	9	3	1	9	3	1	9	3
Tusket.....	2	164	11	39	3384	197	41	3548	208	1	123	9	3	308	17	4	481	26
	2	164	11	39	3384	197	41	3548	208	1	123	9	3	308	17	4	481	26
										3	287	20	42	3692	214	45	3979	284

ABSTRACT

Of the Number, Tonnage, and Crews of Vessels entered Inwards for Six Months ended 30th September, 1866.

WHERE FROM.	BRITISH.						FOREIGN.						TOTAL.														
	With Cargoes.			In Ballast.			With Cargoes.			In Ballast.			With Cargoes.			In Ballast.											
	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.									
Great Britain ..	107	69901	3014	2	1045	25	103	64346	3089	44	5	2869	68	9	3982	112	105	64914	3058	7	3414	98	112	68828	8151		
Canada .....	142	15826	1099	5	310	26	147	16136	1125	.....	8	171	37	3	171	37	142	15826	1099	8	481	63	150	16807	1162		
New Brunswick.	863	111985	4617	100	31106	882	968	143001	5449	.....	5	697	35	16	8580	388	863	111895	4617	100	31106	882	968	143001	5449		
Newfoundland ..	79	8498	679	282	28010	1479	811	86508	2158	298	11	7833	.....	3	2110	78	198	28208	1152	287	28707	1514	327	45038	2491		
P. E. Island ..	195	21098	1079	183	11378	781	378	82476	1860	73	3	2110	.....	2	348	17	121	16421	920	7	1275	58	128	17696	1938		
British W. Indies	119	16078	908	7	1275	58	126	17853	961	17	2	343	.....	2	348	17	80	9102	491	11	2307	85	91	11409	576		
Foreign " ..	80	9102	491	11	2307	85	91	11409	576	.....	.....	.....	.....	.....	.....	.....	80	9102	491	11	2307	85	91	11409	576		
United States ..	1119	147187	8080	579	97957	4209	1698	245144	12289	699	274	54396	2545	821	68791	3244	1166	161582	8779	853	152353	6754	2019	813935	15538		
Africa .....	1	97	7	.....	.....	.....	1	97	7	.....	.....	.....	.....	.....	.....	.....	1	97	7	.....	.....	.....	.....	.....	.....	.....	
Germany .....	1	167	6	.....	.....	.....	1	167	6	20	.....	.....	.....	1	521	20	1	521	20	.....	.....	.....	.....	.....	.....	.....	
Holland .....	1	167	6	.....	.....	.....	1	167	6	88	.....	.....	.....	2	1588	88	3	1755	94	.....	.....	.....	.....	.....	.....	.....	
Jersey .....	2	282	17	.....	.....	.....	2	282	17	.....	.....	.....	.....	.....	.....	.....	2	282	17	.....	.....	.....	.....	.....	.....	.....	
Portugal .....	2	418	19	.....	.....	.....	2	418	19	11	.....	.....	.....	1	219	11	3	687	30	.....	.....	.....	.....	.....	.....	.....	
Sardinia .....	1	429	11	.....	.....	.....	1	429	11	.....	.....	.....	.....	.....	.....	.....	1	429	11	.....	.....	.....	.....	.....	.....	.....	
Spain .....	5	1166	44	.....	.....	.....	5	1166	44	.....	.....	.....	.....	.....	.....	.....	5	1166	44	.....	.....	.....	.....	.....	.....	.....	
St. Pierre .....	2	164	11	.....	.....	.....	2	164	11	9	.....	.....	.....	.....	.....	.....	3	287	20	.....	.....	.....	.....	.....	.....	.....	
	2712	395708	20077	1158	176772	7692	3870	572480	27769	72	28745	1259	290	57941	2702	362	86686	3961	2784	424453	21836	1448	234713	10891	4232	659166	31730

JAMES McDONALD,  
Financial Secretary.

FINANCIAL SECRETARY'S OFFICE,  
HALIFAX, 30th Sept., 1866.



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## REGISTRY OF SHIPPING :

Being an account of the Number and Tonnage of Vessels cleared at each Port in Nova Scotia, during the Six Months ended 30th September, 1866; shewing the number of Men navigating the same, the Country for which such Vessels cleared, distinguishing Vessels with Cargoes from those in Ballast, and British from Foreign Ships.

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OUTWARD SHIPPING RETURN.

GREAT BRITAIN.

Ports.	BRITISH.						FOREIGN.						TOTAL.					
	With Cargoes.			In Ballast.			With Cargoes.			In Ballast.			With Cargoes.			In Ballast.		
	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.
Halifax.....	89	2060	1512	89	2060	1512	89	2060	1512	89	2060	1512	89	2060	1512	89	2060	1512
Hantsport.....	1	777	8	1	777	8	1	777	8	1	777	8	1	777	8	1	777	8
Pictou.....	2	1181	36	2	1181	36	2	1181	36	2	1181	36	2	1181	36	2	1181	36
Pugwash.....	4	2150	55	4	2150	55	6	2597	80	6	2597	80	10	4747	195	10	4747	195
St. Mary's River	1	600	12	1	600	12	1	600	12	1	600	12	1	600	12	1	600	12
Tatamagouche..	3	878	27	3	878	27	3	878	27	3	878	27	3	878	27	3	878	27
Wallace.....	1	386	12	1	386	12	1	386	12	1	386	12	1	386	12	1	386	12
Weymouth.....	5	1488	65	5	1488	65	5	1488	65	5	1488	65	5	1488	65	5	1488	65
	106	9465	1727	106	9465	1727	6	2597	80	6	2597	80	112	12062	1807	112	12062	1807

CANADA.

Halifax.....	59	10297	520	17	6720	190	1	104	6	1	104	6	60	10401	526	17	6720	190	77	17121	716
Antigonishe..	2	240	12	2	240	12	2	240	12	2	240	12	2	240	12	2	240	12	2	240	12
Aricat.....	3	358	20	3	358	20	3	358	20	3	358	20	3	358	20	3	358	20	3	358	20
Beaver River..	2	1297	30	2	1297	30	2	1297	30	2	1297	30	2	1297	30	2	1297	30	2	1297	30
Cape Canso...	1	118	6	1	118	6	1	118	6	1	118	6	1	118	6	1	118	6	1	118	6
Cow Bay.....	15	1751	84	15	1751	84	15	1751	84	15	1751	84	15	1751	84	15	1751	84	15	1751	84
Glace Bay....	9	980	56	9	980	56	9	980	56	9	980	56	9	980	56	9	980	56	9	980	56
Great Bras d'Or.	1	88	5	1	88	5	1	88	5	1	88	5	1	88	5	1	88	5	1	88	5
Mahone Bay...	1	60	5	1	60	5	1	60	5	1	60	5	1	60	5	1	60	5	1	60	5
Margaree.....	1	50	4	1	50	4	1	50	4	1	50	4	1	50	4	1	50	4	1	50	4
North Sydney..	12	1612	81	12	1612	81	12	1612	81	12	1612	81	12	1612	81	12	1612	81	12	1612	81
Pictou.....	65	7604	342	16	2840	286	65	7604	342	16	2840	286	65	7604	342	16	2840	286	81	10444	628
Pt. Hawkesbury.	6	299	27	6	299	27	6	299	27	6	299	27	6	299	27	6	299	27	6	299	27
Port Mulgrave..	1	59	5	1	59	5	1	59	5	1	59	5	1	59	5	1	59	5	2	591	24
St. Peter's....	2	146	9	2	146	9	2	146	9	2	146	9	2	146	9	2	146	9	2	146	9
Shelburne.....	1	651	18	1	651	18	1	651	18	1	651	18	1	651	18	1	651	18	1	651	18
Wallace.....	1	49	4	1	49	4	1	49	4	1	49	4	1	49	4	1	49	4	1	49	4
Yarmouth.....	1	429	10	1	429	10	1	429	10	1	429	10	1	429	10	1	429	10	1	429	10
	178	28656	1176	39	12519	552	178	28656	1176	39	12519	552	104	23760	1182	39	12519	552	218	36279	1784







PRINCE EDWARD ISLAND.

Halifax	40	4669	314	1	22	3	41	4691	317	1210725	364	52	15394	678	1	22	3	53	15416	681
Antigonishe	5	198	17	1	97	6	6	295	23			5	198	17	1	97	6	6	295	23
Arichat				15	732	55	15	732	55						15	732	55	15	732	55
Cow Bay	5	258	18				5	258	18									5	258	18
Glace Bay	2	172	10				2	172	10									2	172	10
Great Bras d'Or	2	148	9				2	148	9									2	148	9
Harb.-au-Bouche				5	228	21	5	228	21						5	228	21	5	228	21
LaHave	1	39	4				1	39	4									1	39	4
Lingan	3	154	12				3	154	12									3	154	12
Little River	1	34	3				1	34	3									1	34	3
Louisburg				1	141	8	1	141	8									1	141	8
Mahone Bay				1	50	5	1	50	5									1	50	5
Maygaree				1	21	3	1	21	3									1	21	3
North Sydney	15	1203	73				15	1203	73									15	1203	73
Pictou	134	6045	430	49	17040	517	134	6045	430	1210725	364	134	6045	430	49	17040	517	134	6045	430
Pt. Hawkesbury				5	302	21	5	302	21						5	302	21	5	302	21
Port Hood	10	475	34				10	475	34									10	475	34
Port Mulgrave				2	71	7	2	71	7									2	71	7
Pugwash	40	2122	130				40	2122	130									40	2122	130
Tatamagouche	10	213	20				10	213	20									10	213	20
Wallace	12	160	30				12	160	30									12	160	30
Yarmouth	4	186	6				4	186	6									4	186	6
	284	16076	1110	89	19026	673	373	35102	1783	1210725	364	296	26801	1474	89	19026	673	385	45827	2147

BRITISH WEST INDIES.

Halifax	86	12292	713				86	12292	713			86	12292	713				86	12292	713
Annapolis	5	773	33				5	773	33									5	773	33
Barrington	4	618	28				4	618	28									4	618	28
Bear River	10	1390	62				10	1390	62									10	1390	62
Bellevieu Cove	3	234	18				3	234	18									3	234	18
Cow Bay	2	232	14				2	232	14									2	232	14
French Cross	1	42	4				1	42	4									1	42	4
Glace Bay	1	334	10				1	334	10									1	334	10
LaHave	4	467	26				4	467	26									4	467	26
Liverpool	26	4742	212				26	4742	212									26	4742	212
Lunenburg	4	475	27				4	475	27									4	475	27
Margaretsville	2	185	12				2	185	12									2	185	12



UNITED STATES — CONTINUED.

Ports.	BRITISH.						FOREIGN.						TOTAL.												
	With Cargoes.			In Ballast.			With Cargoes.			In Ballast.			With Cargoes.			In Ballast.									
	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.							
Shelburne	4	348	21	1	669	14	5	1017	85	348	21	1	669	14	5	1017	85								
Tangier	1	103	6	1	103	6	1	103	6	103	6	1	103	6	1	103	6								
Thorne's Cove	18	1395	90	18	1395	90	18	1395	90	1395	90	18	1395	90	18	1395	90								
Turo	1	132	6	1	132	6	1	132	6	132	6	1	132	6	1	132	6								
Tusket	2	180	9	4	475	36	2	180	9	180	9	4	475	36	2	180	9								
Wallaco	1	85	5	1	85	5	1	85	5	85	5	1	85	5	1	85	5								
Walton	14	1813	95	14	1813	95	14	1813	95	1813	95	14	1813	95	14	1813	95								
Westport	5	171	16	5	171	16	5	171	16	171	16	5	171	16	5	171	16								
Weymouth	27	2277	145	2	194	12	29	2277	145	2277	145	2	194	12	29	2277	145								
Wilmot	18	1501	88	18	1501	88	18	1501	88	1501	88	18	1501	88	18	1501	88								
Windsor	140	18978	948	6	1280	44	146	18978	948	20267	992	11	3765	160	146	20267	992								
Yarmouth	35	6249	313	11	3765	160	35	6249	313	6249	313	11	3765	160	35	6249	313								
	1705	229360	10920	38	28000	1945	1743	257360	12865	181575	1744	3	518	26181	58033	1770	1886	286875	12664	41	28518	1971	1927	316393	14695
Port Medway				1	378	11	1	378	11	378	11	1	378	11	1	378	11								
Annapolis	1	555	31	1	555	13	1	555	13	555	13	1	555	13	1	555	13								
Pictou	1	130	8	1	130	8	1	130	8	130	8	1	130	8	1	130	8								
	2	685	21	2	685	21	2	685	21	685	21	2	685	21	2	685	21								
Halifax				1	109	7	1	109	7	109	7	1	109	7	1	109	7								
Halifax				1	349	12	1	349	12	349	12	1	349	12	1	349	12								

AZORES.

BRAZIL.

FRANCE.

GREENLAND.

ITALY.

Arichat .....	1	126	8	1	126	8	1	126	8	1	126	8
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MADEIRA.

Halifax .....	3	335	23	3	335	23	3	335	23	3	335	23
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PORTUGAL.

Port Medway .....	1	219	12	1	219	12	1	219	12	1	219	12
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SPAIN.

Halifax .....	4	465	25	4	465	25	4	465	25	4	465	25
Arichat .....	1	70	8	1	70	8	1	70	8	1	70	8
	1	70	8	4	465	25	5	585	33	1	70	8

SAINT DOMINGO.

Halifax .....	3	379	19	3	379	19	3	379	19	3	379	19
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SAINT PIERRE.

Halifax .....	14	1018	67	14	1018	67	14	1018	67	14	1018	67
Baddeck .....	3	135	12	3	135	12	3	135	12	3	135	12
Barrington .....	1	55	4	1	55	4	1	55	4	1	55	4
Cow Bay .....	3	174	12	3	174	12	3	174	12	3	174	12
French Cross .....	1	42	4	1	42	4	1	42	4	1	42	4
Glace Bay .....	1	82	6	1	82	6	1	82	6	1	82	6
Guyaborough .....	1	30	4	1	30	4	1	30	4	1	30	4
Margaree .....	2	56	6	2	56	6	2	56	6	2	56	6
North Sydney .....	2	180	16	2	180	16	2	180	16	2	180	16
Port Acadie .....	1	85	5	1	85	5	1	85	5	1	85	5
Port Medway .....	3	254	16	3	254	16	3	254	16	3	254	16
Pugwash .....	1	72	4	1	72	4	1	72	4	1	72	4
St. Ann's .....	3	95	12	3	95	12	3	95	12	3	95	12
Tusket .....	3	79	11	3	79	11	3	79	11	3	79	11
Yarmouth .....	1	72	6	1	72	6	1	72	6	1	72	6
	40	2424	185	40	2424	185	40	2424	185	40	2424	185
	2	186	14	2	186	14	2	186	14	2	186	14
	2	369	22	2	369	22	2	369	22	2	369	22
	5	555	36	5	555	36	5	555	36	5	555	36
	42	2610	199	42	2610	199	42	2610	199	42	2610	199
	3	869	8	3	869	8	3	869	8	3	869	8
	22	809	22	22	809	22	22	809	22	22	809	22
	45	2979	221	45	2979	221	45	2979	221	45	2979	221

ABSTRACT

*Of the Number, Tonnage, and Crews of Vessels cleared Outwards for Six Months ended 30th September, 1866.*

Countries for which Cleared.	BRITISH.										FOREIGN.										TOTAL.									
	With Cargoes.					In Ballast.					With Cargoes.					In Ballast.					With Cargoes.			In Ballast.						
	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.			
	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.		
Great Britain ..	106	9465	1727	106	9465	1727	6	2597	80	80	80	112	12082	1807	112	12082	1807	80	80	80	6	2597	80	6	2597	80	80	112	12082	1807
Canada .....	178	23656	1176	217	36175	1728	1	104	6	6	6	179	23760	1182	39	12519	552	6	6	6	1	104	6	1	104	6	39	12519	552	
New Brunswick.	504	64530	2593	721	138121	4295	27	2971	135	6	74	581	67501	2728	223	71139	1776	209	209	209	33	5519	209	223	71139	1776	223	71139	1776	
Newfoundland ..	312	32627	2032	315	32914	2059	12	10725	364	12	10725	364	312	32627	2032	3	287	364	364	364	12	10725	364	3	287	364	3	287	364	
P. E. Island ..	284	16076	1110	373	35102	1783	1	371	9	1	371	9	296	26801	1474	89	19026	673	9	9	9	1	181	9	1	181	9	89	19026	673
British W. Indies	230	32539	1709	230	32539	1709	1	371	9	1	371	9	230	32539	1709	1	371	9	9	9	1	371	9	1	371	9	1	371	9	
Foreign "	64	9953	560	65	10134	567	1	371	9	1	371	9	65	10324	563	1	181	563	9	9	9	1	181	9	1	181	9	1	181	9
United States ..	1705	229360	10920	1743	257360	12865	181	57515	1744	3	518	1886	286875	12664	41	28518	1971	1770	1770	1770	184	58033	1770	181	57515	1744	184	58033	1770	
Azores .....	2	685	21	2	685	21	1	378	11	1	378	11	2	685	21	2	685	21	11	11	1	378	11	1	378	11	1	378	11	
Brazil .....	1	109	7	1	109	7	1	104	6	1	104	6	1	109	7	1	109	7	7	7	7	1	109	7	1	109	7	1	109	7
France' .....	1	349	12	1	349	12	1	349	12	1	349	12	1	349	12	1	349	12	12	12	12	1	349	12	1	349	12	1	349	12
Greenland. ....	1	126	8	1	126	8	1	219	12	1	219	12	1	126	8	1	126	8	8	8	8	1	126	8	1	126	8	1	126	8
Italy .....	3	395	23	3	395	23	1	219	12	1	219	12	3	395	23	3	395	23	12	12	12	1	219	12	1	219	12	1	219	12
Madeira' .....	1	70	8	1	70	8	1	186	14	1	186	14	1	70	8	1	70	8	8	8	8	1	186	14	1	186	14	1	186	14
Portugal .....	1	379	19	1	379	19	2	186	14	2	186	14	1	379	19	2	186	14	19	19	19	2	186	14	2	186	14	2	186	14
Spain .....	40	2424	185	40	2424	185	2	186	14	2	186	14	40	2424	185	36	2610	199	36	36	36	42	2610	199	42	2610	199	42	2610	199
St. Domingo ..	3483	422225	22091	3931	495038	27041	232	75066	2375	12	3485	122244	78501	2497366	49291	24466	405	132962	5072	4070	630253	29538	5072	4070	630253	29538	5072	4070	630253	29538
St. Pierre .....	40	2424	185	40	2424	185	2	186	14	2	186	14	40	2424	185	36	2610	199	36	36	36	42	2610	199	42	2610	199	42	2610	199
TOTAL .....	3483	422225	22091	3931	495038	27041	232	75066	2375	12	3485	122244	78501	2497366	49291	24466	405	132962	5072	4070	630253	29538	5072	4070	630253	29538	5072	4070	630253	29538

JAMES McDONALD,  
Financial Secretary.

FINANCIAL SECRETARY'S OFFICE,  
HALIFAX, 30th Sept., 1866. }

ABSTRACT

Of the Number, Tonnage, and Crews of Vessels entered Inwards during the year ended 30th September, 1866.

Whence from.	BRITISH.						FOREIGN.						TOTAL.																	
	With Cargoes.			In Ballast.			With Cargoes.			In Ballast.			With Cargoes.			In Ballast.														
	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.												
Great Britain ..	184	92069	4945	7	8353	89	141	95422	5034	4	1613	44	5	2369	68	9	8982	112	138	93682	4989	12	5722	157	150	99404	5146			
Canada .....	187	19668	1379	5	310	26	192	19978	1405	1	45	14	3	171	37	4	216	51	188	19708	1393	8	481	68	196	20189	1456			
New Brunswick.	1241	156479	6435	165	51795	1824	1406	208274	7759	...	...	...	...	...	...	...	...	...	1241	156479	6435	165	51795	1824	1406	208274	7759			
Newfoundland ..	184	17501	1665	304	36634	1940	488	54135	3605	23	8658	437	5	697	35	28	9855	472	207	26159	2102	309	37331	1975	516	63490	4077			
P.W. Island ..	417	39058	2142	238	16579	1027	655	55687	3169	7	4090	199	...	...	...	7	4090	199	424	48148	2341	238	16579	1027	662	59727	3868			
P.W. Indies ..	215	30418	1704	16	2419	116	231	32337	1820	2	343	17	...	...	...	2	843	17	217	30761	1721	16	2419	116	288	33180	1837			
P.W. Indies ..	145	16331	923	22	3634	151	167	20015	1074	...	...	...	...	...	...	...	...	...	145	16331	923	22	3634	151	167	20015	1074			
United States ..	1953	250736	14291	806	130534	5656	2759	881330	19947	64	19493	912	294	59753	2734	358	79246	3646	20	270289	15203	1100	190237	8390	3117	460576	23593			
Africa .....	1	97	7	...	...	...	1	97	7	...	...	...	...	...	...	...	...	...	1	97	7	...	...	...	...	...	...	...	...	
Belgium .....	1	94	6	...	...	...	1	94	6	...	...	...	...	...	...	...	...	...	1	94	6	...	...	...	...	...	...	...	...	
China .....	1	342	12	...	...	...	1	342	12	...	...	...	...	...	...	...	...	...	1	342	12	...	...	...	...	...	...	...	...	
Germany .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Greenland .....	1	276	13	...	...	...	1	276	13	...	...	...	...	...	...	...	...	...	1	276	13	...	...	...	...	...	...	...	...	...
Holland .....	1	167	6	...	...	...	1	167	6	...	...	...	...	...	...	...	...	...	1	167	6	...	...	...	...	...	...	...	...	...
Italy .....	1	137	8	...	...	...	1	137	8	...	...	...	...	...	...	...	...	...	1	137	8	...	...	...	...	...	...	...	...	...
Jersey .....	2	232	17	...	...	...	2	232	17	...	...	...	...	...	...	...	...	...	2	232	17	...	...	...	...	...	...	...	...	...
Mexico .....	1	365	13	...	...	...	1	365	13	...	...	...	...	...	...	...	...	...	1	365	13	...	...	...	...	...	...	...	...	...
Portugal .....	2	418	19	...	...	...	2	418	19	...	...	...	...	...	...	...	...	...	2	418	19	...	...	...	...	...	...	...	...	...
Sardinia .....	1	429	11	...	...	...	1	429	11	...	...	...	...	...	...	...	...	...	1	429	11	...	...	...	...	...	...	...	...	...
Sardinia .....	10	1776	78	...	...	...	10	1776	78	...	...	...	...	...	...	...	...	...	10	1776	78	...	...	...	...	...	...	...	...	...
Spain .....	1	92	5	...	...	...	1	92	5	...	...	...	...	...	...	...	...	...	1	92	5	...	...	...	...	...	...	...	...	...
St. Domingo ..	1	351	30	...	...	...	1	351	30	...	...	...	...	...	...	...	...	...	1	351	30	...	...	...	...	...	...	...	...	...
St. Pierre .....	6	351	30	...	...	...	6	351	30	...	...	...	...	...	...	...	...	...	6	351	30	...	...	...	...	...	...	...	...	...
Total for 1866.	4506	627191	33709	1603	249180	10561	6115	876871	44270	110	37198	1781	327	64501	2986	437	101699	4767	4616	664389	35490	1986	313631	13547	6552	978070	49087			
Total for 1865.	4412	535666	30424	1870	268345	13776	6232	804011	44200	142	39340	2042	480	86578	3441	572	125918	5433	4554	575006	32466	2280	354923	17217	6884	929929	49683			
Increase ..	94	91525	3285	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Decrease ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

FINANCIAL SECRETARY'S OFFICE, HALIFAX, 30th Sept., 1866.

JAMES McDONALD, Financial Secretary.

ABSTRACT  
Of the Number, Tonnage, and Crews of Vessels cleared Outwards during the year ended 30th September, 1866.

Countries for which Cleared.	BRITISH.						FOREIGN.						TOTAL.										
	With Cargoes.			In Ballast.			With Cargoes.			In Ballast.			With Cargoes.			In Ballast.							
	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.					
Great Britain ..	128	30550	3262	1	294	84	34	129	30844	3206	6	2597	80	134	33147	3342	1	294	34	135	38441	3376	
Canada .....	215	27404	1425	45	13304	605	6	104	40708	2030	1	104	6	216	27508	1431	45	13304	605	261	40812	2086	
New Brunswick.	776	100140	3991	304	102814	2478	93	3188	202954	6469	34	6159	228	808	103111	4126	311	103002	2571	1114	209113	6697	
Newfoundland..	455	47082	3019	11	2934	225	...	...	50016	8244	...	...	...	455	47082	3019	11	2934	225	466	60016	8244	
P. E. Island ..	430	25249	1766	166	28716	1159	...	...	53965	2925	14	11969	484	444	37218	2200	166	28716	1159	610	65934	3859	
British W. Indies	445	64349	3341	2	278	13	...	...	64627	3354	...	...	...	445	64349	3341	2	278	13	447	64627	3854	
Foreign " ..	115	1739	1031	6	689	35	...	...	18428	1066	1	371	9	116	18110	1040	6	689	35	122	18799	1075	
United States ..	2551	341860	16300	86	62577	3724	...	...	404437	20024	213	70374	2179	2764	409172	18337	94	65639	3866	2858	474811	22203	
Africa .....	3	443	25	...	...	...	...	...	443	25	...	...	...	3	443	25	...	...	...	...	3	443	25
Azores .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Brazil .....	3	801	29	1	194	8	...	...	995	37	...	...	...	3	801	29	1	194	8	4	995	37	
Buenos Ayres ..	2	830	20	2	830	20	...	...	830	20	...	...	...	2	830	20	...	...	...	2	830	20	
France .....	...	...	...	1	109	7	...	...	109	7	...	...	...	...	...	...	...	...	...	...	...	...	...
Germany .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Greenland .....	...	...	...	1	349	12	...	...	349	12	...	...	...	...	...	...	...	...	...	...	...	...	...
Italy .....	2	263	16	2	263	16	...	...	263	16	...	...	...	2	263	16	...	...	...	2	263	16	
Jersey .....	1	187	10	1	187	10	...	...	187	10	...	...	...	1	187	10	...	...	...	1	187	10	
Madeira .....	4	571	34	4	571	34	...	...	571	34	...	...	...	4	571	34	...	...	...	4	571	34	
Mexico .....	1	120	6	1	120	6	...	...	120	6	...	...	...	1	120	6	...	...	...	1	120	6	
Portugal .....	1	95	7	1	195	7	...	...	195	7	...	...	...	1	120	6	...	...	...	1	120	6	
Spain .....	1	70	8	6	644	40	...	...	644	40	...	...	...	1	70	8	...	...	...	6	644	40	
St. Domingo ..	6	673	38	6	673	38	...	...	673	38	...	...	...	6	673	38	...	...	...	6	644	40	
St. Pierre .....	60	3490	260	60	3490	260	...	...	3490	260	...	...	...	78	4377	340	...	...	...	81	5281	382	
Total for 1866.	5199	661916	34588	629	212832	8332	...	...	374748	42920	279	87120	2818	5473	749036	37406	652	219986	8609	6130	969022	46015	
" 1865.	6189	648704	36090	617	170747	9351	...	...	814451	45441	492	128313	4303	17	5681	772017	40393	634	174315	9539	6315	946382	49932
Increase.....	10	18212	1402	12	42085	1019	...	...	60297	2521	213	41193	1485	6	3586	89	...	...	...	18	45671	22690	...
Decrease.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

FINANCIAL SECRETARY'S OFFICE,  
HALIFAX, 30th September, 1866. }

JAMES McDONALD,  
Financial Secretary.

# ACCOUNT OF VESSELS

BELONGING TO PORTS IN NOVA SCOTIA, ON 30TH SEPTEMBER, 1866.

*Shewing the Number, Tons, and Value belonging to each Port, on the 30th September, 1865; the Number, Tons, and Value of those struck off in 1866; the Number, Tons, and Value added in each Port; and the total Number of Vessels and Tons register belonging to each Port on 30th September, 1866, with their estimated Value.*

## PORT OF ANNAPOLIS.

	No.	Tons.	Value in dollars.	No.	Tons.	Value in dollars.
Total amount of last year's account.....				45	7083	308000
Struck off, viz.:						
Vessels wrecked, foundered, destroyed by fire and missing	6	511	18150			
Transferred and registered <i>de novo</i> in the port, and transferred to other British ports.....	3	866	37800	9	1877	55950
Balance existing from last year's account.....				36	5706	252050
Added in 1866, viz.:						
New vessels.....	8	1970	106200			
Transferred from other ports or otherwise.....	1	97	3200	9	2067	109400
Total on the 30th day of September, 1866.....				45	7778	361450

## PORT OF ARICHAT.

Total amount of last year's account.....				306	20187	515144
Struck off, viz.:						
Vessels wrecked, foundered, destroyed by fire and missing	13	876	11340			
Broken up or otherwise destroyed as unseaworthy.....	5	215	1690			
Sold to foreigners.....	3	185	4300			
Transferred and registered <i>de novo</i> in the port, and transferred to other British ports.....	8	673	14100	29	1949	31480
Balance existing from last year's account.....				277	18188	488714
Added in 1866, viz.:						
New vessels.....	9	900	45300			
Vessels registered <i>de novo</i> on account of purchase.....	8	741	9550			
Transferred from other ports or otherwise.....	6	1220	36600	23	2861	91450
Total on the 30th day of September, 1866.....				300	21049	575164

## PORT OF BADDECK.

Total amount of last year's account.....				8	388	10668
Struck off, viz.:						
Vessels wrecked, foundered, destroyed by fire and missing	1	56	440	1	56	440
Balance existing from last year's account.....				7	332	10228
Added in 1866, viz.:						
New vessels.....	2	61	1950			
Transferred from other ports or otherwise.....				2	61	1950
Total on the 30th day of September, 1866.....				9	398	12178

## PORT OF DIGBY.

Total amount of last year's account.....				208	16909	556862
Struck off, viz.:						
Vessels wrecked, foundered, destroyed by fire and missing	18	1603	49160			
Broken up or otherwise destroyed as unseaworthy.....	2	71	1000			
Transferred and registered <i>de novo</i> in the port, and transferred to other British ports.....	10	886	30828	30	2560	80988
Balance existing from last year's account.....				178	14349	475874
Added in 1866, viz.:						
New vessels.....	21	3062	108218			
Vessels registered <i>de novo</i> on account of purchase.....	5	406	17638			
Transferred from other ports or otherwise.....	3	213	4855	29	3681	180706
Total on the 30th day of September, 1866.....				207	18080	606580



## PORT OF GUYSBOROUGH.

	No.	Tons.	Value in dollars.	No.	Tons.	Value in dollars.
Total amount of last year's account .....				66	3904	77342
Struck off, viz.:						
Vessels wrecked, foundered, destroyed by fire and missing	2	258	5984			
Sold to foreigners.....	1	41	984			
Transferred and registered <i>de novo</i> in the port, and transferred to other British ports .....	1	99	2400	4	398	9318
Balance existing from last year's account .....				62	2906	68024
Added in 1866, viz.:						
New vessels.....	3	125	7000			
Vessels registered <i>de novo</i> on account of purchase.....	2	97	31400	5	222	10400
Total on the 30th day of September, 1866.....				67	3128	78424

## PORT OF HALIFAX.

Total amount of last year's account.....				1728	104884	2845816
Struck off, viz.:						
Vessels wrecked, foundered, destroyed by fire and missing	10	1528	30560			
Broken up or otherwise destroyed as unseaworthy.....	32	1321	26620			
Sold to foreigners.....	6	729	29160			
Transferred to other ports.....	28	3294	131760			
Lost.....	398	19392	581760			
<i>De novo</i> here.....	6	653	19590	480	26927	819450
Balance from last year's account .....				1248	77907	2025866
Added in 1866, viz.:						
New vessels.....	62	12070	603500			
Vessels registered <i>de novo</i> on account of purchase.....	6	689	20670			
Vessels transferred from other ports .....	32	3916	117480	100	16665	741650
Total on the 30th day of September, 1866 .....				1348	94572	2767516

## PORT OF LIVERPOOL.

Total amount of last year's account.....				154	15062	771150
Struck off, viz.:						
Vessels wrecked, foundered, destroyed by fire and missing	11	1326				
Broken up or otherwise destroyed as unseaworthy.....	2	123				
Sold to foreigners.....	1	106				
Transferred and registered <i>de novo</i> in the port, and transferred to other British ports .....	6	485		20	2040	80200
Balance existing from last year's account .....				134	13022	690950
Added in 1866, viz.:						
New vessels.....	19	2515	175500			
Vessels registered <i>de novo</i> on account of purchase.....	5	552	20200	24	3067	195700
Total on the 30th day of September, 1866 .....				158	16089	886650

## PORT OF LUNENBURG.

Total amount of last year's account.....				178	3346	357488
Struck off, viz.:						
Vessels wrecked, foundered, destroyed by fire and missing	3	225	9000			
Broken up or otherwise destroyed as unseaworthy .....	1	17	50			
Transferred and registered <i>de novo</i> in the port, and transferred to other British ports .....	3	136	5440	7	378	14490
Balance existing from last year's account .....				171	7968	342998
Added in 1866, viz.:						
New vessels.....	26	1506	78312			
Transferred from other ports or otherwise.....	1	108	3240	27	1614	81552
Total on the 30th day of September, 1866 .....				198	9582	424550

## PORT OF PARRSBOROUGH.

	No.	Tons.	Value in dollars.	No.	Tons.	Value in dollars.
Total amount of last year's account.....				98	10188	889484
Struck off, viz.:						
Vessels wrecked, foundered, destroyed by fire and missing	12	807	16140			
Broken up or otherwise destroyed as unseaworthy.....	3	114	2280			
Transferred and registered <i>de novo</i> in the port, and transferred to other British ports .....	3	471	14180	18	1892	32550
Balance existing from last year's account .....				75	8791	806984
Added in 1866, viz.:						
New vessels.....				8	1384	58328
Total on the 30th day of September, 1866 .....				83	10125	860257

## PORT OF PICTOU.

	No.	Tons.	Value in dollars.	No.	Tons.	Value in dollars.
Total amount of last year's account.....				165	83695	1087560
Struck off, viz.:						
Vessels wrecked, foundered, destroyed by fire and missing	1	65	500			
Transferred and registered <i>de novo</i> in the port, and transferred to other British ports .....	6	2024	80960	7	2089	81460
Balance existing from last year's account .....				158	81606	956100
Added in 1866, viz.:						
New vessels.....	18	4695				
Less transferred to other ports.....	2	294				
Vessels registered <i>de novo</i> on account of purchase.....	16	4401	176040			
Transferred from other ports or otherwise.....	2	575	15000			
Total on the 30th day of September, 1866 .....	5	560	16400	23	5586	207440
				181	68142	1168540

## PORT HAWKESBURY.

	No.	Tons.	Value in dollars.	No.	Tons.	Value in dollars.
Total amount of last year's account.....				40	2561	76852
Struck off, viz.:						
Transferred and registered <i>de novo</i> in the port, and transferred to other British ports .....	2	157	3768	2	157	3768
Balance existing from last year's account .....				38	2404	78084
Added in 1866, viz.:						
New vessels.....	3	208	4872			
Vessels registered <i>de novo</i> on account of purchase.....	1	121	2904	4	324	7776
Total on the 30th September, 1866.....				42	2728	80860

## PORT OF PUGWASH.

	No.	Tons.	Value in dollars.	No.	Tons.	Value in dollars.
Total amount of last year's account.....				15	2108	71070
Struck off, viz.:						
Transferred and registered <i>de novo</i> in the Port, and transferred to other British ports .....	2	321	10500	2	321	10500
Balance existing from last year's account.....				13	1787	60570
Added in 1866, viz.:						
New vessels.....	2	1497	64970	12	1497	64970
Total on the 30th day of September, 1866 .....				25	3284	125540

## PORT OF SHELBURNE.

	No.	Tons.	Value in dollars.	No.	Tons.	Value in dollars.
Total amount of last year's account.....				24	3370	181800
Struck off, viz.:						
Vessels wrecked, foundered, destroyed by fire and missing	10	74923	35800			
Transferred and registered <i>de novo</i> in the port, and transferred to other British ports.....	5	73302	40000	15	1482	75800
Balance existing from last year's account.....				9	1888	105500
Added in 1866, viz.:						
New vessels.....	30	2237	56600			
Vessels registered <i>de novo</i> on account of purchase.....	1	55	2400	31	2292	59000
Total on the 30th day of September, 1866.....				40	4180	164500

## PORT OF SYDNEY, C. B.

Total amount of last year's account.....				109	7416	804130
Struck off, viz.:						
Vessels wrecked, foundered, destroyed by fire and missing	4	588	23520			
Broken up or otherwise destroyed as unseaworthy.....	1	26	400			
Transferred and registered <i>de novo</i> in the port, and transferred to other British ports.....	3	185	7400	8	799	31320
Balance existing from last year's account.....				101	6617	272810
Added in 1866, viz.:						
New vessels.....	6	690	29790			
Vessels registered <i>de novo</i> on account of purchase.....	2	165	6500			
Transferred from other ports or otherwise (registered by order of the Lieutenant-Governor).....	3	659	26360	11	1514	62650
Total on the 30th September, 1866.....				112	8131	335460

## PORT OF WINDSOR.

Total amount of last year's account.....				298	63640	2223488
Struck off, viz.:						
Vessels wrecked, foundered, destroyed by fire and missing	37	4119	164760			
Broken up or otherwise destroyed as unseaworthy.....	9	528	21120			
Seized by the United States Government as prize.....	1	231	9240			
Sold to foreigners.....	6	924	36960			
Transferred and registered <i>de novo</i> in the port, and transferred to other British ports.....	16	2502	100080	69	8804	332160
Balance existing from last year's account.....				229	55336	1891328
Added in 1866, viz.:						
New vessels.....	31	8718	348720			
Vessels registered <i>de novo</i> on account of purchase.....	4	404	4160	35	9122	352880
Total on the 30th day of September, 1866.....				264	64458	2244208

## PORT OF YARMOUTH.

Total amount of last year's account.....				402	94662	3179055
Struck off, viz.:						
Vessels wrecked, foundered, destroyed by fire and missing	17	6361	146000			
Broken up or otherwise destroyed as unseaworthy.....	1	72	375			
Transferred and registered <i>de novo</i> in the port, and transferred to other British ports.....	9	1975	39000	27	8408	185875
Balance existing from last year's account.....				375	86254	2993680
Added in 1866, viz.:						
New vessels.....	42	12372	514380			
Vessels registered <i>de novo</i> on account of purchase.....	1	182	11000			
Transferred from other ports or otherwise.....	10	1179	28700	53	13683	554080
Total on the 30th day of September, 1866.....				428	99937	3547760

ABSTRACT

Of the foregoing Account of Vessels registered in each Port in the Province of Nova Scotia, on the 30th September, 1866.

Ports.	Total Number of Vessels Registered, 30th September, 1866.			Struck off in 1866.			Added in 1866.			Total Number of Vessels Registered, 30th September, 1866.		
	No.	Tons.	Value in dollars.	No.	Tons.	Value in dollars.	No.	Tons.	Value in dollars.	No.	Tons.	Value in dollars.
	Annapolis	45	7088	308000	9	1377	55850	9	2067	109400	45	7778
Arichat	306	20137	515144	29	1949	31430	23	2861	91450	300	21049	575164
Beddeck	8	388	10668	1	56	440	2	61	1950	9	393	12178
Digby	208	16909	556862	30	2560	80988	29	3681	180706	207	18030	606580
Guysborough	66	3804	77342	4	398	9318	5	222	10400	67	3128	78424
Halifax	1728	104834	2845316	480	26927	819450	100	16665	741650	1348	94572	2767516
Liverpool	154	15062	771150	20	2040	80200	24	3067	195700	158	16089	886650
Lunenburg	178	8846	357488	7	378	14490	27	1614	81552	198	9582	424650
Parrsborough	93	10188	339484	18	1392	32550	8	1384	63828	83	10125	360257
Pictou	165	33695	1037560	7	2089	81460	25	5830	222350	183	37486	1178450
Port Hawkesbury	40	2561	76852	2	157	3768	4	324	7776	42	2728	80860
Pugwash	15	2108	71070	2	321	10500	12	1497	64970	25	8284	125540
Shelburne	83	13081	673900	74	11193	568400	31	2292	69000	40	4180	164500
Sydney	109	7416	304130	8	799	31390	11	1514	62650	112	8181	385460
Windsor	298	63640	2223488	69	8304	332160	35	9122	352880	264	64458	2244208
Yarmouth	402	94662	3179055	27	8408	185375	53	13683	554080	428	99937	3547760
Totals in 1866	3898	403409	1347509	787	68348	2387799	398	65884	2739837	3509	400895	13749547
Totals in 1864-5	3718	365503	11392857	211	32025	968406	391	69931	2923058	3898	408409	13347509
Increase in 1866	180	37906	1954652	576	36323	1369398	7	.....	.....	.....	.....	402088
Decrease in 1866	.....	.....	.....	.....	.....	.....	.....	4097	133221	.....	389	2514

JAMES McDONALD,  
Financial Secretary.

FINANCIAL SECRETARY'S OFFICE,  
HALIFAX, N. S., 30th Sept., 1866.



## VESSELS BUILT IN 1866.

*An account of all the new Vessels registered in the Province of Nova Scotia during the year ended 30th September, 1866, — shewing the Name, Rig, Tonnage, where built, Builder's name, and estimated value in dollars currency.*

### PORT OF ANNAPOLIS.

Name of Vessel.	Rig.	Tons.	Where Built.	Builder.	Estimated value in dollars.
Simoda.....	Brig .....	409	Granville .....	John Johnson.....	24000
Prospect.....	Schooner .....	24	Granville .....	Lawrence Delap .....	1600
Escort .....	Schooner .....	52	Granville .....	David Amberneau .....	2400
Veritas.....	Schooner .....	150	Wilmot.....	Edward Charlton .....	7200
Malta.....	Schooner .....	106	Granville .....	B. H. Shafner.....	6000
C. D. Boggs.....	Schooner .....	131	Clements .....	Robt. Hoseason.....	7000
Brazil.....	Barque .....	555	Clements .....	Harris Hall.....	30000
Delta.....	Barque .....	541	Granville .....	Lawrence Delap.....	28000
		1968			106200

### PORT OF ARICHAT.

M. L. B.....	Brigantine.....	222	West Arichat .....	Jeffery LeBlanc .....	12000
Elizabeth .....	Schooner .....	18	River Bourgeois .....	Gilbert Bourque.....	800
Sabina .....	Brigantine.....	241	West Arichat .....	Simon Terrio .....	12500
North-East.....	Schooner .....	31	River Bourgeois .....	Marcel Dugas .....	1500
Two Brothers .....	Schooner .....	31	River Bourgeois .....	William Urquhart .....	1500
G. H. B.....	Schooner .....	35	River Bourgeois .....	M. LeBlanc.....	1600
The Whisper.....	Schooner .....	27	River Bourgeois .....	J. R. L. McLean.....	1400
Saint Hubert.....	Schooner .....	129	Grand Ruisseau .....	Constant Fourshay.....	6000
Alexander William.....	Brigantine.....	166	West Arichat.....	M. Babin.....	8000
		900			45300

### PORT OF BADDECK.

Jessie.....	Schooner .....	37	Red Head, B. d'Or L.	Alex. McAuliff .....	1130
Mary Jones .....	Schooner .....	24	McDonald's Pt. "	Hector Fraser.....	820
		61			1950

### PORT OF DIGBY.

Annie Vail.....	Brigantine.....	227	Weymouth .....	Benjamin Wade.....	7945
Plover .....	Schooner .....	13	Beaver River .....	George Sollows.....	390
Minnie Campbell.....	Barque.....	629	Weymouth .....	Wm. Hankinson.....	25160
Dunkeld.....	Brigantine.....	256	Weymouth .....	Ephraim W. Brooks.....	10240
Athalaska .....	Brigantine.....	188	Hillsburgh .....	Joseph Morehouse .....	6580
Eliza.....	Schooner .....	20	Westport .....	Isaac Peters .....	600
Randolph Payson .....	Brigantine.....	159	Weymouth .....	Timothy T. Payson.....	5565
Laleah .....	Schooner .....	31	Westport.....	Timothy Powell .....	1110
Active .....	Schooner .....	47	Clare.....	Urbine Belliveau .....	1410
S. Marshall.....	Brigantine.....	130	St. Mary's Bay.....	Stephen Marshall .....	4550
Hero.....	Schooner .....	26	Clements.....	D. Pinkney & J. K. Milner	780
Rambler.....	Schooner .....	92	Port Gilbert.....	William V. Andrews.....	2760
Edward DeLisle .....	Brigantine.....	170	Westport.....	Alexander Urquhart .....	5440
Bear River.....	Schooner .....	37	Bear River.....	John H. Lent .....	1110
Messina .....	Brigantine.....	118	Port Gilbert.....	Matthias and J. Melanson.	3776
W. H. Taylor .....	Schooner .....	119	Digby.....	Gilbert Dunn .....	4760
Armada.....	Schooner .....	131	Hillsburgh .....	Thomas H. Rice.....	4192
Charlotte McDonald.....	Brigantine.....	243	Port Gilbert .....	Lewis McDonald.....	8505
John .....	Schooner .....	78	Port Gilbert .....	John Crowley .....	2496
Mineola .....	Schooner .....	127	Hillsburgh .....	John H. Benson.....	3964
Mary .....	Brigantine.....	215	Port Gilbert .....	William Crowley .....	6880
		3056			108213

## PORT OF GUYSBOROUGH.

Name of Vessel.	Rig.	Tons.	Where Built.	Builder.	Estimated value in dollars.
Ripple .....	Schooner .	21	Indian Harbor .	John W. Peart .	500
Scotian .	Schooner .	43	St. Mary's River .	William F. Hewitt .	2500
Garnet .	Schooner .	61	Guysborough .	Joseph W. Hadley .	4000
		125			7000

## PORT OF HALIFAX.

Constance .....	Brigantine .	129	Halifax .	David McPherson .	6450
Gipsy Bride .	Schooner .	41	Sheet Harbor .	William Watt .	2050
Harriet Amelia .	Brigantine .	189	Truro .	John Alexander .	9450
Hannah .	Schooner .	100	Sheet Harbor .	William Rutledge .	5000
Excelsior .	Schooner .	87	Sheet Harbor .	William Hall, junr .	4350
Celeste .	Barque .	597	Nappan, Cumb'land	James Fullerton .	29850
Morning Light .	Schooner .	40	Torbay .	Henry Richard .	2000
Stag .	Barque .	334	Sheet Harbor .	William Hall, junr .	16700
Ibex .	Schooner .	135	Maitland .	Alfred Putnam .	6750
Susan .	Brigantine .	201	Maitland .	John M. Crow .	10050
Joseph Wier .	Barque .	542	Londonderry .	Frederick M. Pearson .	27100
Amelia .	Schooner .	53	Sheet Harbor .	David Lorric .	2650
Ilda .	Schooner .	26	Clam Harbor .	James Stoddard .	1300
Ruth .	Brigantine .	177	Maitland .	Donald McDougall .	8850
Bluenose .	Barque .	568	Truro .	John Sanderson .	28400
Flirt .	Schooner .	92	Necumtau .	William Smith .	9600
Rio .	Brigantine .	303	Londonderry .	Robert Faulkner .	15150
Anna .	Brigantine .	242	Black Rock .	David Dart .	12100
Woodlands .	Barque .	365	Sherbrook .	Alex. N. McDonald .	18250
Eledona .	Brigantine .	290	Londonderry .	Alexander Fraser .	14500
Busy .	Barque .	300	Mahone Bay .	Titus Langille .	15000
Chicora (steamer)	Schooner .	372	Liverpool, G. B. .		18600
Druid (steamer) .	Schooner .	165	Not known .		8250
Florence .	Brigantine .	168	Country Harbor .	Ira Pride .	8400
Teazer .	Sloop .	26	Dartmouth .	Edwin Mosely .	1300
Eleanor .	Schooner .	16	Sheet Harbor .	Edward Thorp .	800
J. & B. .	Schooner .	56	Barrington .	Warren Doan .	2800
Mary Joseph .	Schooner .	56	Torbay .	Joseph Boudroit .	2800
Quick March .	Schooner .	76	Barrington .	Isaac Nickerson <i>et al</i> .	3800
Burbeck .	Schooner .	70	Ship Harbor .	John Siteman .	3500
Arthur .	Brigantine .	122	Mosher's River .	James Kerr .	6100
Starlight .	Schooner .	29	Chezetcook .	Dennis Smith .	1450
Restless .	Brigantine .	289	Maitland .	Isaac Smith .	14450
Saint Mark .	Schooner .	55	Harbor-au-Bouche .	Michael and Stephen Crisp	2750
George Esson .	Barque .	399	River John .	James Kitchen .	19950
Village Bride .	Schooner .	30	Jeddore .	Colin Mitchell .	1500
Regent .	Schooner .	50	Petite Reviere .	James Layton .	2500
Minnhaha .	Schooner .	20	Chezetcook .	Andrew Conrod .	1000
Theory .	Schooner .	13	LaHave .	Charles Rudolf .	650
Maria Crowell .	Brigantine .	226	Barrington .	Thomas Crowell .	11300
Alert .	Brigantine .	125	Pubnico .	Freeman & David Larkin .	6250
Lathella .	Barque .	328	New Glasgow .	James W. Carmichael .	16400
George .	Brigantine .	169	Petpiswick .	George Anderson .	8450
Royal Sovereign .	Ship .	952	Maitland .	Charles Cox .	47600
Emanuel .	Schooner .	26	Torbay .	Simon Mannett .	1300
Perseverance .	Schooner .	25	Barrington .	Richard P. Kenny .	1250
Regina .	Barque .	599	Sherbrooke .	John Cumming .	29950
Rebecca Ann .	Schooner .	121	Sherbrooke .	Alexander N. McDonald .	6050
Sarah Ann .	Brig .	238	Richmond .	David McPherson .	11900
Sabina .	Schooner .	52	Sheet Harbor .	James Low .	2600
Anelia .	Schooner .	26	Margaree .	Beloni White .	1300
Lois Jane .	Schooner .	53	Port Medway .	Henry Morash .	2650
Caledonia .	Brig .	222	Wallace .	John S. Forshner .	11100
Elizabeth Ann .	Schooner .	151	Harbor-au-Bouche .	Alex. DeCoste <i>et al</i> .	7550
Delta .	Schooner .	134	Bayfield, Antigonish	William Cook .	6700

## PORT OF HALIFAX—CONTINUED.

Name of Vessel.	Rig.	Tons.	Where Built.	Builder.	Estimated value in dollars.
Lizzie.....	Schooner	117	Necumtau.....	George Shellnutt.....	5850
J. R. Kenney.....	Schooner	38	Tusket.....	Benj. Richards.....	1900
Indus.....	Ship.....	847	Maitland.....	Archibald McCullum.....	42350
Jane Ure.....	Barque.....	482	Maitland.....	David S. Smith.....	24100
Onyx.....	Schooner	59	Isaac's Harbor.....	Ira Pride.....	2950
Lena.....	Brigantine.....	189	Strait of Canso.....	Thomas Hull.....	9450
Java.....	Schooner	68	Beaver Harbor.....	William Rutledge.....	3400
		12070			602500

## PORT OF LIVERPOOL.

Liverpool.....	Barque.....	690	Liverpool.....	G. W. Boelner.....	32500
S. E. Cove.....	Schooner	54	Port Medway.....	S. and S. Parks.....	2700
Lettie.....	Brigantine.....	191	Liverpool.....	S. Dolliver.....	20000
Alina Morton.....	Barque.....	254	Liverpool.....	— Moreland.....	25000
Orona.....	Barque.....	211	Liverpool.....	M. McLeod.....	20000
A. R. Dunlap.....	Brigantine.....	81	Liverpool.....	— Zwicker.....	5000
J. Jeffray.....	Brigantine.....	205	Liverpool.....	Matthew McLeod.....	10000
Alpha.....	Brigantine.....	255	Port Medway.....	E. Dolliver.....	20000
Katie.....	Schooner	59	Liverpool.....	M. McLeod.....	4500
Annie Eaton.....	Schooner	58	Liverpool.....	M. McLeod.....	4500
Bessie Gardner.....	Schooner	59	Liverpool.....	T. Gardner.....	4000
Foam.....	Schooner	24	Liverpool.....	B. McLeod.....	2000
Sunrise.....	Schooner	78	Port Matoon.....	J. Dakin.....	5500
E. Morine.....	Schooner	44	Port Medway.....	— Chisholm.....	3200
Alcedo.....	Schooner	59	Liverpool.....	S. Dolliver.....	4500
Mead.....	Schooner	68	Liverpool.....	J. Harrington.....	4800
Elizabeth.....	Schooner	20	Port Matoon.....	S. Pierce.....	800
Mary and Louis.....	Schooner	60	Port Medway.....	S. and S. Parks.....	4500
A. E. Dater.....	Schooner	45	Liverpool.....	Wm. Rynard.....	2000
		2515			175500

## PORT OF LUNENBURG.

Pet.....	Schooner	15	Chester.....	Thomas Nass.....	780
Fleety.....	Brigantine.....	133	Lunenburg.....	Stephen Langille.....	6916
Victor.....	Schooner	75	Lunenburg.....	John Young.....	3900
J. S. Ritcey.....	Schooner	55	LaHave.....	Wm. Morash.....	2860
Spring Bird.....	Schooner	56	East Medway.....	Martin Rynard.....	2912
Smiling Water.....	Schooner	54	Mahone Bay.....	J. H. Zwicker.....	2808
Samuel E. Teal.....	Schooner	48	Broad Cove.....	Martin Teal.....	2496
Mariner.....	Schooner	56	East Medway.....	Martin Rynard.....	2912
Mayflower.....	Schooner	55	Mahone Bay.....	J. H. Zwicker.....	2860
Day Spring.....	Schooner	36	Chester.....	Jos. C. Morgan.....	1872
Joseph C. Morgan.....	Schooner	36	Chester.....	Jos. C. Morgan.....	1872
Handy Andy.....	Schooner	43	LaHave.....	James Fraser.....	2236
T. W. S. Greser.....	Schooner	30	LaHave.....	T. W. S. Greser.....	1560
Harvest Home.....	Schooner	68	Mahone Bay.....	John Hiltz.....	3536
Ocean Traveller.....	Schooner	71	Lunenburg.....	Stephen Morash.....	3692
General Williams.....	Schooner	81	Mahone Bay.....	J. H. Zwicker.....	4212
Pheasant.....	Schooner	30	LaHave.....	James Fraser.....	1560
Ella.....	Schooner	31	LaHave.....	Matthew Weagle.....	1612
Hector.....	Schooner	59	Mahone Bay.....	Elk. Zwicker.....	3068
Caleb McKeane.....	Schooner	46	LaHave.....	Matthew Weagle.....	2392
Busy William.....	Schooner	65	Mahone Bay.....	J. H. Zwicker.....	3380
Lilly Dale.....	Schooner	57	East Medway.....	Martin Rynard.....	2964
Grand Master.....	Schooner	75	LaHave.....	Ron. B. Curry.....	3900
LaHave.....	Schooner	156	LaHave.....	Benj. Harrington.....	8112
Leander Corkum.....	Schooner	40	LaHave.....	Matthew Weagle.....	2080
Gybe.....	Schooner	35	Mahone Bay.....	J. H. Zwicker.....	1820
		1506			78812



## PORT OF PARRSBOROUGH.

Name of Vessel.	Rig.	Tons.	Where Built.	Builder.	Estimated value in dollars.
Abstainer.....	Brigantine..	196	Parrsborough.....	Andrew Ayer.....	7843
Ellen Nancy.....	Schooner..	71	Cornwallis.....	Lawrence Wood.....	2840
Eva.....	Schooner..	21	Parrsborough.....	Elisha Morris.....	800
Justice.....	Schooner..	41	Five Islands.....	W. S. Thompson.....	1640
James Ratchford.....	Brigantine..	147	Parrsborough.....	Elisha Phinney.....	5880
Morning Star.....	Brigantine..	446	Snug Cove.....	Elisha D. Woodlock.....	17840
Mary Olivia.....	Brigantine..	168	Parrsborough.....	Wm. Lowe Smith.....	6720
Ocean Star.....	Brigantine..	244	Parrsborough.....	John Mullin.....	9760
		1334			53323

## PORT OF PICTOU.

Mary Catherine.....	Schooner..	169	Little River.....	Luman Atwater.....	5000
Kathleen.....	Barque..	597	Point Brulé.....	John Mockler.....	24000
Esk.....	Brigantine..	167	Tatamagouche.....	Edward Kent.....	6500
Charles Henry.....	Brigantine..	307	River John.....	Charles McLennan.....	10000
Edgar Cecil.....	Barque..	434	New Glasgow.....	Donald McDonald.....	20000
Rose M.....	Barque..	366	Tatamagouche.....	Archibald Campbell.....	14500
Anna Bell.....	Schooner..	30	Tatamagouche.....	Robert Logan.....	1000
Sarah Elizabeth.....	Barque..	423	Sheet Harbor.....	David McKenzie.....	20000
Galatea.....	Brigantine..	254	Merrigomish.....	R. S. Copeland.....	10000
J. & W. Pitts.....	Schooner..	97	Mabou.....	Evan Campbell.....	3000
Atlantic.....	Barque..	355	Pictou.....	John T. Ives.....	16500
W. Gordon.....	Brigantine..	287	New Glasgow.....	Donald McDonald.....	13000
Delta.....	Brigantine..	153	Tatamagouche.....	Edward Kent.....	5500
No Name.....	Brigantine..	218	Tatamagouche.....	Archibald Campbell.....	8750
Joe Gordon.....	Brigantine..	130	Wallace.....	James Davison.....	5000
Secret.....	Brigantine..	127	Tatamagouche.....	Robert Purves.....	5000
John Doull.....	Barque..	549	New Glasgow.....	Donald McDonald.....	22200
Seaman's Bride.....	Schooner..	32	Merrigomish.....	Allan McDonald.....	1000
		4695			190950

## PORT HAWKESBURY.

William John.....	Schooner..	80	Plaister Cove.....	Henry Gosby.....	1920
Zepho.....	Schooner..	59	Strait of Canso.....	Donald Morrison.....	1416
Laura.....	Schooner..	64	Strait of Canso.....	W. McClough.....	1536
		203			4872

## PORT OF PUGWASH.

Success.....	Brigantine..	129	Wallace.....	James B. Davison.....	4000
Willy Smith.....	Brigantine..	129	River Philip.....	M. & P. McDonald.....	5500
Alpha.....	Schooner..	133	Pugwash.....	John Fulton.....	5600
Lark.....	Schooner..	36	Wallace.....	George Scott.....	970
Lizzie (steamer).....	Schooner..	105	Pugwash.....	Black & Webster.....	4000
Fear Not.....	Schooner..	38	Wallace.....	David Henderson.....	1000
Progress.....	Schooner..	70	Pugwash.....	James A. Elliot.....	2800
Garibaldi.....	Schooner..	67	Wallace.....	Stephen Fulton.....	2300
Mertola.....	Barque..	392	Pugwash.....	Joseph Janese.....	23000
Anemone.....	Brig.....	286	Pugwash.....	Chas. B. DeWolf & Son..	12000
Amelia.....	Schooner..	29	River Philip.....	Hiram Ried.....	900
Wallachia.....	Schooner..	83	Wallace.....	Joseph N. B. Kerr.....	2900
		1497			64970

## PORT OF SHELBURNE.

Name of Vessel.	Rig.	Tons.	Where Built.	Builder.	Estimated value in dollars.
Premier	Brigantine	139	Clyde River	James Cox	10000
N. G. W. D'Entremont	Schooner	53	Sable River	J. Harlow	4000
Clifford	Brigantine	124	Shelburne	B. P. King	10000
T. F. Purney	Schooner	50	Shelburne	G. A. Cox	4000
Willie Cox	Schooner	66	Shelburne	John Cox	4800
Howard	Schooner	60	Jordan River	John Martin	4400
Forest Queen	Schooner	46	Sable River	Joseph Freeman	3200
M. E. Lloyd	Schooner	17	Green Harbor	J. Decker	800
Elvira R.	Schooner	49	Clyde River	Jas. D. Coffin	4000
The Start	Schooner	60	Clyde River	James D. Coffin	4400
British Eagle	Schooner	64	Jordan River	Chas. Holdon	4800
M. E. Purney	Schooner	61	Shelburne	Chas. Cox	4500
Hydra	Schooner	68	Clyde River	Robert Sutherland	4800
E. Smith	Schooner	63	Barrington	Samuel Westwood	4600
Elizabeth	Schooner	28	Shelburne	Samuel Muir (3d)	1600
Louisa	Schooner	57	Sable River	Henry Harlow	4400
Sable Bell	Schooner	72	Sable River	Allen Gardener	5000
W. H. Dow	Schooner	40	Clyde River	Robert Sutherland	3000
Ann Hiltz	Schooner	16	Ragged Islands	Jacob Decker	800
Elmor E. Chase	Schooner	72	Jordan River	Snow & Freeman	5000
Magnolia	Schooner	31	Sable River	Josiah Pearce	1800
Joann White	Schooner	59	Shelburne	Wm. Muir, junr.	4500
Rainbow	Brigantine	118	Shelburne	A. McNaughton	7000
Frank Irwin	Schooner	54	Shelburne	D. McLeod	4400
Anna	Brigantine	91	Sable River	Thos. Pearce	6500
Frank Churchill	Brigantine	91	Jordan River	Jas. Harlow	6500
Anne V. Brown	Schooner	59	Shelburne	Saml. Muir (2d)	4500
Alice Todd	Brigantine	203	Shelburne	T. C. Crowell	12800
Elvie Allen	Brigantine	268	Shelburne	Saml. Muir (2d)	16000
Addrá	Schooner	58	Shelburne	James Muir	4500
		223708			56600

## PORT OF SYDNEY, C. B.

Good Intent	Schooner	65	Lorraine, C. B.	James Gibbs	2600
Lulan	Brigantine	224	Fourchie, C. B.	Calvin Langille	9850
Domitille	Schooner	17	Cape George, C. B.	Henry Burke	680
Adelle	Schooner	18	St. Peter's, C. B.	Peter Fourgere	720
Eusebia	Schooner	40	Bras d'Or, C. B.	Simon Desvaux	1600
Omega	Brig.	326	North Sydney, C. B.	William Nesbet	14340
		690			29790

## PORT OF WINDSOR.

Adelia	Schooner	17	Cornwallis	Thomas Parker	680
Wellington	Ship	1005	Windsor	Bennett Smith	40200
Fred Clark	Brigantine	146	Cornwallis	Ebenezer Bigelow	5840
Nalopa	Brigantine	234	Noel	Andrew G. O'Brien	9360
Plover	Brig	294	Cornwallis	John Osborne	11760
America	Schooner	86	Cornwallis	David R. Huntley	3340
J. R. Hea	Barque	545	Cornwallis	John Bucknam	21800
Boaz	Barque	682	Newport	Nicholas Mosher, junr.	27280
Nazarene	Brigantine	151	Maitland	David Pratt	6040
H. J. Burton	Brigantine	239	Newport	Noah A. Dimock	9560
Grace Darling	Brig	244	Cornwallis	Benj. D. Bigelow	9760
Oak Point	Brig	256	Cornwallis	Ebenezer Cox	10240
Memphis	Brigantine	167	Walton	Christopher Jennison	6680
Sea Bird	Schooner	5	Cornwallis	Benjamin N. Margeson	200
Lyra	Schooner	62	Parrsborough	J. N. B. Elderkin	2480
Jessie Ray	Schooner	26	Wilmot	J. N. Roach	1040

## PORT OF WINDSOR — CONTINUED.

Name of Vessel.	Rig.	Tons.	Where Built.	Builder.	Estimated value in dollars.
H. Porter.....	Brigantine..	118	Cornwallis .....	Asaph Porter .....	4720
Bessie North .....	Barque .....	578	Horton .....	J. B. North.....	23120
Foyle .....	Brigantine..	243	Wilmot. ....	Simon Brown .....	9720
Seaman .....	Barque .....	620	Newport .....	John A. Harvie .....	24800
Mystic Tie .....	Barque .....	344	Cornwallis .....	Samuel H. Newcomb .....	13760
Nancy M. ....	Ship .....	834	Newport .....	James Mosher .....	33360
Newcastle .....	Barque .....	710	Kempton .....	Benj. D. Bradshaw .....	28400
Lily .....	Schooner .....	54	Cornwallis .....	Benj. D. Bigelow.....	2160
Alpine .....	Schooner .....	99	Kempton .....	Joseph Hazel.....	3960
Escape .....	Schooner .....	58	Cornwallis .....	Ebenezer Bigelow .....	2320
Arab .....	Schooner .....	29	Horton .....	Daniel Simpson .....	1160
Windsor .....	Barque .....	324	Newport .....	Thomas Trahey .....	12960
Goldfinder .....	Schooner .....	145	Cornwallis .....	Chris. J. Anderson .....	5800
Aylesford.....	Brigantine .....	173	Aylesford .....	W. R. Minnuss.....	6920
Lily.....	Brigantine .....	230	Kempton .....	James A. Starratt .....	9200
		8718			348720

## PORT OF YARMOUTH.

Edward Everitt.....	Brigantine..	112	St. Mary's Bay .....	E. Everitt .....	4500
Florence Baker.....	Barque .....	365	Plymouth .....	J. Simms .....	14600
James Muir .....	Barque .....	447	Shelburne .....	J. Muir.....	17800
Dreadnought.....	Barque .....	615	Shelburne .....	W. S. Holden .....	24600
Sarah L. Hall .....	Brig. ....	216	Meteghan .....	E. Copeland .....	8600
Ida .....	Brigantine .....	164	Barrington .....	.....	6500
Kate Young .....	Barque .....	697	Tusket .....	N. & E. Gardner .....	27900
Howard .....	Brig. ....	270	Bellevue Cove .....	U. Belliveau .....	10800
Sirian Star.....	Barque .....	610	New Brunswick .....	H. Question .....	24400
Lilly Dale .....	Schooner .....	11	Beaver River .....	C. Sallows .....	440
Jane Porter.....	Schooner .....	37	Tusket Wedge .....	R. Porter.....	1480
L. G. Biglow.....	Barque .....	56	Salmon River .....	J. Raymond .....	22500
Flash .....	Schooner .....	41	Argyle .....	H. Montague .....	1600
Ranger .....	Schooner .....	10	Short Beach .....	J. Sallows .....	400
John E. Dennis.....	Schooner .....	9	Beaver River .....	J. Ellis .....	360
Friendly.....	Schooner .....	18	Meteghan .....	A. White.....	700
J. R. Amiro.....	Schooner .....	52	Clyde River .....	E. Belliveau .....	2100
John Corning.....	Schooner .....	20	Tusket Wedge .....	P. LeBlanc .....	800
Sea Hound .....	Schooner .....	25	Tusket Wedge .....	F. Porter.....	1000
J. P. Nickerson.....	Schooner .....	58	Wood's Harbor .....	G. Nickerson.....	2300
Maggie Rose .....	Schooner .....	28	Argyle .....	L. Mcleson .....	1100
Lydia Ryder .....	Schooner .....	57	Argyle .....	W. C. Abbot .....	2280
Ottawa .....	Schooner .....	54	Wood's Harbor .....	R. Brannen.....	2100
Bessie Crosby.....	Ship .....	681	Digby .....	B. Raymond .....	27200
Black Brothers.....	Barque .....	651	Shelburne .....	J. Muir.....	26000
Tropic Bird .....	Barque .....	321	Clementsport.....	Moses Shaw.....	12800
Flora .....	Schooner .....	87	Salmon River .....	W. A. Raymond .....	3400
Pandora .....	Schooner .....	57	Argyle .....	S. H. Jeffery .....	2280
Albatross .....	Schooner .....	74	Argyle .....	W. A. Frost .....	2900
Abigail .....	Ship .....	626	Beaver River .....	B. R. Raymond .....	25000
Sydenham .....	Barque .....	669	Shelburne .....	J. Muir.....	26700
H. L. Gillhatt .....	Brig. ....	299	Salmon River .....	B. R. Raymond .....	11900
Abby Ryerson.....	Ship .....	1145	St. Mary's Bay .....	E. Everitt.....	46000
Northern Queen.....	Barque .....	776	Beaver River .....	J. H. Jenkins .....	31000
Royal Charley.....	Ship .....	986	Meteghan .....	D. Ross .....	39400
Warrior .....	Brigantine .....	180	Meteghan .....	G. Jenkins .....	7500
Brilliant.....	Schooner .....	9	Cape Cove .....	O. Doucette.....	360
Emma Hains.....	Brigantine .....	198	Long Island .....	B. R. Haines.....	7900
Leading Breeze.....	Schooner .....	12	Clare .....	S. Jones .....	480
Brazil .....	Barque .....	555	Clements .....	Unknown .....	22200
Elgin .....	Barque .....	299	Argyle .....	J. Hogg .....	11900
Gladstone .....	Barque .....	267	Shelburne .....	J. Muir .....	10600
		12872			594880

ABSTRACT

Of the foregoing Statement of new Vessels Registered at each Port in the Province of Nova Scotia, during the year ended 30th September, 1866, shewing the Rig, Number, Tons Register, and estimated Value.

PORTS.	Steamer.	Sloop.	Schooner.	Brigantine.	Brig.	Barque.	Ship.	Total.	Tons Register.	Value in Dollars.
Annapolis			5		1	2		8	1970	106200
Aricbat			6	3				9	900	45800
Baddeck			2					2	61	1950
Digby			11	9		1		21	3062	108218
Guysborough			3					3	125	7000
Halifax	2	1	31	14	2	10	2	62	12070	602500
Liverpool			12	4		3		19	2516	175500
Lunenburg			25	1				26	1506	78812
Parrsborough			3	5				8	1384	58828
Pictou			4	8		6		18	4695	190950
Port Liawkesbury			3					3	203	4872
Pugwash	1		7	2	1	1		12	1497	64970
Shelburne			23	7				30	2287	56600
Sydney			4	1	1			6	690	29790
Windsor			10	9	3	7	2	31	8718	848720
Yarmouth			18	4	3	13	4	42	12372	514380
Total for 12 months ended 30th Sept. 1866	8	1	167	67	11	48	8	300	53955	2886580
Do. 1865	1	1	128	91	19	49	6	294	56768	2481752
Increase in 1866	8		39				2	6		
Decrease in 1866				24	8	6			2818	93172

JAMES McDONALD,  
Financial Secretary.

FINANCIAL SECRETARY'S OFFICE,  
HALIFAX, N. S., 30th Sept., 1866. }



## MERCHANDIZE IN WAREHOUSE.

*A detailed Statement of the Quantity and description of Merchandize remaining in Warehouse on the 30th day of September, 1866.*

Warehouse.	Quantity.	Description of Goods.	
Acadia. . . . .	12 barrels. . . . .	Beef and Pork.	
	1150 boxes. . . . .	Bread.	
	16 puncheons. . . . .	Groceries.	
	260 puncheons, 34 tierces, 39 barrels. . . . .	Molasses.	
	18 casks. . . . .	Oil.	
	15 hogsheads, 4 barrels. . . . .	Sugar, Raw.	
	19 barrels. . . . .	Do. Refined.	
	17 chests. . . . .	Tea.	
	Binney's . . . . .	4 boxes. . . . .	Coffee.
		8 boxes. . . . .	Confectionery.
35 coils. . . . .		Cordage.	
39 barrels. . . . .		Flour.	
38 puncheons, 2 tierces, 6 barrels. . . . .		Molasses.	
50 barrels. . . . .		Naval Stores.	
82 barrels. . . . .		Oil.	
12 boxes. . . . .		Soap.	
192 hogsheads, 18 boxes, 5 tierces. . . . .		Sugar.	
71 chests, 2 half chests, 85 boxes. . . . .		Tea.	
Black's. . . . .	4 hogsheads, 7 boxes. . . . .	Tobacco.	
	321 barrels. . . . .	Ale and Porter.	
	15 bags. . . . .	Coffee.	
	16 barrels, 14 cases. . . . .	Confectionery.	
	25 kegs. . . . .	Drugs and Dye Stuffs.	
	36 boxes. . . . .	Earthenware.	
	100 boxes. . . . .	Fruit, Raisins.	
	29 casks. . . . .	Groceries.	
	255 sides. . . . .	Leather, Sole	
	40 puncheons, 16 tierces. . . . .	Molasses.	
	15 hogsheads, 42 qtrs., 30 cases. . . . .	Spirits, Brandy.	
	1 hogshead, 38 qtrs., 146 cases. . . . .	Do. Gin and Whiskey.	
	27 qtrs. . . . .	Do. Wine.	
	28 hogsheads. . . . .	Sugar.	
	186 chests, 5 half chests. . . . .	Tea.	
30 boxes. . . . .	Tobacco.		
4 cases. . . . .	Do. Cigars.		
Britannia . . . . .	80 tierces. . . . .	Drugs and Dye Stuffs.	
	3 crates. . . . .	Earthenware.	
	2 cases. . . . .	Hardware.	
	157 puncheons. . . . .	Molasses.	
	80 casks. . . . .	Oil.	
	8 qtr. casks. . . . .	Spirits, Brandy.	
	5 hogsheads, 20 barrels. . . . .	Do. Rum.	
	7 hogsheads. . . . .	Sugar.	
Brown's. . . . .	25 barrels. . . . .	Beef and Pork.	
	379 boxes. . . . .	Candles.	
	44 bags, 5 boxes. . . . .	Coffee.	
	4 bales. . . . .	Cotton Warp.	
	10 cases. . . . .	Cotton, Linen, &c.	
	47½ tons, 1 case. . . . .	Drugs and Dye Stuffs.	
	8 cases. . . . .	Earthenware.	
	129 barrels. . . . .	Flour.	

## MERCHANDIZE IN WAREHOUSE.

Warehouse.	Quantity.	Description of Goods.
Brown's .....	71 half boxes..... 3 casks, 59 bars..... 1 case..... 153 puncheons, 14 tierces, 34 barrels..... 99 barrels..... 1 case..... 1 qtr. cask, 160 cases..... 1 hogshead..... 146 puncheons, 5 barrels..... 133 hogsheads, 18 tierces, 75 bbls..... 36 barrels..... 35 chests, 28 half chests, 697 barrels..... 16 boxes..... 665 cases.....	Fruit, Raisins. Hardware. Hats and Caps. Molasses. Oil. Paper manufactures. Spirits, Brandy. Do. Gin. Do. Rum. Sugar, Raw. Do. Refined. Tea. Tobacco. Vegetables, preserved.
Caldwell's .....	6 barrels..... 275 barrels..... 151 sides..... 240 puncheons, 16 tierces, 1 barrel..... 15 barrels..... 67 hogsheads..... 26 barrels..... 100 barrels..... 62 chests.....	Beef and Pork. Flour. Leather, Sole. Molasses. Spirits, Wine. Sugar, Raw. Do. Refined. Stone. Tea.
Caledonian .....	578 boxes..... 141 puncheons, 30 tierces, 16 barrels..... 9 casks..... 2 qtr. casks, 50 cases..... 7 hogsheads, 58 tierces, 139 barrels..... 20 chests.....	Bread. Molasses. Oil. Spirits, Whiskey. Sugar. Tea.
Central.....	33 barrels..... 50 barrels..... 25 kegs, 50 tubs, 100 tins..... 17 boxes..... 18 cases..... 25 bags..... 100 kegs..... 299 barrels..... 73 cases, 3 trunks..... 34 puncheons..... 24 cases..... 13 hogsheads, 29 qtrs..... 325 cases, 20 qtrs..... 39 qtrs..... 142 boxes, 84 half boxes..... 94 barrels..... 60 hogsheads, 6 barrels..... 114 chests, 40 half chests..... 17 boxes..... 7 cases..... 20 barrels.....	Ale and Porter. Beef and Pork. Butter and Lard. Coffee. Confectionery. Cotton Warp. Drugs and Dye Stuffs. Flour. Leather manufactures. Molasses. Rubbars. Spirits, Brandy. Do. Gin and Whiskey. Do. Wine. Soap. Sugar, Refined. Do. Raw. Tea. Tobacco, manufactured. Do. Cigars. Vegetables, Onions.
Chebucto.....	62 boxes..... 4 casks..... 50 barrels..... 3 barrels..... 5 hogsheads..... 20 cases..... 5 qtrs.....	Candles. Earthenware. Oil. Paint and Putty. Spirits, Ale. Do. Whiskey. Do. Wine.
Clark's.....	351 boxes.....	Bread.

## MERCHANDISE IN WAREHOUSE.

Warehouse.	Quantity.	Description of Goods.
Clark's.....	45 bags, 18 barrels..... 1 box..... 3 coils..... 4 boxes, 55 half boxes, 56 qtr. boxes.... 4 pieces..... 839 puncheons, 56 tierces, 61 barrels. .... 333 barrels..... 8 hogsheads, 16 qtr. casks, 53 cases. .... 1 pun., 47 hds., 8 qtrs., 50 oct., 232 cases 44 puncheons..... 56 qtrs., 10 cases..... 187 boxes, 100 half boxes..... 499 hds., 20 trcs., 393 bls., 310 bxs., 4 bags 51 barrels..... 524 chests, 620 half chests..... 6 kegs, 9 cases..... 9 cases.....	Coffee. Confectionery. Cordage. Fruit, Raisins. Hardware. Molasses. Spirits, Ale. Do. Brandy. Do. Gin and Whiskey. Do. Rum. Do. Wine. Soap. Sugar, Raw. Do. Refined. Tea. Tobacco. Tobacco Moulds.
Cochran's.....	25 bags..... 1 case..... 18 puncheons, 2 barrels..... 2 puncheons..... 24 hogsheads, 22 qtrs..... 23 hogsheads..... 6 chests, 31 half chests..... 30 cases..... 4 cases..... 61 barrels.....	Coffee. Hats and Caps. Molasses. Rum. Spirits, Brandy. Sugar, Raw. Tea. Tobacco. Do. Cigars. Vegetables, Onions.
Collins's.....	200 kegs, 4 cases..... 60 boxes, 4 half boxes, 337 qtr. boxes.... 1430 barrels..... 24 casks..... 3 boxes..... 478 puncheons, 23 tierces, 22 barrels. .... 20 casks, 220 barrels..... 1 barrel..... 394 barrels, 12 hogsheads..... 34 cases..... 2 casks, 513 cases..... 1 puncheon..... 2 pipes, 5 hds., 120 qtr. casks, 15 cases. 25 hogsheads, 67 bbls, 34 boxes..... 1 barrel..... 109 chests, 69 half chests..... 3 cases.....	Drugs and Dye Stuffs. Fruit, Raisins. Flour. Groceries. Hardware. Molasses. Oil. Paint and Putty. Spirits, Ale. Do. Brandy. Do. Gin and Whiskey. Do. Rum. Do. Wine. Sugar, Raw. Do. Refined. Tea. Tobacco, Cigars.
Commercial.....	1 case..... 10 boxes, 137 bags..... 43 coils..... 251 bags..... 17 csk, 30 kgs, 1 box, 76 bls., 54 bags, 1 case 24 boxes..... 185 barrels..... 45 boxes, 932 half, 748 quarter..... 5 barrels..... 50 casks, 17 cases, 4 tierces..... 1 case, 30 pieces..... 101 sides..... 479 puncheons, 23 tierces, 60 barrels.... 38 barrels..... 68 casks, 43 barrels..... 5 casks.....	Arms and Ammunition. Coffee. Cordage. Corks. Drugs and Dye Stuffs. Earthenware. Flour. Fruit, Raisins. Do. all other. Groceries. Hardware. Leather, Sole. Molasses. Naval Stores. Oil. Paint and Putty.



## MERCHANDIZE IN WAREHOUSE.

Warehouse.	Quantity.	Description of Goods.
Commercial.....	9 hogsheads ..... 8 hogsheads, 1 qtr. cask, 50 cases..... 42 hogsheads, 25 qtrs., 164 cases..... 15 hhds., 101 qtrs., 57 cases, 20 octs, 141 bbls 595 boxes, 284 half..... 1 barrel..... 134 hogsheads, 13 tierces, 97 barrels..... 44 barrels..... 509 chests, 207 half chests..... 2 hogsheads, 145 boxes, 20 cases..... 30 barrels..... 45 packages.....	Spirits, Ale. Do. Brandy. Do. Gin and Whiskey. Do. Wine. Soap. Stone manufactured. Sugar, Raw. Do. Refined. Tea. Tobacco. Vegetables, Onions. Woodware.
Creighton & Grassie's	10 barrels..... 5 bags..... 58 coils, 3 bales..... 166 bags..... 15 kegs, 5 bags..... 2000 boxes, 65 qtr..... 10 cases..... 5 casks..... 2 casks..... 49 puncheons, 9 trcs..... 6 hogsheads, 59 casks..... 2 hogsheads, 32 qtrs., 500 cases..... 1 hogshead, 2 qtrs., 131 cases..... 3 puncheons..... 3 hhds., 212 qtrs, 99 octaves, 227 cases.. 10 hogsheads, 15 barrels..... 131 chests, 54 half..... 4 cases, 1 box, 2 half tierces.....	Beef and Pork. Coffee. Cordage and Canvas. Corks. Drugs and Dye Stuff. Fruit, Raisins. " all other. Groceries. Leather manufactures. Molasses. Spirits, Ale. Do. Brandy. Do. Gin and Whiskey. Do. Rum. Do. Wine. Sugar, Raw. Tea. Tobacco.
Cronan's.....	29 bags..... 1 box, 1 parcel..... 2 boxes..... 20 bales..... 13 puncheons..... 145 hogsheads.....	Coffee. Cotton, Linen, &c. Earthenware. Leather manufactures. Molasses. Sugar, Raw.
Cunard's.....	330 boxes..... 10 cases..... 4 hogsheads..... 4 barrels..... 5 qtrs..... 2 hhds., 20 qtrs., 6 octaves, 10 cases.... 166 chests, 63 half.....	Candles. Cotton, Linen, &c. Oil. Paint. Spirits, Brandy. Do. Wine. Tea.
DeWolf's.....	40 boxes..... 42 coils..... 7 cases, 1 bale..... 1 case, 25 boxes..... 9 boxes..... 2 tierces, 9 casks, 9 barrels, 20 cases.... 25 puncheons..... 5 casks..... 61 boxes..... 30 pipes, 27½ casks..... 20 barrels..... 6 chests, 15 half..... 20 cases.....	Candles. Cordage. Cotton, Linen, &c. Drugs and Dye Stuff. Earthenware. Groceries. Hardware. Oil. Soap. Spirits, Gin. Stone, manufactured. Tea. Tobacco.
Fairbanks's.....	50 barrels..... 6 bales, 14 cases.....	Coffee. Cotton, Linen, &c.

## MERCHANDIZE IN WAREHOUSE.

Warehouse.	Quantity.	Description of Goods.
Fairbanks's.....	10 casks, 2 cases, 60 bags..... 18 hogsheads, 30 barrels..... 1 bale..... 8 cases..... 609 puncheons, 25 tierces, 6 barrels..... 7 hogsheads, 26 barrels, 10 kilderkins... 21 qtr. casks, 98 barrels, 8 cases..... 11 puncheons, 30 cases..... 5 qtr. casks, 68 cases..... 246 hogsheads, 4 tierces, 140 barrels..... 320 chests.....	Drugs and Dye Stuff. Groceries. Hardware. Hats and Caps. Molasses. Spirits, Ale, &c. Do. Brandy. Do. Rum. Do. Wine. Sugar, Raw. Tea.
Forman's.....	50 puncheons, 1 tierce, 9 barrels..... 117 hogsheads, 2 barrels.....	Molasses. Sugar.
Frith's.....	299 barrels..... 379 puncheons, 34 tierces, 22 barrels..... 129 hogsheads, 9 tierces, 120 barrels..... 6 chests.....	Flour. Molasses. Sugar. Tea.
Granville.....	4 cases..... 2 cases..... 11 cases..... 1 box..... 144 chests, 25 half.....	Cotton, Linen, &c. Hardware. Paper. Soap. Tea.
Hamburg.....	1 case..... 9 hogsheads, 5 casks..... 105 cases, 4 qtr. casks.....	Candles. Spirits, Ale, &c. Do. Wine.
Hamilton's.....	46 bags..... 358 hogsheads, 20 tierces, 39 barrels..... 4 cases..... 618 puncheons, 58 tierces, 55 barrels..... 54 barrels.....	Coffee. Molasses. Spirits, Gin and Whiskey. Sugar, Raw. Do. Refined.
Innis's.....	15 barrels..... 9 boxes..... 10 tierces..... 23 hogsheads, 10 qtr. casks..... 556 hogsheads, 541 qtr. casks, 30 cases..... 94 puncheons..... 439 hogsheads, 133 tierces..... 53 boxes.....	Beef and Pork. Drugs, Dyestuffs, Pt. Medicines. Molasses. Spirits, Brandy. Do. Gin and Whiskey. Do. Rum. Sugar, Raw. Tobacco.
Italian.....	24 boxes..... 18 bags..... 9 kegs..... 9 boxes, 47 half..... 1 cask..... 6 qtr. casks..... 1 box..... 8 hlds., 10 half hlds., 38 bbls., 40 baskets 7 hogsheads, 9 qtrs., 23 cases..... 5 hogsheads, 9 qtrs., 150 cases..... 4 puncheons..... 11 hogsheads, 6 qtrs., 14 cases..... 9 barrels..... 62 chests, 46 half chests..... 21 cases.....	Candles. Coffee. Drugs and Dye Stuff. Fruit, Raisins. Molasses. Oil. Soap. Spirits, Ale, &c. Do. Brandy. Do. Gin and Whiskey. Do. Rum. Do. Wine. Sugar, Refined. Tea. Tobacco, Cigars.
Jericho.....	44 cases..... 16 puncheons.....	Spirits, Brandy. Do. Rum.

## MERCHANDIZE IN WAREHOUSE.

Warehouse.	Quantity.	Description of Goods.
Jerusalem .....	14 cases..... 16 boxes..... 30 bags..... 18 boxes..... 20 bales, 22 cases, 20 pkgs., 1 box..... 10 casks, 380 kegs, 48 bbls., 85 cases..... 98 boxes..... 91 boxes, 38 qtrs..... 6 casks, 30 barrels, 14 cases..... 74 boxes, 93 cases..... 391 kegs, 1 box, 1 cask, 260 bars, 24 bundles 264 puncheons, 11 tierces, 23 barrels..... 7 cases..... 373 boxes..... 170 barrels, 4 hogsheads..... 30 hogsheads, 3 qtrs., 59 cases..... 39 hogsheads, 64 qtrs., 185 cases..... 64 puncheons..... 7 demijohns..... 31 hhd., 36 qtrs., 173 cases, 16 baskets.. 178 hhd., 97 barrels, 27 boxes..... 6 barrels..... 759 chests, 328 half, 154 boxes..... 1 case.....	Bread. Candles. Coffee. Confectionery. Cotton, Linen, &c. Drugs and Dye Stuffs. Earthenware. Fruit, Raisins. Do. other. Groceries. Earware. Molasses. Paper manufactures. Soap. Spirits, Ale. Do. Brandy. Do. Gin and Whiskey. Do. Rum. Do. Strong Waters. Do. Wine. Sugar, Raw. Do. Refined. Tea. Tobacco, Cigars.
Mackay's .....	49 puncheons, 5 tierces, 2 barrels..... 38 chests.....	Molasses. Tea.
Mitchell's .....	53 bags..... 105 bags..... 56 puncheons, 2 tierces..... 14 barrels..... 9 hogsheads, 9 qtrs., 15 cases..... 4 hogsheads, 22 qtrs., 30 cases..... 43 puncheons..... 109 casks..... 98 hogsheads, 14 barrels..... 53 chests..... 1 case.....	Coffee. Ginger, &c. Molasses. Spirits, Ale, &c. Do. Brandy. Do. Gin and Whiskey. Do. Rum. Do. Wine. Sugar, Raw. Tea. Tobacco, Cigars.
Moren's .....	843 barrels..... 1 puncheon..... 32 puncheons..... 93 hogsheads, 107 barrels.....	Flour. Molasses. Spirits, Rum. Sugar.
Portland .....	2281 boxes..... 767 barrels..... 11 hogsheads, 10½ tierces.....	Bread. Naval Stores. Tobacco.
Pryor's.....	10 bags, 32 boxes..... 50 cases..... 116 puncheons, 20 tierces, 8 barrels..... 82 casks..... 2 cases, 3 kegs..... 30 cases..... 139 hogsheads, 2 tierces, 2 barrels..... 37 barrels..... 22 chests, 67 half chests..... 21 boxes.....	Coffee. Fruit, other than Raisins. Molasses. Oil. Paint and Putty. Spirits, Wine. Sugar, Raw. Do. Refined. Tea. Tobacco.
Southern .....	55 bags..... 10 barrels, 3 packages, 65 tins..... 10 kegs.....	Coffee. Drugs and Dye Stuffs. Fruit.

## MERCHANDIZE IN WAREHOUSE.

Warehouse.	Quantity.	Description of Goods.
Southern .....	240 puncheons, 18 tierces, 20 barrels.....	Molasses.
	15 puncheons, 2 demijohns.....	Spirits, Rum.
	52 hogsheads, 137 barrels, 69 boxes.....	Sugar.
	133 packages .....	Tea.
Starr's .....	389 coils, 30 pkgs.....	Cordage, &c.
	9 packages .....	Cotton and Linen.
	19 casks, 3 cases, 1 box, 43 axles, 3 lengths chain, 4 anchors .....	Hardware.
	280 puncheons, 4 barrels.....	Molasses.
	50 cases.....	Spirits, Brandy.
	12 half pipes.....	Do. Wine.
Storey's .....	185 baskets.....	Vegetables, Onions.
	65 bales, 3771 packages.....	Cordage, &c.
	5 casks, 1 bale .....	Hardware.
	27 packages.....	Paint and Putty.
	2 hogsheads, 4 qtrs.....	Spirits, Gin, &c.
	2 pipes, 15 hogsheads, 8 qtrs.....	Do. Wine.
Strachan's .....	11 chests.....	Tea.
	180 puncheons, 7 tierces, 31 barrels.....	Molasses.
	46 casks .....	Oil.
	12 barrels .....	Sugar, Raw. 1 Crushing Machine.
Tobin's .....	7 bales .....	Cotton, Linen, &c.
	70 boxes, 18 crates .....	Earthenware.
	1841 barrels .....	Flour.
	20 barrels, 20 cases .....	Fruit, other than Raisins.
	12 qtr. casks.....	Groceries.
	935 bags .....	Hardware.
	116 puncheons, 20 tierces.....	Molasses.
	200 casks, 83 barrels.....	Oil.
	38 hogsheads, 75 qtrs., 473 cases.....	Spirits, Brandy.
	26 hogsheads, 40 qtrs., 62 cases.....	Do. Gin and Whiskey.
	21 puncheons, 1 hogshead .....	Do. Rum.
	4 butts, 3 pipes, 31 hhds., 118 qrs., 417 cases	Do. Wine.
	100 boxes.....	Stone.
	176 hogsheads, 40 boxes.....	Sugar, Raw.
11 barrels.....	Do. Refined.	
18 chests, 100 half.....	Tea.	
Union .....	4 bags .....	Coffee.
	5 boxes, 2 bags .....	Drugs and Dye Stuff.
	5 barrels, 9 bags .....	Fruit, other than Raisins.
	85 boxes, 4 bags, 1 case .....	Groceries.
	50 boxes .....	Soap.
	20 hogsheads, 70 puncheons, 20 barrels ..	Spirits, Rum.
	38 barrels.....	Sugar, Refined.
	90 chests, 121 half.....	Tea.
	9 boxes .....	Tobacco.
	105 packages .....	Woodware.
Victoria .....	9 cases .....	Bread.
	3 cases .....	Cotton, Linen, &c.
	3 cases .....	Drugs and Dye Stuff.
	10 barrels.....	Fruit, other than Raisins.
	5 casks .....	Hardware.
	2 sides.....	Leather.
	1 puncheon.....	Molasses.
	9 packages .....	Merchandize.
20 boxes .....	Soap.	

## MERCHANDISE IN WAREHOUSE.

Warehouse.	Quantity.	Description of Goods.
Victoria. ....	5 hogsheads, 78 barrels. ....	Spirits, Ale, &c.
	2 pipes, 7 hhds., 17 qtrs., 98 cases . . . .	Do. Brandy.
	6 puns., 3 hhds., 52 qtrs., 269 kegs, 149 cases	Do. Gin and Whiskey.
	53 puncheons. ....	Do. Rum.
	1 butt, 12 hhds., 35 qtrs., 12 cases. ....	Do. Wine.
	12 barrels. ....	Sugar, Refined.
	19 chests, 35 half. ....	Tea.
	1 box. ....	Tobacco.
West India . . . . .	43 barrels . . . . .	Beef and Pork.
	60 bags . . . . .	Coffee.
	5 barrels . . . . .	Drugs and Dye Stuffs.
	2 barrels, 1 box . . . . .	Earthenware.
	621 puns., 70 trcs., 54 bbls., 16 half bbls..	Molasses.
	85 barrels. ....	Oil.
	50 bundles . . . . .	Paper manufactures.
	10 hogsheads, 22 qtrs., 10 cases. ....	Spirits, Brandy.
	9 hogsheads, 30 qtrs. ....	Do. Gin and Whiskey.
	232 puncheons. ....	Do. Rum.
	20 qtrs . . . . .	Do. Wine.
	203 hogsheads, 3 tierces, 159 barrels. ....	Sugar.
	40 half chests. ....	Tea.
West's . . . . .	50 barrels, 145 bags. . . . .	Coffee.
	7 puncheons, 18 tierces, 27 barrels. ....	Molasses.
	164 puncheons. ....	Rum.
	594 hhds., 38 bbls., 8 trcs., 7 bags. ....	Sugar.
Great Bras d'Or . . . .	\$119 (value) . . . . .	Hardware.
	624 gallons. ....	Molasses.
	4 gallons. ....	Spirits, Gin and Whiskey.
	991 lbs. ....	Tea.
Liverpool. ....	5 barrels. ....	Beef and Pork.
	\$3959 (value). ....	Cotton, Linen, &c.
	12 " . . . . .	Hardware.
	429 " . . . . .	Leather manufactures.
	23244 gallons. ....	Molasses.
	1566 gallons. ....	Oil.
	96 gallons. ....	Spirits, Wine.
	146 gallons. ....	Do. Rum.
	11330 lbs. ....	Sugar.
Port Hawkesbury . . . .	20 sides. ....	Leather, Sole.
	829 gallons. ....	Molasses.
	160 gallons. ....	Oil.
	4937 lbs. ....	Sugar.
	9422 lbs. ....	Tea.
Sydney. ....	69 gallons. ....	Spirits, Brandy.
	249 gallons. ....	Do. Gin and Whiskey.
	153 gallons. ....	Do. Rum.
	35 gallons. ....	Do. Wine.
Windsor. ....	69 galls. ....	Spirits, Brandy.
Yarmouth . . . . .	4 pieces. ....	Hardware.
	9573 gallons. ....	Molasses.
	1788 gallons. ....	Oil.
	206 gallons. ....	Spirits, Brandy.
	316 gallons. ....	Do. Rum.
	233310 lbs. ....	Sugar.
	3050 lbs. ....	Tea.

ABSTRACT OF THE ESTIMATED QUANTITIES OF MERCHANDIZE IN WAREHOUSE.

WHERE WAREHOUSED.	Arms and Ammunition	Beef and Pork.	Wheat.	Butter and Lard.	Candles.	Coffee.	Confectionery.	Coriander.	Cork.	Cotton, Linn, Silk, &c.	Cotton Warp.	Drugs and Dye Stuffs.			
	Pkgs.	Bbls.	Pkgs.	Lbs.	Pkgs.	Lbs.	Pkgs.	Pkgs.	Bags.	Pkgs.	Value in dollars.	Pkgs.	Tons.	Pkgs.	
Halifax—															
Acadia.....		12	1150												
Binney's.....						200	8	35							
Black's.....						3360	30								25
Britannia.....															80
Brown's.....		25			379	10106				10		4	47½		1
Caldwell's.....		6													
Caledonian.....			578												
Central.....		50		3750		850	18					25			100
Chebucto.....					62										
Clarke's.....			351			12820	1	3							
Cochran's.....						5600									
Collins's.....															204
Commercial.....	1					32488		43	251						179
Creighton & Grassie's.....		10				1120		61	166						20
Cronan's.....						6496									
Cunard's.....					330					10					
DeWolf's.....					40			42		8					26
Fairbanks's.....						9000				20					72
Forman's.....															
Frith's.....															
Granville.....										4					
Hamburg.....					1										
Hamilton's.....						10304									
Innis's.....		15													9
Italian.....					24	4032									9
Jericho.....															
Jerusalem.....			14		16	6.20	18			63					478
Mackay's.....															
Mitchell's.....						11872									
Moren's.....															
Portland.....			2281												
Pryor's.....						3860									
Southern.....						12320									78
Starr's.....								419		9					
Storey's.....								3836							
Strachan's.....															
Tobin's.....										7					8
Union.....						896									7
Victoria.....				9						3					3
West India.....		43				13440									5
West's.....						41480									
	1	161	4383	3750	852	186964	75	4439	417	136		29	47½	1299	
Arichat.....															
Bridgetown.....															
Kelly's Cove, G. Bras d'Or.....															
Liverpool.....		5								3959					
Margaretsville.....															
Port Hawkesbury.....															
Pugwash.....															
Sydney.....															
Wallace.....															
Windsor.....															
Yarmouth.....															
		5								3959					
	1	166	4383	3750	852	186964	75	4439	417	136	3959	29	47½	1299	

ABSTRACT — CONTINUED.

WHERE WAREHOUSED.	Earth'ware.	Flour.	Fruit— Italians.	Fruit— All other.	Ginger, &c.	Groceries.	Hardware.		Hats & Caps.	Leather.	Leather manufacture.	Molasses.	Naval Stores	
	Pkgs.	Bbls.	Lbs.	Pkgs.	Pkgs.	Pks.	Pieces and Pkgs.	Value in dollars.	Pkgs.	Sides.	Pkgs.	Value in dollars.	Galls.	Pks.
<b>Halifax—</b>														
Acadia.....						16						37350		
Binney's.....		39										5260	50	
Black's.....	36		2100			29				255		5320		
Britannia.....	3						2					20410		
Brown's.....	8	129	710				63		1			22150		
Caldwell's.....		275								151		32350		
Caledonian.....												20910		
Central.....		299									76	4420		
Chebucto.....	4													
Clark's.....			914				4					114820		
Cochran's.....									1			2400		
Collins's.....		1430	3345			24	3					64410		
Commercial.....	24	185	14005	5		71	31			101		65680	88	
Creighton & Grassie's.....			42325	10		5					2	6730		
Cronan's.....	2										20	1690		
Cunard's.....														
De Wolfe's.....		9				40	5					3250		
Fairbanks's.....						48	1		8			81100		
Forman's.....												6690		
Frith's.....		299										52310		
Granville.....							2							
Hamburg.....														
Hamilton's.....												27130		
Innis's.....												700		
Italian.....			659									114		
Jericho.....														
Jerusalem.....	98		2101	50		167	577					35780		
Mackay's.....												6780		
Mitchell's.....					105							7420		
Moren's.....		843										130		
Portland.....														767
Pryor's.....				50								16720		
Southern.....				10								33060		
Starr's.....							73					36520		
Storey's.....							6							
Strachan's.....												24820		
Tobin's.....	88	1841		40		12	935					6020		
Union.....				14		90								
Victoria.....				10			5			2		130		
West India.....	3											87490		
West's.....												2180		
	275	5340	66159	189	105	502	1707		10	509	98		832244	855
<b>Arichat.....</b>														
Bridgetown.....														
Kelly's Cove, G. Brasd'Or.....								119				624		
Liverpool.....								12			429	23244		
Margaretsville.....														
Port Hawkesbury.....										200		829		
Pugwash.....														
Sydney.....														
Wallace.....														
Windsor.....														
Yarmouth.....							4					9578		
							4	131		200		429	34270	
	275	5340	66159	189	105	502	1711	131	10	709	98	429	866514	855

ABSTRACT — CONTINUED.

WEEK WAREHOUSED.	Oil.		Paint and Putty.	Paper manufacts.	Rubber manufacts.	Soap.	Spirits.						
	Pkgs.	Galls.					Ale.	Brandy.	Gin and Whiskey.	Rum.	Strong Waters.	Wine.	
			Galls.	Galls.	Galls.	Galls.							Galls.
Halifax—													
Acadia .....	18												
Binney's .....	82					12							
Black's .....							9630	2538	1907				918
Britannia .....	80							102		950			
Brown's .....	99			1				354	80	17720			
Caldwell's .....													450
Caledonian .....	9								178				
Central .....					24	226	1980	1896	1430				1326
Chebucto .....	50		3				300	240	40				170
Clarke's .....						287	8980	802	8833	5280			1924
Cochran's .....								2428		240			
Collins's .....	240		1				12540	68	1152	120			5494
Commercial .....	111		5			879	540	694	4573				
Creighton & Grassie's .....							2130	2232	420	360			9450
Cronan's .....													
Cunard's .....	4		4						140				932
De Wolf's .....	5					61			2913				
Fairbanks's .....							1350	2398	4324	1380			306
Forman's .....													
Frith's .....													
Granville .....				11		1							
Hamburg .....							815						346
Hamilton's .....									8				
Innis's .....								1950	66439	11280			
Italian .....	6					1	1623	842	1051	480			980
Jericho .....								88		1920			
Jerusalem .....				7		373	5940	2320	5986	7680	420	3478	1
Mackay's .....								420	696	1218	5160		340
Mitchell's .....											3840		
Moren's .....													
Portland .....													
Pryor's .....	82		5										60
Southern .....										1806			
Starr's .....									100				720
Storey's .....			27							316			1282
Strachan's .....	46												
Tobin's .....	283							6156	3764	2590			7794
Union .....						50				10100			
Victoria .....						20	2640	1548	5353	6360			2150
West India .....	85			50				1468	1890	27840			680
West's .....										19680			
	1200		45	69	24	1910	48888	29060	111875	124786	420	38800	1
Arichat .....													
Bridgetown .....													
Kelly's Cove, G. Bras d'Or .....									4				
Liverpool .....	1566									146			96
Margaretsville .....													
Port Hawkesbury .....	160												
Pugwash .....													
Sydney .....								69	249	153			35
Wallace .....													
Windsor .....								69					
Yarmouth .....	1788							206		316			
	3514							344	253	615			181
	1200	3514	45	69	24	1910	48888	29404	112128	125401	420	38981	1



ABSTRACT — CONTINUED.

WHERE WAREHOUSED.	Stone-manufact	Sugar.		Tea.	Tobacco.		Vegetables.		Woodware.	Miscellaneous.
		Raw.	Refined.		Manfd.	Cigars.	Onions.	Other.		
		Pkgs.	Lbs.	Bbls.	Lbs.	Lbs.	Pkgs.	Lbs.		
Halifax—										
Acadia..		22650	19	1445						
Binney's		291080		7625	5454					
Blac <sup>h</sup> 's		40600		16135	3660	4				
Britannia..		10150								
Brown's...		225565		45358	1952			665		
Caldwell's	100	97150		5270						
Caledonian		92465		1700						
Central		88350	94	11490	2074	7	2800			
Chebucto..										
Clark's		972975	51	72440	1818					9 cases Tobacco Moulds.
Cochran's		333350		1905	3660	4	8540			
Collins's		66765	1	12370		3				
Commercial.	1	227565	44	48580	23390		4200		45	
Creighton & Grassie's		17375		13565	1044					
Cronan's...		210250								
Cunard's				16945						
DeWolf's	20			1175	2400					
Fairbank's...		371470		27200						
Forman's		170100								
Frith's		221970		510						
Granville..				13365						
Hamburg										
Hamilton's		959515	54							
Innis's		797090			6466					
Italian			9	7340		21				
Jericho										
Jerusalem		292345	2	150115		1				
Mackay's				3230						
Mitchell's		138000		4505		1				
Moren's		158925								
Portland					13650					
Pryor's...		203760	37	4885	2562					
Southern		137965		6650						
Starr's				935			1480			
Storey's										
Strachan's		2700								1 Crushing Machine.
Tobin's	100	273600		6030						
Union			38	13095	1098					105
Victoria...			39	3190	122					9 pks. genl. Merchandize
West India..		332765		1800						
West's		879000								
		221 7335495	388	498753	69350	41	17020	665	150	
Arichat										
Bridgetown										
Kelly's Cove, Gt. B. d'Or				991						
Liverpool		11330								
Margaretsville										
Port Hawkesbury		4937		9422						
Pugwash										
Sydney										
Wallace										
Windsor										
Yarmouth		233310		3050						
		249577		13463						
		221 7585072	388	512216	69350	41	17020	665	150	

## APPENDIX No. 3.

### MILITIA OF NOVA SCOTIA.

*Office of Adjutant General Militia,*

*Halifax, N. S., Oct. 26, 1866.*

SIR,—

In submitting to your Excellency the following report, it has occurred to me, since drawing it out, that without some explanation,—although the proposed change of organization of the Militia may be deemed better than the present system,—so extensive an alteration may be considered unnecessary or inexpedient, attended as it must be with increased expense, even if only carried into effect as a system with less training and expense than suggested.

On that account it is better to add explicitly that the raising of service forces by the old plan of ballot is very objectionable; it is commencing to organize a force for service by bringing men together from all parts of the country in a state as remote as possible from antecedent organization.

Times have greatly altered since the old ballot system was initiated; then, a few regiments of the line, in aid of a considerable, but very indifferently trained militia force, were sufficient to give a tolerable sense of security against attacks that could neither be sudden nor better organized than the defence.

Things are now completely reversed.

With the ballot, what with the medical inspections, men providing substitutes, and other delays, the men thus drafted and embodied would take a serious space of time in presenting even a semblance of organization. The next reserve, if any, would have to be also got together by ballot, or warned as individuals, to be ready to proceed to a given rendezvous; before arriving at which they could not be trained.

During the last alarm very great anxiety was felt on this point; and, after all, the ballot could not be resorted to, but volunteers, and such men as could be got together, had to be armed and warned promiscuously at the nearest posts. It is worth considering what the state of things would have been, on a declaration of war by a powerful, well-prepared enemy, instead of a mere marauding threat? Halifax was the point supposed to be threatened, and the metropolitan regiments were accordingly called out, and put under such training as could be managed under cover in the winter season, being chiefly the platoon exercise.

To speak plainly of the result, except the volunteers, the men, as a body, were not fit to meet and manœuvre against a well disciplined force, although they would probably have repulsed an equal number of raiders no better trained than themselves. But with the system now drawn out, when completed, 1070 first service men, 1070 first reserve, and a considerable proportion of recruits having trained 28 days for two years, and, if necessary, a large number from the other reserves, and probably some militia volunteers in a good state of discipline and training, could be assembled; it would be easy to throw 6000 really effective men into Halifax, the greater part of them after a few hours notice.

And this is not applicable to Halifax alone. In all the other important towns in the Province, a good force of better trained men would be in readiness.

In fact, the plan submitted secures the certainty of instant effective action at any time and place. The ballot plan ensures delay, and, in my humble opinion, certain defeat, from an enemy cognizant of our state and able to take advantage of it, particularly in places not accessible by the imperial troops in time to oppose.

The ballot system is no fairer than a classification by age, the calculation by chances being equal, so far as active service is concerned in the question; a man may happen to be drafted by ballot, or war may occur when a man is between certain ages; the only difference is in the certainty of being first or next for service; and this certainty gives the service and country the unquestionable advantage of having these men prepared for duty beforehand, and the men themselves the advantage of certain reciprocal protection in the field, the sure result of a better state of organization and discipline. Another advantage accruing would be, that the first service men would be nearly all unmarried and without families, the few married men involved in the first service men and first reserve would have but small families; this is sufficiently plain by a reference to the Scale D, annexed, where it is shown that under 20 years of age there are but 31 married men; between 20 and 30, out of 27,998 men, only 7,022 were married; whilst from 30 to 40 years of age, as many as 13,514 were married, and 284 in addition were widowers; out of only 17,447, those from 40 to 45 will be nearly all married, with families.

In considering the matter as a State affair, quite apart from natural feelings, the loss of the father of a large family is a much more serious concern in every national point than that of a person less encumbered; the State may provide liberal pensions for widows and children, but they, deprived of their natural protector, will run a sad chance of having to contend with the pressing needs of life too early in years.

In trying to treat this as a mere matter of State expediency, few, I think, can contemplate so great an emergency as would force a large proportion of family men to take arms, without a feeling of solicitude. The system proposed reduces this evil to a minimum, whilst it does not absolve from duty the men having such anxious obligations. Should their turn unfortunately arrive, your Excellency may depend on their firm performance, with the incentives and reliance of men who have confidence in the government of events beyond human control, and who recognize their duty to their Queen and country.

I have the honor to be,

Your Excellency's most obedient,  
and most humble servant,

R. BLIGH SINCLAIR,  
Col. and A. G. M.

To His Excellency SIR W. F. WILLIAMS, of Kars,  
Bart., K. C. B., Commander-in-Chief N. S. M., &c. &c. &c.

## ADJUTANT GENERAL'S REPORT

ON ADVANCING THE STATE OF THE NOVA SCOTIA MILITIA BY  
A NEW CLASSIFICATION.

*Office of Adjutant General Militia,  
Halifax, N. S., Oct. 19, 1866.*

SIR,—

I have the honor to submit to your Excellency that the system pursued during the past six years, under orders received, has resulted in an organization of the Local Forces, on which far greater progress can now be safely founded.

Great and satisfactory as the advancement and almost completion of this extensive organization has been, a point has been reached worthy of most serious attention, in order to take into consideration the manifest practicability of bringing the Militia Forces into a far higher state of efficiency than the present system, which has now served its purpose, will allow.

To obviate crowding too many topics together in one voluminous report, I propose this year to submit to your Excellency three separate subjects singly,

First.—The present one with the accompanying scales annexed, marked A, B, and C, respectively, containing a progressive numerical explanation of a design to divide the Local Forces into—

First men for effective training;

First service men; and

Successive reserves with graduated, lessening training and duty in peace.

The plan submitted being calculated to construct a defensive power of very great comparative efficiency, by maintaining a defensive force of 50,000 or 60,000 men at less cost than three regiments of the line or 2,500 men, and a reduction of personal service on the part of men of greater industrial value to the State on account of their more mature age and consequent superior experience in the avocations of their several callings.

Second.—A Financial Report, together with the accounts of the year's expenditure, now in course of preparation.

Third.—A Statement respecting the condition of the Local Forces, with the Inspecting Officers' Reports, summary appendices, schedular returns and statistics, reduced to method, but which cannot be compiled until January next, after the end of the military year, and the receipt of the necessary returns.

I have the honor to state that the five days' annual drill of all the men of martial age, *i. e.*, between 16 and 45 years of age, having now had the effect of forming a thorough organization by regiments, with nearly a full complement of well trained, examined, and passed officers (with inconsequential exceptions), the militia forces of this Province, by last year's returns, consisting of 59,379 of all ranks, are now well in hand, and capable of carrying out any orders they may receive from your Excellency commanding in chief, with the object of further progress.

The Inspecting Field Officers report that the five days' training carried on for some years produced a marked annual improvement, but this improvement has its limit, and that limit, in the majority of the militia regiments, has been nearly or quite reached.

In effecting further advancement, I submit, for the consideration of your Excellency, that neither the old militia law of the Province, the present enactment based on it, the system of Her Majesty's regular standing forces, nor any known European continental military institution is perfectly applicable to the local forces of this Province.

But a judicious and careful modification of the best European militia systems, taking advantage of whatever may be applicable in less degree, guided as far as practicable by Her Majesty's Standing Regulations for the Army, grafted on our present militia institutions with enactment amended for the purpose, aided by the experience of the effects of the working of the militia laws of the Channel Islands (where preliminary school training is adopted, with prizes,) will unquestionably develop our defensive powers at far less national cost than would be incurred by any other contrivance.

In framing, under your Excellency's instructions, a proposed plan of service men, with successive gradations and reserves, due regard has been had to a state of peace and war. The matter was found to be far more intricate than any one not having tried it would suppose.

I have the honor to observe that the assumed proportional units or periods of training laid down for the respective classes are merely explanatory of the system submitted; in profound peace, with possibility of war very remote, experience might show that less drill proportioned to the different classes might serve to maintain them in a tolerable state of organization and training, particularly with young men who have been thoroughly grounded in the first and second parts of the drill book at school.

In war, or impending war, the proposed system, reducible to a safe but effective scale in peace, is elastic or extensible to any degree the resources of the Province would admit.

Ten thousand first service men of all arms, or any portion of them, clothed, armed, accoutred, and trained near their own homes, passing into successive reserves, might at any time be embodied, and put under permanent training and duty, should occasion require it; whilst the first service men are recruited and maintained from the first training men as fast as the former pass into the first reserve, maintained in like manner from the first service men as its men pass into the second reserve, so that the respective strength of all the different grades of the organization will be kept up.

The rolls will, of course, have to be amended and classified by age, as soon as the first 10,000 service men are formed. Should unforeseen emergency occur during the development of the system, the reserves not having gone through the previous course, would have to be trained up to required standard, commencing with and paying most attention to service men and the youngest reserve, being the one next for duty—a measure which would be needful in war even after the system is perfected.

Minus casualties

One-fifth of the whole force would be young men under 21 years of age, in full training for 1st service men;

One-fifth 1st service men, with half training;

One-fifth 1st reserve—5 days' training;

One-fifth 2d reserve { 5 days' training with 1st reserve up to 30 years of age,  
One-fifth 3d reserve { then muster and review only to 45 years of age, except volunteer militiamen;

The residue being final reserves, the equivalent of the Prussian Landsturm, consisting of men over 45 years of age capable of bearing arms. The total, deducting as many as 15,000 men unable to serve from illness or physical infirmities, would give 50,000 men.

It may be remarked that only a very severe crisis could call the whole 1st service men, or the whole 1st service men and the whole 1st reserve, to arms and away from home, these would amount to 20,000 men, or more than a third of the force. The uniforms of these men, provided at the rate of 10,000 every year, if well cared for, would last for several years, shell-jackets being issued to the 1st training men, some of whom would be growing lads, a new tunic or patrol jacket, great coat, and the rest of a uniform complete, being issued to them as they pass into the 1st service men, exacting security for safe and good keeping, with penalty in default of appearing in uniform in a proper state whenever called out.

Whenever a reliable force of 1st reserve and 1st service men can be counted on, the other reserves might be put on reduced training; but good encouragement should be given to effective militia volunteers belonging to the other reserves, under 45 years of age, to join the 1st reserve and 1st service men for training and review, with the understanding that they will only be called on for active service with their respective reserves, unless they volunteer or are called on to meet a sudden incursion.

The representatives of the final reserve would be numerically insignificant, but very valuable for administrative and local services if required.

The census being by periods of ages of ten years, a conjectural balance had to be struck for those between 40 and 45; also, from the way in which the younger ages were classified, boys of 15 had to be deducted by proportionate calculation from those attaining martial age; the calculations are sufficiently approximate; it is not likely that in counting downwards from 21 years of age any of 15 or 16 would be included in the first levy for training, which might be made to exclude those under 17. Serious miscalculation is unlikely, and could be rectified after the first year's trial by counting out any requisite quota upwards from 21. As the census of 1860-61 gives 77,128, which must include many men physically unfit for service, and the militia returns of last year show 59,379 first class men between 16 and 45, in estimating only 50,000, sufficient margin is allowed, population having increased since the census.

As already stated, to carry out the plan, legislative enactment would have to be amended; the ballot would have to be abrogated, but substitution retained both in peace and war; in peace by commutation in lieu of personal service, in war by an increased commutation and providing a substitute; but as the next man on the roster should be next for service or paying his commutation in turn, and so downwards, it would be better to have commutations paid into the treasury, leaving the regimental authorities to provide the next man by roster.

In civil life many are more profitable both to the State and themselves when engaged in their ordinary avocations than they would be in the ranks of an army, which chiefly requires physique; but any one whose wealth, position, important business, or disinclination for military service in the ranks, with means to evade it by commutation, on declining personal service, should pay its full equivalent. Whether in war or peace, the providing a personal substitute does not entirely cover the duty thus transferred, as it takes a man off the duty roster; anything paid should go to the service of the State to aid in making up this deficiency.

There are no serious difficulties in the way of carrying out the proposed method. With the militia arrived at its present state, far less labor would be incurred than was incurred in carrying out that organization which has brought the force into its existing condition. There is no reason to anticipate that the young men of the Province would not step forward rather than keep aloof and give trouble about their ages. Isolated instances might occur, but the law, contemplating indifferent registries, makes ample provision for settling such matters summarily, and the ages of young men are generally well known in their neighborhood.

The system has the great advantage of not disturbing the organization as it now stands; on the contrary, that organization would facilitate carrying it out, the commanding officers of regiments with their staff and officers seeing to the performance of the whole training, which converges into their review and inspection.

The Commanding Officer, together with the Inspecting Officer, should have plenary power vested in them to disrate, disqualify, and decline any payment to any officer, instructor, company, or squad not being competent or in a proper state of discipline; and any regiment adversely reported on as a whole by the officer inspecting it should be deprived of all pay and allowances of any kind till reported in a proper state. This power should be in the hands of the Commander-in-Chief, without appeal.

In the estimate of expenses (Scale C) I have entered a full amount for the five days' final work. The preliminary squad training of the 28 and 14 days' training men would not take them far from their abodes; and when, together with the five days' training men, they muster at company head quarters for four days' company drill, as at present, the greater number of the three classes would be residents at or quite near company head quarters, and the same thing would obtain, to a considerable extent, at the regimental muster on the last day; those resident on the spot should either not receive pay or receive it on a scale much reduced; in fact, only such men as may be called some miles away from their abode for battalion or company training, and occasional brigade drill in the few places admitting it, would need subsistence in cases where they could not reach their own homes again the same day. The expense will not be so considerable as would appear at first sight, and this advantage will increase with the growth of population. Returns are called for of men residing at or near regimental head quarters, on which to base a reduced and reliable estimate, if required.

But complete squad and company drill are by far the most important, and these could almost without exception be performed early in the mornings without necessarily disturbing the business of the men, one hour's drill after dinner could be added, but the first training men should have their three drills a day regularly and consecutively, being chiefly squad drill. In a very few districts it is possible that squads could not assemble without considerable marching of the men; this should be a matter of the Inspecting Officer's report, and the regulations of the Commander-in-Chief, to suit such particular districts, giving less drill in consequence of greater distance to march. At the end of a day's hard labor or a long march men cannot train with any benefit.

It has been alleged that any militia drill at all unsettles men from their daily work, but this is only because of novelty; volunteers attached to and doing duty and drill with regiments in the Prussian Universities continue their studies with success, although their military duties occupy half their time; much less should a few hours drill unfit a man for manual labor or any occupation not requiring intense thought.

Experience has indisputably proved that feasible which would be deemed an impossibility by most professional officers; even the most complicated movements can be executed by our raw levies after five days' training under their own trained officers. But it must not be lost sight of that this is an effort successful only under the most favorable circumstances; such men would undoubtedly make rapid progress in steadiness and precision if permanently embodied, but it would be sanguine and rash in the extreme to expect them, with only the same training, and no early habituation to drill, to move with regularity in changing position under the fire of a disciplined and well-trained enemy. But were the men once well and truly grounded in squad and company drill, under such officers as they now have in most of the regiments, precision would soon become so habitual that perfect reliance could be placed on their steadiness under fire even for the first time.

To a professional eye the great defect in the movements of the militia regiments is their marching, which is too slow and hesitating.

Under any system short of the drill exacted in a standing force the men will never acquire the regulation step of the line. But by introducing a quicker and more natural step the ground would be got over faster and the men would move with more animation and spirit—as in the French service, in which the men are merely made to move in quick springy steps.

The introduction of breech-loading rifles will probably cause a revision of the whole of the field exercise now in use, in which celerity and light movements will be of chief importance, as every possible precaution will now have to be adopted to prevent being caught in column or compact order. Judging by the accounts of these weapons, they are likely to give our local forces advantages over any invaders similarly armed, so long as they are merely on the defensive on their own soil. But it must not be lost sight of, that purely defensive warfare is the most expensive warfare.

In a former report (for 1863) the remark was made that our militia could make celerity of movement answer instead of the exact precision of the line, which they need not hope to acquire; and the suggestion was thrown out not without an intimate practical and personal knowledge of the best militia in Europe, as well one of the best standing armies; the latter with a preponderance of old soldiers, the former composed chiefly of young soldiers so far as service is concerned; collision has since ensued between these forces, and the result is before the world.

The Austrian standing army was considered about the best drilled and steadiest in Europe; but the minute attention to parade drill details, which made the regiments of that army so perfect at reviews, also made them the slowest on the continent, their reputation in this respect being the frequent subject of ridicule by the Prussians, who in their turn were considered by the former as raw levies of ill trained men little to be feared.

The mass of the Prussian army is but an extremely well organized and well trained militia; the first service men being the younger men, the older men being in successive reserves; the first service men had to serve in camp or barracks for three years at the time alluded to, but subsequently extended, I believe, to five years; the men having less and less training as they got into the successive reserves.

The system, however necessary in that country, is far too oppressive for this, it absorbs the industry of the country terribly; the framework is, nevertheless, both suggestive and applicable, and, under the control of a constitutional government and people, safe in its most economical and least oppressive application, being far less expensive than a standing force of one thirtieth the numerical strength of our first class militia.

In conclusion, I will submit the observation, that although field camps, if means could be occasionally furnished for them, might be useful in favorable localities for brigading the militia, bringing them into barrack or casernes would be next to useless, except when actually required for garrison duty. Barracks are the expensive necessities of standing forces, except when they are used to subsidize quarters for forts or other defences; and beyond drill, guard mounting, and other duties that could just as well be learned elsewhere, there is little or nothing to be learned by a militia rifleman by his being put in barracks. Our militiamen would learn more close to their own homes, in a few days, constructing abattis and making a few rifle pits and simple intrenchments, than they could acquire in a town barrack in a month. I venture these remarks for two reasons: one, because I happen to know that an impression is abroad that there is something in the barrack atmosphere favorable to military development; the other, to take occasion to indicate what can really be taught and learned close at hand in the country in places similar to those where our men would have to serve were the Province attacked, besides which, each man would thus be learning how best to defend his own locality, and to guide reinforcements how best to go about the business.

The better to effect this, each command, particularly at the maritime posts, should be provided with a manual of simple field works, with plates; it is not improbable that the introduction of the new breech-loading rifle will be immediately followed by improved cheap editions of such works, or indeed that a new drill book will be supplemented with descriptions of fieldworks suitable for weapons that can be loaded and fired rapidly without either shifting them or rising.

I have the honor to be,

Your Excellency's most obedient,

and most humble servant,

R. BLIGH SINCLAIR,

Col. and A. G. M.

To His Excellency SIR W. F. WILLIAMS, of Kars,  
Bart., K. C. B., Commanding-in-Chief N. S. M., &c. &c. &c.



**SCALE A.**

*Proposed construction of the Local Forces of Nova Scotia into a permanent organization of Service Men and Reserves.*

PERIODS.	Ages Domin.	ALL ARMS.						NOTES.
		Present Class, all Arms and Ranks.	Rifles.	Rifles. Recruits.	Artillery.	Artillery. Recruits.	Naval Brigade. Recruits.	
1st Period.....	1867	50,000	None.	6,000	None.	2,000	None.	All undrilled men coming into the Province, to join the class their age attaches them to. Probably 8,000 Artillery will only be required.
	1868	50,000	None.	6,000	None.	2,000	None.	
	1869	40,000	6,000	6,000	2,000	2,000	2,000	
	1870	40,000	6,000	6,000	2,000	2,000	2,000	
	1871	30,000	12,000	6,000	4,000	2,000	2,000	
2d Period.....	1872	30,000	12,000	6,000	4,000	2,000	2,000	
	1873	20,000	18,000	6,000	6,000	2,000	2,000	
3d Period.....	1874	20,000	18,000	6,000	6,000	2,000	2,000	
	1875	10,000	24,000	6,000	8,000	2,000	2,000	
4th Period.....	1876	10,000	24,000	6,000	8,000	2,000	2,000	
	Present class expired.		Class A, B, & C. Rifles trained.	Training.	Class A, B, & C. Artillery trained.	Training.	Class A, B, & C.	
5th Period.....	1877	None.	80,000	* [6,000]	10,000	* [2,000]	10,000	Men to be divided into reserves of 10,000 each, according to age. Youngest men being the first for service.
	1878	None.	80,000	[6,000]	10,000	[2,000]	10,000	
6th Period and final organization.....								

NOTE.—In time of war or its impending, the training of all classes to be extended, paying most attention to first service and first reserve men. The recruits would have to fulfil their 28 days annual training at whatever age they join, then passing into the first reserve. If need be, the organization could be expedited by putting one or more reserves in training.

\* The recruits would be passing into the service men, as the final reserve men pass out into Landsttm. Thus half the recruits may be credited against half the men passing out of service reserves.

SCALE B.

130 Militia Regiments, 800 to 500 strong, with a limit of ten Companies each. 8 to 10 Recruits per Company, being current strength from year to year, to be taken from men under 21 years of age downwards, to be trained for first service men.

ABSTRACT FROM CENSUS 1860-61.

No. 1. Males over 15 and under 20 years of age.....	Single	19,428	19,454
"	Married	81	
"	Widowers	0	
No. 2. Males over 20 and under 30 years of age.....	Single	19,454	27,998
"	Married	20,864	
"	Widowers	7,022	
No. 3. Males over 30 and under 40 years of age.....	Single	27,998	27,998
"	Married	8,649	
"	Widowers	18,514	
No. 4. Males over 40 and under 50 years of age.....	Single	17,447	17,447
"	Married	1,090	
"	Widowers	11,479	
Approximate between 40 and 45, by calculating half, per census between 40 and 50.....		2)12,898	
		6,446	6,446
Subtracting approximate proportion of lads between 15 and 17....			71,845
Deduct casualties approximate, physical disabilities, &c....			7,781
			68,564
			18,564
			50,000

REMARKS.

From 21 years downwards, 10,000 recruits of all arms, extra training, say 28 days for two or three years.

Passing into first for service men, when fit.

1st Service Men.—Men joining under 24, not having been in recruits class, to perform extra training till fit.

10,000 men, from 24 upwards, 1st reserve. Next 10,000 men, according to age, next reserve, and so on. Men over 45 to count as Landstürm, or last reserve, and to be exempt from duty in peace.

In three years time the whole to be classified by ages.

**SCALE C.**

*Particulars of Training and Expenses under the proposed Organization.*

	1st Period. Squad Drill. 14 days.	2d Period. Squad Drill with two days Target Practice. 9 days.	3d Period. Company and Battalion and Review. 5 days.	Total Number of days.	Number of Men.
No. 1.—Recruits, (First period in squads of ten men,) Squad and Platoon, including two days' target practice for three years.....	14	9	5	28	10,000
2.—Then, with 14 days' training men, to be formed into squads of 20, or rank entire Companies .....	.....	9	5	14	10,000
3.—Five days' training men, together with the above, in small companies of 30 men....	.....	.....	5	5	10,000
4.—One days' muster and review men, liable to join five days' men every three years, if their state of training shows it to be requisite.....	.....	.....	fifth day	1	20,000
					50,000

*Pay of Officers and Squad Instructors for one Regiment.*

1 Lieutenant-Colonel, 5 days' pay, at \$5 per day.....	\$ 25 00
2 Majors, 5 days' each, at \$4 per day.....	40 00
1 Surgeon (target practice), 2 days' pay, at \$4 per day.....	8 00
1 Assistant-Surgeon (target practice), 2 days' each, at \$2 per day.....	4 00
1 Adjutant, 5 days' pay, at \$3 per day.....	15 00
8 Captains, 5 days' each, at \$2 per day.....	80 00
16 Lieutenants, 5 days' each, at \$1.50 per day.....	120 00
1 Quartermaster, 5 days', at \$1.50 per day.....	7 50
8 Sergeant Instructors, 5 days' each, at \$0.75 per day.....	30 00
	<u>\$ 329 50</u>

SCALE C.

Particulars of Training and Expenses under the proposed Organization. — CONTINUED.

No.	ITEMS.	Amount.	REMARKS.					
1.	Officers and Sergeant Instructors for 180 Regts., at \$329.50 per Regt..	* \$ 42,835 00	<p>* As the Inspecting Officers would have to devote much personal attention to their district schools, thus being much more absent from their homes, with increased travelling, the sum estimated would be insufficient. \$1,200 is their present annual pay, minus their travelling expenses, with no allowances whatever. Their present travelling expenses must equal a third of their pay. The non-commissioned Staff, most of them with families, and having to provide houses for them in Halifax, at a minimum rent of \$100, with taxes, are paid less than laboring men, having lodging and subsistence to provide for themselves in the country, after supporting their families at home.</p> <p>† An increase of this force in Militia Volunteers is now taking place, and should be liberally encouraged.</p> <p>‡ To be perfected for Squad Instructors.</p>					
2.	30,000 men, at 50 cts. per diem, for five days.....	*75,000 00						
3.	Uniforms.....	70,000 00						
4.	Ball Cartridge, for practice.....	10,000 00						
5.	Contingent for Arms.....	†14,000 00						
6.	Transport of Military Stores.....	10,000 00						
7.	Repairing Arms.....	3,500 00						
8.	*Staff, present rate.....	24,568 00						
9.	†Effective Volunteers, allowing same number as in 1866.....	‡5,035 00						
10.	Adjutants' pay.....	5,200 00						
11.	Qualified Sergeants, 500, at \$10 each.....	\$5,000 00						
12.	Printing and Publishing.....	3,000 00						
13.	Books and Stationery.....	600 00						
14.	Prizes for Rifle Competition, by Counties.....	576 00						
15.	Provincial Rifle Association.....	1,000 00						
16.	50 Targets required.....	805 00						
17.	Incidental Expenses.....	10,000 00						
	<b>DISTRICT SCHOOLS.</b>							
	<table border="0"> <tr> <td rowspan="4" style="vertical-align: middle;">                     17 District Schools }                 </td> <td>Pictou, Truro, Windsor, Cornwallis, at Head Quarters, Halifax.</td> <td rowspan="4" style="vertical-align: middle;">                     26,000 00                 </td> </tr> <tr> <td>Guysborough, Antigonish, Tatamagouche, Wallace, Annapolis, Digby, Yarmouth, Shelburne, Liverpool, Lunenburg, Sydney, Arichat, Port Hood, Louisburg, Whyccocomagh, and Baddeck.</td> </tr> <tr> <td></td> </tr> <tr> <td></td> </tr> </table>	17 District Schools }	Pictou, Truro, Windsor, Cornwallis, at Head Quarters, Halifax.	26,000 00	Guysborough, Antigonish, Tatamagouche, Wallace, Annapolis, Digby, Yarmouth, Shelburne, Liverpool, Lunenburg, Sydney, Arichat, Port Hood, Louisburg, Whyccocomagh, and Baddeck.			
17 District Schools }	Pictou, Truro, Windsor, Cornwallis, at Head Quarters, Halifax.		26,000 00					
	Guysborough, Antigonish, Tatamagouche, Wallace, Annapolis, Digby, Yarmouth, Shelburne, Liverpool, Lunenburg, Sydney, Arichat, Port Hood, Louisburg, Whyccocomagh, and Baddeck.							
		<b>\$ 807,114 00</b>						

\* Full rates are given, but this expenditure will be reducible to nearly a third by only allowing subsistence to men sleeping out, or in cases of very remote abode, dispensing with their services on authentic report.

† Subject to reduction provided the allowance covers loss to the Queen.

‡ Would augment with Militia Volunteers.

§ Deduct from No. 1, in which category the Non-commissioned Officers would be included.

*Office of Adjutant General Militia,**Halifax, N. S., Oct. 30, 1865.*

SIR,—

I have the honor to produce to your Excellency a statement of the Expenditure and Accounts of the Local Forces of this Province, for the past year, with remarks for information.

Captain Brechin, D. A. Q. M. G., has now chief charge of these accounts, the greater part of which runs into his department, under the Q. M. G.; and I am only doing an agreeable duty in reporting that he has ably and faithfully conducted this service, down to the most minute details.

The Militia Staff is the first charge on the sheet, \$23,963.37,—

Including clothing.....	\$ 923 28
Sergeant Instructors' travelling expenses.....	1383 61
Colonel Laurie's travelling expenses in part, charged by Imperial Government for previous years.....	341 14
Special expenses of Field Officers, allowed for extra service during Fenian threat.....	156 00
	<hr/>
	2804 03
Residue (being pay of all ranks) .....	21159 34
	<hr/>
Total .....	\$ 23963 37

The average strength of the Staff of all ranks for the year has been thirty-eight, making the average pay, from the Adjutant General down to the two men employed in the armory, \$556.82, or £111 7s. 5d. stg., per head, per annum; and this is rather above the rates of the previous five years.

Out of this, a clear deduction of \$1000, for the five Field Officers travelling expenses, which bear both heavily and unequally on them, and could not be more evenly adjusted. Lieut. Col. Milsom, for instance, has a distant district, with less advantage of railway travelling; Lieut. Col. Sawyer the same. The expenses of these two officers cannot be under £65 and £70, respectively.

On the other hand, owing to the high rate of taxes, living, and rent, the non-commissioned Staff, being, with only one exception, married men, most of them with large families, at least \$120 each may be deducted as being of no aid to them as paid soldiers, who, in other services, are not only supplied with quarters, but also with cheap rations; whereas these men have double domicile to provide, and none of these advantages. In the whole, this will be a further reduction of \$3720, which will reduce the whole average—

	\$ 21159 34
Minus \$1000 for travelling expenses paid by Field Officers... \$ 1000	
And \$3720 rent and taxes for non-commissioned Officers' families who cannot accompany them on duty..... 3720	
	<hr/>
	4720 00
	<hr/>
	16439 34

Making a reduced average of \$432 each for pay of 38 Staff Officers and non-commissioned Officers of all ranks. Considering that the employment of thirty first class mechanics, for 313 working days in the year, would cost the Province \$18,780, without any supervision being charged, the outlay on this head must be considered the reverse of extravagant.

On the first formation of the Staff, complaints, arising from the exceptional conduct of one or two individuals, threatened our non-commissioned reputation; but in justice, it must be stated that, as a rule, no men contending with

difficulties could behave better; only nine have been reported for debt since the beginning of the organization in 1860, six of them being discharged in consequence, the other three settled with their creditors. Their discipline, *esprit*, and attainments as instructors, are excellent. Each knows that he is not so well off, in respect of pay and allowances, as a first class staff sergeant in the army. Having accepted the best conditions that could be offered under narrow circumstances, some of them are occasionally so hard put to it as to have to borrow before they can comply with orders. In the present aspect of affairs no reduction of the Staff can be recommended.

The next head under denomination of Local Forces includes—

1. Effective Volunteers, present strength .....	\$ 4028 00
A small expense, which if increased considerably by the accession of militia volunteers which are now forming, will add very greatly to the effective defence of the Province.	
2. Adjutants trained at Head Quarters .....	8081 54
This expenditure has conduced, more than any other, to raise the discipline and training of the militia. Officers are now attached to a majority of the regiments capable of judging of performance of all ranks on parade.	
3. Pay of do. for 1865.....	3600 00
Duty done, accuracy of, and attention to returns, quite justify this outlay.	
4. Militia Sergeants' pay.....	1870 00
Not paid without their competency being fully ascertained by Inspecting Field Officers. Greater strength urgently wanted.	
5. Militia Artillery uniforms.....	12494 56
The greater part issued, to enable the militia artillery to do duty in Halifax during the Fenian threat.	
6. Naval Brigade.....	1323 12
No considerable outlay to initiate a force likely to be of very great importance in aid of the Imperial marine forces, as well as for local defence by land.	
7. Pay of Local Forces on duty .....	6238 63
Consequent on Fenian threat, and the removal of troops to New Brunswick; by requisition from Major-General Doyle, &c., &c., in a despatch of April 15, requesting forces to be enrolled for garrison duty. This service was performed as economically as possible, perhaps too economically, by paying only men on actual duty for the day, and putting the supernumeraries to gun drill by batteries, instead of having the whole on permanent duty and pay. This duty was also participated in by the Halifax volunteer battalion and the volunteer artillery.	
8. Courts of Enquiry .....	104 63
This small sum shows that unnecessary expenditure is not made under this head, and tells well in favor of the discipline and subordination of the local forces.	

ARMS.

1. Contingent for 1865 .....	1946 19
As the number of arms now issued is far greater than in 1864-5, this matter will require the attention of the Hon. the House of Assembly before assuming the responsibility of issuing further contingents on the present scale. The rifles now issued are 16,740, contingent on which, at present rate of 50 cents, will be \$8,370.	

2. Military Stores and Transport.....	\$ 32847 19
Part of this large item is attributable to the transport of arms and ammunition to posts obnoxious to attack by the Fenian filibusters, who were reported to have gunboats, and the payment for ammunition and articles charged by the Imperial Government. It has transpired that an attack was intended on Digby. By the measures taken the raid would have been met in force; so that, although the invasion happened not to come off, the preparation cannot be held needless. \$20,000 of the first sum was for providing great coats for duty men in lieu of uniforms, as required, and for night duty in bad weather. After issue of these—of 3700 drawn from the Ordnance stores, and which cannot be returned, 800 are issued, and 200 were used but returned, which, together with 2700, are ready for future use in the militia store. A full supply had to be drawn to meet all possible requirements in garrison, as, had attack been made, the Imperial departments could not have attended to minor requisitions.	6667 16
3. Repairing Arms .....	892 48

## MISCELLANEOUS.

NOTE.—Under this head reference is made to the vouchers in the office of audit.....	10403 20
Total.....	\$ 114460 07

## RECAPITULATION.

The total ordinary expenditure for the year was.....	\$ 70126 49
Extra expenditure on account of threat of marauding incursion.....	44333 58
Total.....	114460 07
The estimate for the year was .....	77898 19
	36561 88
Deduct for great coats in charge .....	15654 37
Total extra expenditure.....	\$ 20907 51

I have the honor to be,  
 Your Excellency's most obedient,  
 and most humble servant,

R. BLIGH SINCLAIR,  
 Col. and A. G. M.

To His Excellency SIR W. F. WILLIAMS, of Kars,  
 Bart., K. C. B., Commander-in-Chief N. S. M., &c. &c. &c.

APPENDICES TO FINANCIAL REPORT

RENDERED TO HIS EXCELLENCY THE COMMANDER-IN-CHIEF, N. S. M.,  
 DATED OCTOBER 26TH, 1866,—SUBMITTED BY THE ADJUTANT-GENERAL  
 OF MILITIA.

In compliance with Your Excellency's request, the following particulars, with explanations and remarks, are appended, in order to render the expenditure still more explicit, by accounting more exactly item by item.

APPENDIX A.

Arm chests had to be issued for transporting the rifles, cost annexed, paid to the Imperial Government. This might be recovered by recalling the chests and handing them over to the Imperial stores; which measure, however, cannot be recommended, as, irrespective of the freight, the arms cannot be moved without the cases. The price paid, including departmental expenses, charged by the Ordnance Department, was. . . . .	\$2184 26
The Imperial charges cannot be deemed exorbitant, although on account of numbers the sums are large. But it must be borne in mind that the rifles issued to the Province free of charge represent a cash value of. . . . .	336800 00
Cramps, 1084, and spare nipples, 3,252, also charged as above. . . . .	693 76
Service ammunition. . . . .	4790 00
being 20 rounds per rifle, all that could be spared from Her Majesty's stores. Had the men been furnished with 60 rounds, as the soldiers of the line, this item would have been \$14,370. Only the men at places exposed to attack received arms and ammunition.	
Practice ammunition had to be furnished to teach the men the use of the rifle. On account of the increased issue of arms from 6,000 to 16,840, this item was a largely increased one. It amounted to \$6277.47, and the least possible issue to be of any utility, was made,	6277 47
It was found necessary to issue fifty additional iron targets to meet the extended distribution of rifles, and afford facilities of rifle practice,	1006 25
Naval Brigade uniforms, as under that head, page 13 (200 suits). . . .	1323 12
1500 copies Articles of War, for Commanding Officers and Magistrates, as, had attack been made, officers and men might, without this supply, have been under martial law without knowing its provisions, subjecting themselves to heavy penalties by Court Martial, &c., without knowing it till arraigned . . . . .	1350 00
As the only other head of importance is for duty pay, \$6238.63, it will be seen that, excepting for property accounted for or actually in hand, the current estimates were economised, although some items not in the estimates had to be covered, and in one or two instances the estimates to be exceeded.	



## APPENDIX B.

*Estimate of the amount required for defraying the charges of the Department of Militia, from 1st October, 1865, to 30th September, 1866.*

## ESTIMATE AND EXPENDITURE COMPARED.

Particulars of Estimate.	Amount of Estimate for year ending 30th September, 1866.	Expended.	Over Estimate.	Under Estimate.
<b>STAFF.</b>				
1. Adjutant General's pay .....	\$ 1400 00	\$ 1400 00		
2. Inspecting Field Officers' pay.....	4800 00	5400 00	\$600 00	
3.* D. A. Q. M. General .....		530 13	530 13	
4. One Sergeant-major and Clerk, pay.....	600 00	600 00		
5. One Sergeant Instructor (Rifle) Clerk, pay.....	496 92	542 12	45 20	
6. One Sergeant Instructor (Artillery) do.....	468 48	496 93	28 45	
7. Sergeant Instructors' pay.....	9350 14	11339 54	1989 40	
8. Armory men..... do.....	670 00	850 62	180 62	
9. Staff Sergeants' Clothing.....	875 20	923 28	48 08	
10. Travelling Expenses of Instructors.....	1394 45	1724 75	330 30	
11. Adjts. of Regts., for absentee and other training.....	2000 00	930 56		1069 44
<b>LOCAL FORCES.</b>				
1. Volunteer Companies over 60 effectives .....	3628 00	4028 00	400 00	
2. Adjts. and other Officers, trained at Head Qtrs..	15000 00	8081 54		6918 46
3. Qualified Sergeants, say 1200, at \$10 each.....	12000 00	1870 00		10130 00
4. Courts of Enquiry .....	500 00	104 63		395 37
<b>ARMS.</b>				
1. Contingent on, say 8000, at 50 cts. per stand....	4000 00	1946 19		2053 81
2. Military stores for 117 Regts. and 12 Vol. Co's..	6000 00	12402 82	6402 82	
3. Freight of do. and insurance.....	1500 00	1667 14	167 14	
4. Repairing Arms, &c.....	400 00	892 48	492 48	
<b>MISCELLANEOUS.</b>				
1. Printing, Publishing, &c.....	2000 00	3004 85	1004 85	
2. Books and Stationery.....	1000 00	528 21		471 79
3. Prizes for Rifle Competition .....	1600 00	1256 00		344 00
4. Gas, Fuel, Water, &c.....	200 00	336 80	136 80	
5. Telegrams.....	65 00	156 89	91 89	
6. Laying Platforms, Drill Grounds, &c.....	250 00	407 22	157 22	
7. Bedford Rifle Range.....	2500 00	220 90		2279 10
8. Adjutants' pay for 1865-6.....	3700 00	3600 00		100 00
9. Incidental .....	1500 00	3534 89	2034 89	
Total of Estimate.....	\$ 77898 19		14640 27	23761 97
Ordinary Expenditure.....		\$ 68776 49		
Under estimate.....			\$23,761 97	
Over estimate.....			14,640 27	
Retrenched and carried over for extra services....			\$9121 70	

So that to recapitulate again, in order to furnish your Excellency with a precise summary of particulars, which are spread over a multiplicity of accounts and vouchers, subject to the scrutiny of audit, the following is the result, which I hope is intelligible.

\* Pay from 21st March to 30th September not estimated for.

The estimate for the year, under tranquil circumstances, was.....	\$77898	19
Of this was expended only.....	\$68776	49
The saving ultimately effected in the year, but expended under pressure, was.....	9121	70
Total actual expenditure beyond estimate....	36561	88
Total expenditure.....	\$114460	07
From total actual expenditure beyond estimate.....	36561	88
Deduct necessary charges and disbursements, (App. A)....	\$17264	86
And great coats in charge, (page 14, recapitulation).....	15654	37
	<u>32919</u>	<u>23</u>
		<u>\$3642 65</u>

The above has been checked and balanced after a close examination of the accounts kept and given by the D. A. Q. M. G.

It will then clearly be seen that after accounting for imperial charges, military stores, targets, great coats, Naval Brigade clothing, and copies of articles of war, issued or on hand, the extra services have only cost the Province \$3642 65.

I can only add that in dealing with large numbers I have used every effort not to exceed the means of the Province, aware that an injudicious recommendation to your Excellency, costing only half a dollar a head for the 1st class militia, would involve the Province to the amount of \$25,000 by a stroke of the pen, if approved. This responsibility is very heavy. There is the additional anxiety of feeling that the practice of an over stringent economy, however beneficial to the public chest, does not do justice to the service for which my department may some day be held subordinately responsible, when people might be more inclined to look at actualities before them in a humor to blame previous economy, whilst at another time the same persons will be inclined to criticise expenditure; repeated experience proves this, and an officer who is in a dilemma of alternatives of the kind must always feel his difficult position. I will submit only one point out of a great many, which is so clear that any one can see it, however unaccustomed to deal with large numbers.

The practice ammunition for the year cost \$6277 47. It is, I believe, universally conceded that at any rate our militiamen ought to know how to shoot; and when threatened with hostilities, if not restricted, officers would naturally wish their men to have a full allowance of practice ammunition.

In the Regular Forces ninety rounds a man are allowed, the militia ought not to be restricted to less if they are to learn practical musketry with effect. This allowance, made to the whole of our first class militia, would cost \$57,857 14, instead of \$6,277 47. Were the sixty rounds service ammunition, which each soldier carries, added to this, at a cost of \$38,570, the ammunition for the year would have been supplied to the whole militia at a cost of \$96,427, or \$18,529 above the estimate, raising the total expenditure to \$199,720 instead of \$114,460, and to furnish all the men with arms issued only in the Imperial proportion, would have cost \$32,459, instead of \$11,067, charged on service and practice ammunition actually issued.

Whether so large economies are conducive to the efficiency of a large numerical force, is a question to be settled by the powers having constitutional control of the purse, before any administrative officer can venture to approach your Excellency with any recommendation providing for even the most reasonable requirements of the service.

Subjoined are charges by the Imperial government which will have to be included in this year's estimate:—

1,000 suits Militia Artillery uniforms.....	}	\$42,058 22
6,000 do. Infantry do. ....		

## MILITIA AND LOCAL FORCES OF NOVA SCOTIA.

### ADJUTANT GENERAL'S REPORT.

*Halifax, N. S., December 31st, 1866.*

SIR,—

I have the honor to lay before your Excellency the Reports and states of the Militia and Local Forces for the year now ending.

#### MILITIA TRAINING

Amendment was again marked; but it is my duty now to add that only five days drill, spread over the whole force, can gain no more head, nor gather any strength in men ranking fit for the field.

Hence a plan was brought before your Excellency to keep a part of the Militia in better readiness than heretofore, with the rest in reserve.

In surprise, danger, or on threat, time cannot be snatched, nor can granted means, however great, be of any avail whatever. Headlong haste could but squander money, without making trained men any the faster.

It is needful pointedly to state that no part of the militia worth the name of an effective force in hand, can be had and held in middling plight to meet whatever may happen without means to uphold a trustworthy knowledge of drill and an abiding, habitual skill in the use of weapons of war as well.

Neither, on the other hand, can this be taught without time given.

The whole first class militia cannot be equipped and well drilled. If it be yielded that any ready force be wanted, it behoves to cast about and find the best way of dealing with a part.

In organization, the mass of the militia stands vastly higher than it did; it was a ruin when grasped in 1860-61; now it may be deemed rebuilt.

The state of training, with the foregoing reservations, is also as good as can be reached; the officers and trained sergeants being far ahead of the men, from having had much more drill, and passing examinations.

That the organization into regiments, well commanded and officered, is, with slight arrearage, so thorough, is owing to the unflinching action of officers and men of the working militia, who bestirred themselves with a will that elsewhere would be reckoned matchless.

Besides the above reasons for narrowing the training to fewer men for the fore most array, the training of the whole force, however steadfastly and cheerfully the men have undergone the duty, is a heavy overstrain on industry, which the working militia have to bear gratuitously, as well as having indirectly to furnish no scant portion of the means to provide for their own training. It will soon begin to irk the older first class men.

To urge a supposed case in point. Were occasion to demand a like organization in the British Isles, and the enrollment of all the able-bodied male dwellers in the land, there would be nearly five millions of militiamen at home between 16 and 45 years of age, enrolled, divided into regiments, and almost completely officered by drilled, examined, and passed officers, the whole, excepting absentees for the year, attending five days drill in the year, without pay. Comment seems needless.

The first class militia claims more than a sixth of the population of the Province, counting all sexes and ages, taking in nearly all the able-bodied men fit for any kind of out-door labor or work.

It would be unfair to the Province and the men themselves to allow it to be thought that the five days annual drill will ever fit any one for the field; it must be foreseen that something else would be wanted, should war chance to happen; to bring any part of the militia into action would demand money and what would be of far greater worth, — TIME.

Want of forecast in not having enough men ready beforehand, to cover the less fit reserves, will cost far heavier in the end, besides the unspeakable danger hazarded, in places away from the reach of the royal troops, and even to the royal troops in lack of strong-handed aid in time, and at the right time, which latter once lost, cannot be again won.

The whole militia force, bestridden as it was by its divisional overgrowth, had to be split into smaller regiments, these being cleft into smaller company divisions in their turn sundered into squads.

In forming a firm covering vanguard, the like hindrance of too large a whole is to be mastered.

By cutting off the older and last wanted men, and throwing them into reserve, the common weal will be best served. It will cost somewhat more but will not wring so much out of the toil of the land; it will be buying economy together with a trusty force, which the country will be able to regard with pride and confidence.

On the other hand, if hereafter alarm or attack be followed by panic, in lack of an array of skilled men to shield the Province without flagging or failing, under your Excellency this department cannot rightly be held answerable unless it is warranted by law, with means given to frame a body of well drilled militiamen, able to hold their ground till the reserves are got into some reliable condition to support, reinforce, or relieve them.

In unfolding the state of things before your Excellency, the need for first service men, well trained, is first respectfully submitted. If the necessity be seen, then the best means to gain the end in view, with the least outlay, (not coming short of the object sought) will have to be found.

The plan submitted, dated October 19th and October 26th, 1866, may or may not be a good move in the right way; although contrived with care, it is open to criticism, and perhaps many objections in detail. With such a subject to treat, it could hardly be otherwise. Modifications will certainly be required in any scheme of the sort, whether dictated by forethought or experience. Whatever may be done or rejected, it must be obvious to the youngest militiaman who has got through his "facings," that until the first line is linked, the land defences are founded on sand; and to lead large bodies into action, in which the component parts, down to the individual, feel little reliance right and left of them, would be merely courting a first defeat, with confusion worse confounded among rear reserves, should there be any. No matter how great individual courage may be, in anything but veteran troops, the sympathy of reverse is instantaneous and incurable, and the larger the body the worse it is.

I could report much more closely to your Excellency on this point, but there are prudential reasons for not introducing too much into public reports.

The local forces now rank under five heads, — Artillery, Rifles, Volunteers, Militia Volunteers, and Marine Force.

#### ARTILLERY.

Reference is made to Lieut.-Colonel Hardy's Report.

This force must be guided by choice of posts and requisitions to man such guns as may be put in position by the Imperial authorities, but Militia Artillery has been formed, and guns for drill purposes issued, at certain posts seeming likely to require forts and guns.

## RIFLES.

The improved state of the different regiments is shown in the condensed detailed reports of the inspecting officers, hereto appended.

Lieut.-Colonel Read may be held to have nearly completed the arduous task of getting the Cape Breton regiments into good condition, his keen efforts being ably seconded by the successful endeavors of the commanding officers of regiments, the regimental staff and company officers,—the fine spirit of the men equalling that shown by the rest of the Province.

The scattered population has been the great difficulty in this quarter.

The organization of the whole militia, which has occupied a period of nearly six years, may be now deemed perfected, under your Excellency's orders and administration. In one hundred and thirty regiments all difficulties have been surmounted, the last case of trouble being finally decided by your Excellency, on the score of ultimate report of competency, settling the officers' ideas of their own relative merits in the field.

## VOLUNTEERS.

Numerical strength shewn in the summary states annexed.

This branch of the service holds its standing with increased strength. The Militia Artillery, Halifax Volunteer Battalion, and Halifax Volunteer Artillery had a considerable tour of garrison duty to perform in the city, when the strength of the Imperial forces was reduced by a part being sent to New Brunswick, and were reported as having given full satisfaction, eliciting the thanks of your Excellency and Major-General Hastings Doyle, commanding the troops, under whose orders they were put, as well as gaining the approbation of the home authorities.

The whole of the metropolitan militia and volunteers, including the 6th Regt. Militia and the 3d Brigade Militia Artillery, were allotted duty posts on the last Fenian annoyance.

The militia volunteers are beginning to form. They will prove a valuable effective force. But it is well here not to lose sight of the past. Neither militia nor any other volunteers in the country will ever be worth the paper they are returned on, unless they are paid enough to render disrating for inefficiency a serious penalty. In this statement no injustice is done to the men still remaining on the rolls of the few corps still extant, who only last year came in for the government subsidy. Whether the rate be really sufficient is a subject for the financial authorities, rather than one admitting any suggestions from a Department.

## MARINE FORCE.—FIRST NAVAL BRIGADE.

Not being under this Department, for the reason given below, I am restricted to reporting that the census of 1861, 14,371 men were then seafarers, or in kindred callings. It was soon seen on parade that sailors and sea-going fishermen were but ill suited for heavy drill; their gait and way of standing spoils them for close file.

Unsteady in march, but tall, athletic, and hardy, with a physical endurance of cold and inclemency beyond that of any similar class of coast dwellers in Great Britain or any part of the Empire, except the men similarly situated in Newfoundland and the Gulf of St. Lawrence, and perhaps the western Isles of Scotland, these men will be far more serviceable afloat or in naval expeditions, than on land service; and if organized under command, as a distinct class, will be a strong coast protective home force as well, capable of rendering special service, if ordered, in all the important harbors of the Province.

The personal offer of B. Wier, Esquire, volunteering to form a 1st Naval Brigade, being accepted by your Excellency, the executive details, with which this Department could not deal, were transferred to the naval authorities.

## MUSKETRY.

The practice of musketry is steadily and surely gaining way, solely by the interest and efforts of the marksmen themselves and their officers.

At the annual competition there was again an increase of competitors over those of the foregoing year, which also showed an increase of competitors over those of the year before that. This must be counted most encouraging, seeing that, with exceptions, all the more marked and patriotic as singular ones, in the shape of prizes, shown in the Association returns, one of them given by the municipality of the city of Halifax, the Rifle Association is altogether supported by all ranks of the active militia and the volunteers, their subscription list remarkably showing no extraneous aid,—the subsidy from the militia grant being little enough to invite any large proportion of 50,000 men to incur the expense and trouble of long journeys to Bedford, the result being as might be expected, few excepting those within easy access of the place can attend. The fact is presented without comment; the active serving men and officers alone seem to take interest in the defence of the land. The average shooting is above that of the previous year.

In the county meetings the same thing is observable; the returns are on the whole unsatisfactory. The matter cannot be mended without means. Either greater inducements are wanted to get men to the county ranges, or else regimental ranges and prizes must be instituted. This can neither be done by the Association nor this Department, singly nor together, without extra aid.

Last year there were 284 subscribing members of the Association; this year the list gives 376 in both cases,—being exclusively commissioned officers and men of the active forces.

16,840 stand of rifles are now issued. To arm a reasonable proportion of the militia, 30,000 stand would be required, at a cost of \$750,000 to the Imperial government. Before this issue be asked or made, and the Province and this Department be held responsible for charge, some provision, in the shape of a more liberal allowance of ammunition, should be made for teaching and encouraging the learning of the effective use of them. I have never forced the services of this Department on public attention, but your Excellency must know the work attendant on the charge of so many arms, distributed over the whole Province, superadded to still greater labor in other respects; it is more than fifty times the work of an officer commanding a regiment of the line, without allowing for the versatile and desultory duties required.

## ARMS.

Issued, 16,840 stand. Reported well cared for and in good condition. Deductions from contingent allowances have covered damage, loss, and repairs, only casualties owing to neglect or carelessness being charged; the charge for browning and covering the results of fair wear was but \$892.48, a very small fraction over half a cent per rifle.

With the increased number of rifles now given out, the expenses of browning and repairs will begin to be largely increased within two years of this date.

Particulars are detailed in the armourer's bills, sent in for audit.

The issue of additional arms is reported by the Inspecting officers to have given great impetus to the interest taken by the officers and men in training.

One point remains of some weight.

Should our militia come under martial jurisdiction, provided by Sect. 134, 28° Vic., Cap. 16, under Regulations, packs and kits complete might be put on to them. As of upwards of fifty articles which regular soldiers carry, not a dozen would be wanted or valued by our militiamen. I have to submit that some understanding about this would avoid trouble and courts martial for the loss of necessaries.

The men would but require arms, accoutrements, and ammunition, with cloth,

ing suitable for the season, unless embodied for more than a year's service. All the smaller articles would be needless. Much of the time occupied by the regular soldier, in matters having to do with dress parades, would be far more gainfully used by the militiamen, during a short term of service, in drill and musketry.

Judging from the active and fine appearance of the men in all parts of the Province, they are not likely to yield to the line in marching qualities; but to impose heavy marching order upon them, without foregoing training in carrying the weight, would certainly break down many men very able in other respects; the leverage of the pack weight is hardest on long backs, and our countrymen are usually tall.

I have the honor to be,

Your Excellency's most obedient

and most humble servant,

R. BLIGH SINCLAIR,

Col. and A. G. M.

To His Excellency SIR W. F. WILLIAMS, of Kars,  
Bart., K. C. B., Commander-in-Chief N. S. M., &c. &c. &c.

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### MEMORANDA

FOR THE INFORMATION OF HIS EXCELLENCY THE COMMANDER-IN-CHIEF.

The important duty of keeping drill records devolves on Staff Sergeant-Major F. Baddos, who has unremittingly attended to this and his other duties.

His summaries show that the amount of instruction afforded by the Officers trained at Head Quarters has largely increased.

Return No. 2 shows 18,244 hours drill given by these officers to 346 officers and non-commissioned officers, being an average of 52 hours each.

The permanent Staff Instructors had 2,986 officers and non-commissioned officers under special drill; total aggregate hours, 189,578, an average of 63 hours each.

The total average of drill attended is very good, as it amounts to 26 days at two hours a day, exclusive of the 5 days annual training with the men, which will make 31 days in all, the 5 days annual training being several hours per diem, besides other Regimental work.

The commissioned officers, by returns of 1865, were 2,011 militia, and 51 of volunteers. There is a large increase of non-commissioned officers training, which is most encouraging and gratifying. I must, however, indicate that the officers examined and qualified seem not to give full attendance in many instances; this is natural enough, but every other year they should be called on to do at least three weeks drill, irrespective of training with the men, otherwise they will retrograde, except when called on to prepare for examination for promotion.

Return of Officers trained at Head Quarters from 21st October, 1865, to 30th September, 1866.

No.	CORPS.	NAMES.	No. days performed	No.	CORPS.	NAMES.	No. days performed
1	1st Annapolis	W. Harris .....	63	50	2d Hants	J. Sangster	62
2	2d "	J. M. Harris .....	33	51	3d "	R. Blois. ....	45
3	2d "	W. Mills .....	68	52	4th "	A. Putnam .....	48
4	3d "	E. M. Morse .....	49	53	5th "	T. Clarke .....	55
5	3d "	E. M. Moore .....	49	54	6th "	G. J. Mosher....	17
6	4th "	C. Jacques.....	51	55	7th "	J. W. Stephen...	45
7	2d Antigonish	J. Gillis .....	41	56	1st King's	J. T. Jackson....	47
8	2d "	A. McIsace .....	67	57	2d "	R. M. Rand .....	95
9	3d "	J. M. Hall.....	17	58	2d "	J. L. Wickwire ..	41
10	3d "	H. Harrington ..	66	59	3d "	J. E. Starr.....	47
11	4th "	A. McDonald....	66	60	4th "	J. S. McDonald..	22
12	4th "	W. A. J. McDonald	27	61	5th "	A. B. Jacques ...	38
13	1st Colchester	B. Blanchard....	45	62	5th "	G. Neily .....	37
14	2d "	S. Moore .....	62	63	6th "	W. R. Winsby...	41
15	3d "	J. A. Crowe.....	26	64	6th "	L. B. Bowles....	65
16	3d "	W. Blair .....	38	65	1st Lunenburg	C. E. Kaulback..	51
17	4th "	T. R. McKim....	23	66	1st "	J. Dauphinnie...	28
18	4th "	D. F. Layton...	38	67	3d "	J. Zwicker.....	37
19	5th "	T. F. McKenzie..	49	68	6th "	J. A. Church ....	66
20	6th "	B. Blair.....	45	69	7th "	J. H. Windrow ..	42
21	7th "	J. Graham...	48	70	7th "	J. Skerry.....	30
22	7th "	A. McLeod .....	44	71	8th "	J. N. Tretheway .	30
23	8th "	D. M. C. Johnstone	45	72	8th "	A. Tretheway...	27
24	8th "	A. Gammill.....	30	73	1st Pictou	S. H. Holmes ...	10
25	1st Cumb'rland	C. J. Townsend..	29	74	2d "	J. D. Gould.....	67
26	3d "	E. E. McNutt....	39	75	3d "	J. D. McDonald .	48
27	4th "	V. B. Davidson..	69	76	4th "	G. Sutherland...	50
28	4th "	C. J. McFarlane .	40	77	6th "	J. S. Copeland...	67
29	4th "	C. F. Oxley.....	34	78	7th "	D. A. F. Holmes.	67
30	5th "	B. Fullerton ....	70	79	8th "	G. Murray.....	50
31	7th "	R. Kerr .....	71	80	2d Queen's	S. Ford .....	27
32	8th "	M. B. Harrington	72	81	3d "	R. H. Telford ...	34
33	4th "	L. Oxley .....	35	82	1st Cape Breton	A. H. Bourinot..	60
34	2d Digby	G. Taylor .....	51	83	2d "	C. W. Hill.....	64
35	3d "	W. W. McAlpine.	50	84	2d "	W. G. Ouseley ..	51
36	3d "	J. G. Nowland ..	9	85	3d "	R. Matheson ....	61
37	4th "	N. Robicheau ...	41	86	5th "	J. McKinnon....	57
38	5th "	C. F. Ruggles ...	41	87	1st Inverness	A. McDonald ...	58
39	2d Guysboro'	R. Cunningham..	66	88	2d "	J. McKeen...	67
40	3d "	J. W. Bigelow...	39	89	3d "	M. McLeod .....	70
41	3d "	C. M. Francheville	59	90	4th "	A. McEachran...	55
42	4th "	W. E. Irish .....	69	91	5th "	M. McRae .....	55
43	5th "	A. G. Elliott .....	37	92	6th "	A. McPhail .....	70
44	5th "	W. Painter .....	61	93	3d Shelburne	R. McLarren ....	52
45	4th Halifax	F. J. LeCain ....	40	94	2d Richmond	W. Kavanagh...	70
46	7th "	P. Ross .....	41	95	3d "	D. Cameron .....	71
47	10th "	A. Logan.....	65	96	1st Victoria	L. Hart .....	70
48	13th "	T. McAlpine ....	60	97	2d "	C. Munro.....	71
49	14th "	J. Croucher.....	33	98	3d "	D. McDonald ...	85



*Return showing the total attendance at drill, (regular annual training not included,) the total hours drill attended, and the average attendance in hours by Officers and others, for the year ending 30th September, 1866.*

DISTRIBUTION.		Officers.	Non-com. Officers and men of the Militia and Volunteers.	Total number attending drill.	Total number of hours drill performed.	Average attendance in hours performed by each officer and man.
Trained under permanent Staff at Head Quarters.....		341	1272	1613	56296	34.90
Do. in Country Districts.....		1181	1865	2986	189578	63.48
Do. under officers who had previously qualified.....		145	201	346	18244	52.72
Total.....		1607	3338	4945	264118	53.41

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**INSPECTING FIELD OFFICERS' REPORTS.**

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**DISTRICT C.**

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**UNDER COLONEL LAURIE, I. F. O.**

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*Halifax, N. S., 31st December, 1866.*

SIR,—

In forwarding for submission to His Excellency the Commander-in-Chief, the Annual Report of the District under my supervision, it becomes my pleasing duty to report most favorably of the results of the test to which the Militia organization was subjected during the threatened invasion last spring.

In a country so sparsely settled, it would have been impossible, under any other system, with so little expense, to have held ready for concentration on special points, such comparatively large forces.

Thanks to the facilities offered by the Commissioner of Railways, and the assistance in detail given by the Superintendent, most materially helped by the Superintendent of the Electric Telegraph, I was enabled to detail a force of 1500 men from Colchester and Hants Counties, who would have been at their posts in Halifax fortifications within five hours after the alarm was given. These men were also held available for the defence of their own localities, to be supported, if necessary, from the metropolis, so as to oppose any landing on the Avon or on the Basin of Minas, whilst protecting all the minor ports and villages along the shore, according to details furnished by me to His Excellency. I was also enabled to hold in readiness 200 Artillery, to man the position and field guns, and 800 Infantry, for the immediate defence of Pictou Harbour and the neighboring coal mines. Details to the amount of 200 men were also made for the protection of the communications on the narrow isthmus that joins this Province with New Brunswick. The only limit, up to the number of able-bodied men, was the number of arms allotted to the District, amounting in all to 3748; and to complete the details mentioned, it was necessary to withdraw arms from some of the inland regiments. These have since been replaced.

Nothing could exceed the earnestness and spirit with which all classes came forward to meet the threatened attack. Day after day, during a most unfavorable season of the year, men mustered and devoted themselves to drill. The best trained officers offered their services, and drilled two or three squads a day, travelling from place to place, without any remuneration.

I have entered into this at length, as I feel it my duty again to place on record the exceedingly creditable manner in which all whom I had occasion to call on to be in readiness, at once did their utmost to fit themselves for service; and the proficiency attained in manoeuvring under arms was most remarkable. The regiments charged steadily, and were well under control; more than confirming my former opinion, that with uniform and a few weeks' drill they would form most valuable troops.

The three available Companies of Volunteers—Truro, Shubenacadie, and Windsor—as soon as they found there was a probability of their services being desired, at once, and unanimously, placed themselves at the disposal of the Major-General Commanding the Forces, for the defence of New Brunswick.

The general progress of the Militia of the District has been satisfactory. Whilst congratulating the officers on the progress made in drill, I have urged on them the maintenance of a stricter discipline in the ranks. Discipline can only be acquired by habit; drill may be comparatively quickly learnt.

A new regiment is now being organized in Cumberland, composed of detached companies of the 1st and 3rd Regiments.

In Hants County a new regimental division has been carried out, which will, I trust, in some measure obviate the distance of travel to drill, so much felt by the men in that County.

In Pictou the employees of the Acadia Mines, and others in the neighborhood, have been formed into a new regiment, making the 10th in the County.

The Volunteer Companies maintain their strength; but the inconvenience of a private in the Volunteers being at the same time an officer of Militia, was so strongly felt during the threatened raid, that, for the future, I would recommend that a person should only be allowed to serve in one capacity.

As there seems little prospect of the Volunteer companies being brought together for battalion drill, I would urge their being attached to regiments, so that they may learn on parade the movements which they would be required to practice if ever called into the field.

The arms are in a satisfactory state.

The Staff Sergeants attached to the District have exerted themselves to carry out their duties, and have been favorably reported on. In most regiments drill sheds are either completed, or being erected; and I trust that much of the annual preliminary training will, ere long, take place during the long winter evenings, under cover, so that less of the valuable time of the Summer months need be taken up.

Owing to the very general willingness of the population to carry out the Militia Law, there are rarely any absentees, and no misbehavior on parade, and therefore no fines; and as many small expenses, such as stationery, target practice, lighting drill-rooms, &c., must be incurred regimentally during the year, (which are authorized charges against regimental funds,) I would recommend the propriety of a small allowance being made to each regiment to cover such expenses, to be duly accounted for in the annual returns.

I would also submit a strong recommendation that effective Militia Officers should be entitled to the same privileges as effective Volunteers. They are required to perform more duty; in most cases the time for enrolling their men is the time selected for the statute road labor; and such exemption would certainly do away with the anomaly met with in my District during the past year, of a Lieutenant-Colonel commanding a regiment having to act as constable to execute the warrants against absentees from his regimental training.

I have the honor to be, Sir,

Your obedient servant,

J. WIMBURN LAURIE, Lieutenant-Colonel,  
Colonel, and Inspecting Field Officer.

The Adjuant-General of Militia, Halifax.

**DISTRICT D.****UNDER LIEUTENANT-COLONEL MILSOM, I. F. O.***Halifax, N. S., 10th November, 1866.*

SIR,—

I have the honor to report, for the information of His Excellency the Commander-in-Chief, that I inspected the Militia Regiments and Volunteer Companies in District D, and found them in a fair state of discipline and organization.

To shorten the distance for men to travel from Company to battalion muster, and to make the commands more manageable in other respects, five additional regiments were formed.

The conduct of all ranks was most exemplary during training.

The Proclamation of His Excellency on the 17th March was cheerfully responded to by all ranks; whole regiments and volunteer companies offered their services.

The issue of arms and accoutrements greatly increased the interest taken in the service; notwithstanding the inclemency of the weather, bad roads, and want of drill sheds, there were no wilful absentees during the four days' rifle drill ordered. Target practice was successfully carried out in the armed regiments, a large number of first-class shots being produced, thereby giving an increased stimulus to that most essential part of military training.

The number of Sergeants trained and uniformed continues to increase.

The rifles in charge are in serviceable condition and clean. One stock broken by accident, No. 13160, First Shelburne Regiment.

Buildings and rooms have been fitted up at all the regimental head quarters in the District as armories. In most cases old soldiers are selected to clean the arms, under the Colonel's or Adjutant's supervision.

In order to keep up a spirit of rifle competition, I would strongly urge that regimental prizes be given, as well as County, as a far greater number would then compete.

I suggest that all applicants for Commissions, recorded as such for one year from the date of application, failing to appear before the Inspecting Field Officer of the District for examination, be struck off.

I have the honor to be, Sir,

Your obedient servant,

T. MILSOM, Lieut. Col. N. S. M.,  
Inspecting Field Officer, District D.

COLONEL SINCLAIR, A. G. M., Halifax.

**DISTRICT B.**

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UNDER LIEUTENANT-COLONEL READE, I. F. O.

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*Sydney, C. B., 24th December, 1866.*

SIR,—

I have the honor to submit for the information of His Excellency the Commander-in-Chief, the following general report, on conclusion of the annual training of District B.

I have remarked a decided improvement in the drill and discipline of the several regiments inspected during the present year, (any exceptions having been previously reported on,) and I consider, in view of the short period that has elapsed since the organization of this District, that satisfactory results have been attained, creditable alike to the loyalty and intelligence of the people.

In offering this report, I beg to call attention to the patriotic spirit generally evinced during the temporary excitement caused by a threatened invasion of the Province in March last, at which time large numbers both of officers and men volunteered for active service.

The arms lately issued to the District have been suitably distributed, and I will use my best exertions to establish rifle competition by Counties during the ensuing year, and in furtherance of this object I would respectfully suggest that if possible, a Government prize should be granted to this District, as the remote position of Cape Breton Island almost prohibits officers and men taking part in the Provincial prize meeting held annually in Nova Scotia.

Suitable drill buildings are much required throughout the District, the want of these in certain localities prevents officers and others from taking advantage of instruction during the Winter season, which, for obvious reasons is, to many, the only available time.

A large majority of the officers in the District have furnished themselves with uniforms, and a fair average of the non-commissioned officers also. I confidently expect a general improvement in this particular, as well as in the training of the last named class before next inspection.

I beg leave to report that much inconvenience is occasioned by officers commanding, and others, absenting themselves from the District, on private affairs, without requesting leave, or giving any information of their movements, being evidently under the impression that annual training once completed, their duties were at an end.

I also regret to state that I have, in many instances, experienced much difficulty in procuring the requisite returns, properly filled in, from commanding officers, and much unnecessary correspondence and delay is entailed by this neglect of a most important duty. These returns are of such a simple form, and the directions given with each so plain and concise, that I am reluctantly compelled to attribute imperfect filling in, and delay in forwarding, entirely to carelessness and inattention.

The proper observance of the above named particulars, being of such vital importance in maintaining regiments in a state of efficiency, I shall find it imperative on me in future to make a special report to the Commander-in-Chief of any officer failing in regard to them.

I beg leave to report that the conduct of the Staff Sergeants under my command has merited my approval.

I have the honor to be, Sir,

Your obedient humble servant,

C. CREWE-READE, Lieut.-Col., I. F. O.

The Adjutant General Militia, &c., &c., &c., Halifax, N. S.

## APPENDIX A.

UNDER LIEUTENANT-COLONEL SAWYER, I. F. O.

*Halifax, N. S., 1st December, 1866.*

SIR,—

I have the honor to submit to His Excellency the Commander-in-Chief, my Report on Militia District A for this year.

The Militia Artillery of Halifax being under the inspection of Lieut.-Colonel Hardy, my remarks are confined to the Infantry.

The officers commanding regiments possess the implicit obedience of their subordinates, enforced by command, and encouraged by example.

Every effort has been made to see that the periods of training interfere as little as possible with industrial labor.

I inspected the rifles of the different commands, and am able to report them in a good state. The men seem to appreciate their value, and consequently take great care of them.

Proper care has also been taken of the service ammunition.

The payment of Sergeants has induced many intelligent young men to aspire to that rank, and learn their drill.

Two drill buildings — one at Bridgewater, 4th Lunenburg Regiment, and one at Middle Musquodoboit, 10th Halifax Regiment—have been erected.

The squad organization is progressing, except in some very scattered company districts.

The excellent spirit manifested by all ranks, merits His Excellency's highest consideration and approval.

I have the honor to be, Sir,

Your obedient servant,

C. SAWYER, Lt. Col. & I. F. O., District A.

The Adjutant-General of Militia, Halifax.

**ARTILLERY.**

UNDER LIEUTENANT-COLONEL HARDY, I. F. O.

*Halifax, N. S., 14th December, 1866.*

SIR,—

I have the honor to submit to His Excellency the Commander-in-Chief the following Report on the Militia Artillery in this Province.

The details of inspection will be found in the Inspecting Field Officers' Records.

I have the honor to be, Sir,

Your most obedient servant,

C. HARDY, Lieut.-Col., I. F. O., N. S. M.

To Colonel SINCLAIR, A. G. Militia.

PRELIMINARY REMARKS.

Since my appointment, in April last, as Inspecting Field Officer of the Militia Artillery, I have endeavoured to assimilate, as far as is necessary, the routine of this Department to that followed in the regular service. Half-yearly returns of stores have been demanded from all out stations where Ordnance are mounted, which are copied into the Ledger at Head Quarters. Records of the examination of Ordnance are kept, and all the guns on charge will be searched and reported on annually. Practice Returns are kept as in the Royal Artillery.

The total number of guns at present in use by the Militia Artillery at Head Quarters, and distributed through the Province is 50.\* This number includes 16 field guns. A proportion of the heavy Ordnance still remains on the books of the Officer commanding Royal Artillery, but applications have been made to have these guns and their stores transferred.

Implements have been received for the purpose of painting and lacquering Ordnance. This service will be performed biennially, according to regulations.

HALIFAX.

Since the issue of the last Militia report, the organization of the 2nd Brigade of Militia Artillery has been completed. His Excellency the Commander-in-Chief having sanctioned the division of the 1st Brigade—their numbering 1100 men—into two commands, the command of the 2nd Brigade was given to Major Creighton, with promotion to the rank of Lieutenant Colonel.

The three Brigades, which are intended each to comprise eight batteries of one hundred men, shew the following present strength.

1st Brigade,	Lieut. Colonel Jones .....	Batteries, 7	Strength, 682
2nd “	Lieut. Colonel Creighton.....	“ 7	“ 509
3rd “	Lieut. Colonel Duvar .....	“ 5	“ 536
	Total.....	19	1727

\* The Secretary of State for War has authorized the Superintendent of Stores at Halifax to issue any further supply of 12, 18 and 24-pounder guns and their stores, that may be required by the Provincial Government. An application has been made to include 32-pounders in this list.

Recruiting is still going on to complete the 6th and 7th Batteries of the 2nd Brigade which, when accomplished, will probably be the extreme limit of strength to be obtained by either 1st or 2nd Brigade; the 3rd may be brought to include six Batteries.

These Brigades are efficiently officered; the Batteries are commanded by a first and a second Captain, as in the Royal Artillery, and there is a staff of Cadets in such Brigade who are employed as acting officers, and receive commissions as Lieutenants on passing the requisite examination as vacancies occur, taking their places as juniors by competition, and receiving subsequent promotion according to seniority. The organization of the Brigades having been completed, the above mentioned system was adopted with regard to the officers, found to work well, and to give no cause for complaint. It is the same as that adhered to in the Royal Artillery.

The examinations passed by officers for commissions and for promotions have been very creditable, and are the result of diligent attendance at the drill room and of private study. The lectures on Artillery, given during last Winter, were largely attended, and copious notes taken, warranting a similar course being adopted this year.

Exclusive of the annual training, the attendance of officers, non-commissioned officers, and men of the 1st and 2nd Brigades, and officers of the 3rd,\* at the Artillery Drill Room, for the half year ending September 30th, was very creditable; the aggregate number of attendants at the evening drills of two hours duration being 5851. Besides gun drill, officers and men were on these occasions instructed in squad and company drill and small arm exercises. Explanations and questions on Artillery subjects formed part of the course of instruction, which was very zealously and efficiently conducted by Staff Sergeant E. Almon.

The gun room in the drill shed has been found very efficacious in bringing forward the Militia Artillery in the use of their peculiar arm, and the eight 32 pounders mounted therein, having been recently transferred from garrison standing to platform carriages, the men are the more capable of serving the harbor batteries where all the guns are so mounted, and where their attendance in case of alarm would be required principally.

As a very necessary step conducing to the efficiency of the Corps, practice ammunition to the extent of 500 rounds was demanded and granted, the Major General commanding the garrison having sanctioned the use of the 32-pounders mounted in the Point-Pleasant and North-West Arm batteries. The Brigades and their batteries attended *seriatim*; and the attendance, although the men were notified by the Adjutants, was entirely voluntary, and, as such, very satisfactory as regards numbers. The Batteries of men resident in Halifax were assembled in the Drill Room and marched down to the Point Batteries under their officers; those of the 3rd Brigade, which embodies the residents on the East and West shores of the lower harbor, provided their own transport across. The practice itself was generally so satisfactory as to elicit commendation from His Excellency the Commander-in-Chief and the officer commanding Royal Artillery; the targets, whitewashed barrels, 3 feet in height, mounted on a platform 6 feet square, moored in about 18 fathoms, at ranges varying from 1000 to 1800 yards, having been struck with round shot fifteen times, and always showing good practice with shell. The total attendance at practice amounted to 820 men between the three Brigades, and the ammunition was issued in the proportion, nearly, of 33 rounds per battery, including 16 round shot, 8 diaphragm, and 9 common shell. The non-commissioned officers were instructed in boring their own fuzes and filling shell. The results of the practice were recorded in books similar to those used by the Royal Artillery, the names of the men laying the guns being taken each round. The greatest attention and interest were shewn throughout the practice, which extended over fourteen

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\* This Corps being stationed beyond the City limits, the men could not avail themselves of instruction at the Drill Room.



successive days, and I cannot but state my conviction that an annual training by batteries, to be inspected on the fifth day at practice with shot and shell, will produce the best results, and shew the fewest absentees. It is intended to make application for an increased supply of practice ammunition next year, in order to offer similar facilities and inducements for improvement to Artillery Corps in the country stations where heavy Ordnance are mounted in battery, and where a safe range is obtainable. My inspection reports of these Brigades are principally made from observations of their individual batteries during practice.

Next to the advantages thus derived, I attribute the general improvement of the men of the Halifax Militia Artillery in both zeal and appearance, to their having been furnished with uniform, thereby enabling them to relieve the regular troops of the garrison during the temporary withdrawal of a regiment for expected service on the frontier of New Brunswick. The Brigades are provided with uniforms to the amount of 150 suits over the present strength, as an allowance for the batteries now being recruited. It is hoped that the clothing, which is in the possession of the men, will remain serviceable for several years, as no further issue is to be made unless the terms of the recently amended act be complied with, by which one-third of the expense is to be subscribed by a company or regiment before the clothing can be issued.

The Halifax Volunteer Artillery were inspected by His Excellency the Commander-in-Chief on the 19th November, on the occasion of their receiving their new battery of 6 pounder Armstrong guns, and elicited his commendation. The Parade state showed a total of 71 officers and men present. The present strength of the Corps is 121. This Corps of Volunteers, the longest established of any in Halifax, well merited to be entrusted with their new battery which was promptly despatched by the Imperial Government on receipt of the application forwarded from this Department. I witnessed their annual practice during the past summer. 9-pounder guns were used, and the firing at a range of 1000 yards with round shot was fair; with shell very good practice was made. The aggregate attendance of this Corps in the Drill-room for the past half-year was 825.

#### OUT STATIONS.

Whereas, the Militia Artillery Brigades stationed in the garrison of Halifax would act with the Imperial forces in the various batteries, Artillery organizations in other parts of the Province are necessarily more self-dependant, and the armament of the stations where these Corps are located becomes a subject of serious consideration. The following remarks on the several Artillery Corps at out stations, and their present and proposed armaments, were made and suggested during my inspection tours of the past summer.

#### PICTOU.

Four Batteries of the Pictou Artillery Brigade are drilled as Artillerymen, the remainder are Light Troops. The efficiency of the former in gun drill, at inspection, was so marked, that a small proportion of the ammunition remaining over after the expenditure of the Halifax Brigades, was forwarded for practice, to be conducted under the supervision of Lieut. Colonel McKinlay. A good practice range in the harbor is obtainable from the battery on the Fort Hill. Six 32-pounders, of 45 cwt., are here mounted on platforms solidly constructed during the past year, under the direction of Lieut. Colonel McKinlay. The battery, which from its elevation has a good command of the harbor, affords no adequate protection to the men and guns, from want of a parapet. I do not consider it a good site for the defence of the harbor. A far preferable situation appears to be offered a short distance lower down. For drill purposes, however, it is very advantageously situated, being in the town, a circumstance suggesting the necessity of a picket fence being erected to enclose it and protect

the guns and carriages from injury. These guns and carriages have lately been lacquered and painted. At this station there are likewise two serviceable 3-pounders, and two unserviceable 12-pounders (iron).

## CHESTER.

An Artillery company is here attached to the 6th Lunenburg Regiment, armed with two 3-pounders, nearly unserviceable from enlarged vents. These should be replaced, and two more guns of a similar nature added, as the company numbers 76 men including officers. This little battery would prove an efficient support to the regiment on the high open ground on which Chester is built. There remains but the site of an old battery at Battery Point. A battery of heavy guns re-established there would avail but little in the defence of the town, which could be easily destroyed by a vessel lying behind one of the numerous islands with which the front harbor is studded. I recommend, therefore, the continuance of a light Field Battery which could be rendered serviceable in repelling a landing along the shores of the Bay. This Artillery company has practiced during the past season with shot and shell.

## LUNENBURG.

An Artillery company is attached to the 1st Lunenburg Regiment, with two 6-pounder brass guns. Retaining these, it is highly desirable to reconstruct the old battery at Battery Point, which commands the head of the harbor, and the channel leading up to the anchorage in front of the town. Lunenburg is one of the most vulnerable points along this coast, and far more easy of Artillery defence than Chester. Four 24-pounders have been set aside to be forwarded to this station in the Spring of the ensuing year, to be placed in the old battery which requires but little repair. This point, at the extremity of a Peninsula on the East side of the harbor, is about half a mile below the town. An excellent site for a small battery—say for two guns—is afforded by an elevated plateau on the abrupt rise at the head of the harbor occupied by the town. These guns would point straight down the harbor, would flank the guns at the point, and be well situated for drill and practice. The ground behind the town is open and commanding, as at Chester, and a couple of field guns would always be usefully attached to the regiment.

## LIVERPOOL.

No guns have as yet been sent to this station, where an Artillery armament has been determined on, and a company of the 1st Queens organized as Artillerymen. A promontory at the South end of the town jutting into the harbor from the West shore, is the site of the old battery, a small work requiring but little labor to render it fit for the reception of four guns.

## YARMOUTH.

The Yarmouth Artillery Brigade, commanded by Lieut. Colonel J. W. H. Rowley, at present numbers 176 as total of all ranks. It can, however, be scarcely said to number over 100 effectives, a large number of men, continually absent at sea, having been turned over to it at its formation, from other corps. The remainder of the corps is concentrated in the town. On the erection of a battery of heavy guns at the south end of the town, the site for which has not yet been decided on, arrangements should be made to recruit the Brigade from the resident townspeople to at least three batteries of 80 strong each, striking off the men whose services can never conduce to the efficiency of an Artillery Corps. Two 12-pounder guns (iron) have been forwarded to Yarmouth for the purpose of Winter training. The two field guns (3-pounders) at this station are quite unserviceable.

## DIGBY.

The Artillery Brigade here, commanded by Lieut. Colonel Botsford Viets, is a very fine body of men, numbering—as a total of all ranks—430, well drilled at heavy guns. There are six 32-pounders placed on an elevated plateau commanding the anchorage in front of the town. In their present position, they are only fit for drill or as a saluting battery, being quite unprotected by a parapet. In case of war, Annapolis Basin, with its numerous thickly-settled townships, and the high road into the interior to which it leads, would doubtless be visited by privateering vessels at some period or another; indeed the town of Digby is known to have been threatened by Fenian fillibusters during the Spring of the present year.

In such an event it is most probable that heavier guns than those now at Digby would be sent from Halifax to defend the Gut, both on the Digby and the Granville shores. In the mean time the guns at Digby can be merely used for the defence of the town and the anchorage in front, for it would not be advisable to place them in battery where they could be of service in obstructing the passage through the Gut on account of the distance of such a point. With the former object in view, however, they should be placed in a fitting battery, a work that I ascertain could be constructed at very little expense at Viets' Point, and close to where they are at present located. Another battery, flanked and commanded by the former, would be well placed on the Imperial Government ground at Racquet Point, about 600 yards further down the Gut, where the fire of heavy guns would meet that of a battery placed on the opposite point in Granville. I would, therefore, suggest that these batteries should be constructed in the following Spring. Two more guns will then be sent and traversing platforms. I also recommend that the Digby Artillery be supplied next year with a proportion of practice ammunition.

## GRANVILLE.

The 2nd Annapolis Regiment, the men of which were classified into Artillery and Light Troops last Spring, now bears the name of the 1st Brigade Annapolis Artillery. The men are scattered from Digby Gut, Westward, for about 20 miles along the shore of Annapolis Basin. As before stated, a battery established on some point near Victoria Beach would be an important position in defending the Basin. There are no guns at present in charge of this corps, but a 12-pounder is to be forwarded at once for drill purposes, which can be readily transported from squad to squad through the township by means of a bullock-waggon.

## ANNAPOLIS.

A Militia Artillery company is attached to the 1st Annapolis Regiment, which was inspected by Lieut. Colonel Milsom, I. F. O., during the summer. There are two 6-pounder brass guns in store at the Old Fort, which I inspected and found to be quite serviceable. The carriages, which are repairable, bear the date of 1809.

With regard to the construction or repair of the small earth works which will be rendered necessary before sending the proposed armament to the several out stations as before mentioned, I am convinced that in many instances a large proportion of the work would be performed by Volunteers from the Artillery Corps. If not, the expense would be trifling, probably not exceeding \$80 or \$100 for the construction of a work with flanks, parapets and embrasures, capable of receiving 3 or 4 guns, and allowing the charge of labour as paid by the Royal Engineer Department at 6d. sterling per cubic yard of excavation, or about \$1 per diem per man employed.



APPENDIX B.

Statement of Strength, Government Property in Charge, Regimental Accounts, &c., of the Militia of Nova Scotia, for the Year 1866.

CORPS BY COUNTIES.	Lieut.-Colonels.	Majors.	Captains.	1st Lieutenants.	2nd Lieutenants.	Staff.	Sergeant-Majors.	Sergeants.	Rank and File.	Total all ranks present at inspection parades.	Absent from Inspections.	Total number of all ranks.	No. of trained and untrained Non-com. officers.	Government property in charge.			Targets.	Artillery. (Guns and Stores).	
														Drill Buildings.	Suits of Uniform.	Great Coats.			Rifles.
														Number.	Dimensions.				
Annapolis Artillery Brigade.	1		7	8	4	2	1	1	311	362	109	471					280		8 6-pdrs.... 2
1st Regiment Annapolis.	1	2	3	7	7	2	1	29	428	480	158	638				320		5	
2nd do.	1	2	9	9	8	3		30	485	547	18	565	14			180		4	
3rd do.	1	2	9	14	2	1		20	375	424	71	495	16			200		2	
4th do.	1	2	4	5	4	2		17	295	328	92	420				200		3	
1st do. Antigonish.	1	1	6	5	2	2		31	440	487	142	629				20		3	
2nd do.	1	2	5	6	4	2		18	160	197	121	318				40		3	
3rd do.	1	2	5	6	4	2		25	466	518	233	746	8			20			
4th do.	1	2	8	7	6	2		30	362	419	233	652	4			40			
1st do. Colchester.	1	2	8	5	7	5		27	458	514	68	582	10			260		0	
2nd do.	1	2	6	6	4	3		14	291	327	32	859	7			280		2	
3rd do.	1	2	8	4	4	3		22	370	415	19	434	8			140		4	
4th do.	1	1	9	7	5	2		29	455	510	172	682	2			60		4	
5th do.	1	2	8	8	6	2		31	349	408	56	464	18			100		5	
6th do.	1	2	9	6	5	3		28	393	448	100	548	5			160		1	
7th do.	1	1	4	5	4	2		11	203	231	26	257	1			40		3	
8th do.	1	2	7	6	6	3		20	301	341	341	341				40		5	
1st do. Cumberland.	1	2	8	8	8	3		15	376	423	53	476	6			140		3	
2nd do.	1	2	4	3	1	1		22	252	262	46	308	1			60		8	
3rd do.	1	2	10	10	10	1		22	597	655	156	811	3			60		8	
4th do.	1	2	8	6	6	2		25	375	429	157	586	1			160		8	
5th do.	1	2	8	7	6	3		22	270	319	43	362	5			100		8	
6th do.	1	3	7	5	4	1		9	309	336	95	431				20		8	
7th do.	1	2	5	5	4	3		15	218	253	32	285	3			100		8	
8th do.	1	2	6	7	3	3		17	327	367	43	410	11			40		3	
9th do.	1	1	4	4	2	2		7	131	153	12	165	4			40		3	
1st Brigade Digby Artillery	1		8	9	3	3		14	176	213	217	430	16			400		6	
1st Regiment Digby.	1		1	1	3			8	84	43	63	106				60			

2nd Regiment Digby.	1	1	6	6	9	4		20	312	353	191	544				420		8
3rd do.	1	1	6	7	8	2		31	341	396	150	546				420		8
4th do.	1	1	7	6	5	1		22	326	370	116	486				40		2
5th do.	1	1	6	5	3	1		18	280	258	188	446						2
1st Regiment Guysborough.	1	2	4	5	6	3		18	257	296	91	387	9					2
2nd do.	1	1	8	5	10			19	300	344	101	445	10					
3rd do.	1	1	7	5	4	1		25	328	371	178	549	5					
4th do.	1	2	7	9	7	3		22	388	435	95	580	8			60		8
5th do.	1	2	12	6	4	5		11	151	176	117	293	7					
1st Brigade Halifax Artillery	1	2	12	6	2	5		30	578	635	11	646	20			380		82-prs... 16
2nd do.	1	2	7	2		3		20	408	443	60	503	18			200		10 in. mor.. 1
3rd do.	1	2	6	2		4		21	365	409	80	495	1			320		12-prs... 2
1st Regiment Halifax.	1	2	8	4	1	2		22	385	425	197	622	15			150		
2nd do.	1	2	10	5	1	3		18	252	293	18	311	13			220		
3rd do.	1	1	7	8	4	4		15	408	440	218	658	9			20		
4th do.	1	1	4	4		1		12	189	162	301	463	8			20		
6th do.	1	2	10	7		2		29	256	306	5	306	5			40		
7th do.	1	1	6	7		2		14	282	313	175	488				20		
8th do.	1	2	6	7	5	2		18	241	275	61	356	15			280		
9th do.	1	2	8	7	4	4		17	409	452	66	518	4			420		5
10th do.	1	2	8	8	7	4		15	395	440	20	460	8			80		2
11th do.	1	2	11	10	6	4		19	469	523	173	696	4			320		3
12th do.	1	2	7	4	4	2		21	410	452	108	560	6			80		3
13th do.	1	2	4	3		1		8	211	230	25	255				20		5
14th do.	1	2	6	6		3		21	364	409	40	449	13			420		
15th do.	1																	
16th do.	1																	
1st Naval Brigade.	1	1	7	6	4	3		19	310	353	108	461	2			100		
1st Regiment Hants.	1	1	4	4	4			8	228	245	4	249				320		8
2nd do.	1	1	4	4	4			15	222	262	262	262				160		8
3rd do.	1	2	8	8	6	3		15	228	262	188	689	8			20		8
4th do.	1	2	8	8	8	3		20	449	501	188	689				100		8
5th do.	1	2	12	10	8	3		23	534	598	6	603	1			180		8
6th do.	1	1	7	6	5	2		16	260	300	182	432	2			40		8
7th do.	1	2	9	8	6	4		25	270	326	153	479	4			100		8
8th do.	1																	
9th do.	1	2	7	4	4	4		18	315	357	71	428	3			220		8
1st Regiment Kings.	1	1	7	4	8			25	366	418	60	473	2			200		8
2nd do.	1	1	7	4	5			18	315	357	71	428	3			200		8

TABLE B. Statement of Strength, and Government property in charge.—Continued.

Table with columns: CORPS BY COUNTIES, Lieut.-Colonels, Majors, Captains, 1st Lieutenants, 2nd Lieutenants, Staff, Sergeant-Majors, (Tr.-master Sergeants), Sergeants, Rank and File, Total all ranks present at Inspection, Absent from Inspections, Total No. of first class all ranks, No. of trained and untrained non-com. officers, Drill buildings (Number, Dimensions, Suit of Uniform), Great Coats, Rifles, Sets of Accoutrements, Targets, Artillery (Guns and Stores).

Continuation of Table B, listing regiments: 3rd Regiment Shelburne, 4th do., Yarmouth Artillery, 1st Regiment Yarmouth, 2nd do., 3rd do., 4th do., 5th do., 6th do., 7th do., 8th do., 9th do., 10th do., 1st Regiment Cape Breton, 2nd do., 3rd do., 4th do., 5th do., 6th do., 7th do., 8th do., 9th do., 1st Regiment Richmond, 2nd do., 3rd do., 1st Regiment Inverness, 2nd do., 3rd do., 4th do., 5th do., 6th do., 7th do., 1st Regiment Victoria, 2nd do., 3rd do., 4th do.

\* The 15th and 16th Halifax, 8th and 9th Hanover, and the 7th and 8th Regiments Kings, were set off since annual training. In 1865 the total first class enrolled was 59,879. Total trained in 1865, first class 45,616. Total not trained in 1865, first class 18,769. In 1866 " 58,031. Total trained in 1866, " 45,767. Total not trained in 1866, " 12,264. Decrease 1,346. Increase 151. The chief part of the absentees are fishermen, ordered to attend drill on their return home. No returns received from the Naval Brigade.

APPENDIX B.  
Regimental Accounts, &c., of the Militia of Nova Scotia.

CORPS BY COUNTIES.	1865.		1866.		Appropriation.	Amount of Appropriation.	Balance on hand.	Fines due not yet collected.	REMARKS.
	Amount of Fines received.	Expended.	Amount of Fines received.						
Annapolis Artillery Brigade.	\$11 27	\$7 75	\$23 00		Regimental claims.	\$13 12	\$13 40	\$12 00	
1st Regiment, Annapolis.	47 60	18 55	6 00		do.	28 05	7 00	27 00	
2d do.	11 00	9 70			do.				
3d do.			8 00		do.		8 00	43 00	
4th do.			2 00		do.		2 00	117 00	
1st do. Antigonish.			37 50		Regimental claims.	12 00	25 50	72 00	
2d do.			No fines.		No expenditure.				
3d do.			25 83		Regimental claims.	10 30	8 01	7 00	
4th do.	64 68	72 20	3 00		do.	2 60	0 40	15 00	
1st do. Colchester.	4 60	4 25	8 05		do.	8 40			
2d do.	26 56½	15 54	3 00		do.	5 15		11 02½	
3d do.	10 18	8 38	8 00		do.	6 38½	3 41½		
4th do.	13 00	13 00	7 00		do.	7 00		28 00	
5th do.	62 50	56 58	2 00		do.	4 25		21 00	
6th do.	2 00				do.				
7th do.	82 50	31 96	82 04		No receipts or expend.	45 81	86 77		
8th do.	44 22	8 60	18 32		Regimental claims.	9 90	44 04	48 25	
1st do. Cumberland.	56 45	15 65	57 80		do.	21 80	36 00	159 00	
2d do.	18 90	15 59½			do.				
3d do.	49 57	19 33	30 24		do.	30 24	30 24		
4th do.	5 00	5 00	5 00		do.	5 00			
5th do.	23 85	22 15	3 00		do.	1 25	3 45		
6th do.	16 00	5 50	25 50		do.	25 05	10 95	42 00	
7th do.	8 00	8 00			do.				
8th do.					do.				
9th do.					do.				
1st Brigade Digby Artillery.	8 00	8 00			do.				
1st Regiment Digby.			43 16		do.	18 50	24 66		
2d do.			15 00		do.	6 50	12 63		
3d do.		2 07							

4th Regiment Digby	9 00	1 95	17 00	Regimental claims.	3 55	20 50	10 00	
5th do.	5 15	4 70		do.	1 08	4 07	22 00	
1st do. Guysborough.	7 46			No expenditure.		2 76		
2d do.		27 74	64 12½	No returns.	53 67½	9 71		
3d do.	27 00	7 57½	119 07	Regimental claims.	107 50½	25 49		
4th do.	21 50	12 33	10 17	do.	7 00	12 50	30 00	
5th do.	21 00	12 33	3 00	do.	127 11	20 45		
1st Brigade Halifax Artillery	194 02	90 30	42 00	do.	66 67			
2d do.			45 50	do.	45 50			
3d do.			216 50	do.	43 05	173 45		
1st Regiment, Halifax.	278 00	201 50	23 50	do.	55 00	21 53		
2d do.	62 38	9 35	21 00	do.	20 75	0 25		
3d do.				do.				
4th do.				No accounts kept.				
5th do.				Regimental claims.	16 00			
6th do.	75 66	75 66	8 00	do.	3 00	9 25		
7th do.	21 00	17 75	9 00	do.	3 00	55 35		
8th do.	36 00	14 70	37 05	do.	24 84½	22 20½		
9th do.	30 10	22 82½	39 77½	do.		21 06		
10th do.	48 01	26 95	32 00	No expenditure.		10 52		
11th do.	110 00	61 28		Regimental claims.	70 20			
12th do.	1 60			No accounts.				
13th do.			16 63	do.				
14th do.				Regimental claims.	72 38			
15th do.				do.				
16th do.				No returns.				
1st Naval Brigade.	60 50	60 50	59 00	Regimental claims.	59 00			
1st Regiment, Hants.				do.				
2d do.	9 00	5 50	14 00	do.	9 88½	7 61½	5 00	
3d do.	19 00	14 76½	25 23½	do.	25 23½	4 23½	51 00	
4th do.				do.				
5th do.			20 00	do.	12 95	7 05		
6th do.				do.				
7th do.				do.				
8th do.				do.				
9th do.				do.				
1st do. Kings.	9 44	0 49	4 20	do.	1 70	11 45		
2d do.	5 00	1 65	2 00	do.	3 95	1 40		
3d do.	18 00	12 40	32 00	do.	18 85	14 25		
4th do.	20 80	10 25					57 00	

Drill room in course of erection.

Drill rooms in course of erections.  
{ The guns, &c., shown opposite these brigades are in charge of the Militia Department, but used principally by the 1st, 2nd and 3rd brigades.

40 stand of the arms are smooth-bore muskets.

50 entlasses in charge.

APPENDIX B.

Regimental Accounts, &c., of the Militia of Nova Scotia.—Continued.

CORPS BY COUNTIES.	1865.		1866.		Appropriation.	Amount of Appropriation.	Balance on hand.	Fines due but yet collected.	REMARKS.
	Amount of Fines received.	Expended.	Amount of Fines received.	Expended.					
5th Regiment, Hants Co.			\$2 00	No. expenditure.	\$2 00	\$21 00			
6th do.		\$5 34	1 50	Regimental claims.		70 00			
7th do.				do.					
8th do.			3 00	do.					
1st do. Lunenburg.	\$10 40	7 52	30 65	No expenditure.				Drill building in course of erection.	
2d do.			2 00	Regimental claims.					
3d do.		5 23	32 60	No returns.					
4th do.	24 70	22 00	36 00	Regimental claims.					
5th do.				No accounts.					
6th do.	20 00			do.					
7th do.	18 00	18 50	37 50	Regimental claims.	21 04½	1 25½	62 00		
8th do.	17 00	21 55	6 00	do.	12 80				
1st Brigade Pictou Artillery.	12 93½	10 19	2 10	do.	3 86	0 98½			
2d Regiment, Pictou Co.	36 00	36 00	22 00	do.	18 10	3 90			
3d do.	6 18	2 25	1 63	do.	0 40	5 16	1 00		
4th do.	3 42½	3 87½	19 45	do.	19 45				
5th do.	8 62½	5 31	4 00	do.	0 20	7 11½			
6th do.	20 00	20 00	10 00	do.	6 45	3 55			
7th do.				do.					
8th do.				do.					
1st do. Queen's				do.					
2d do.			5 00	do.					
3d do.	24 25	13 00½		do.	5 00				
1st do. Shelburne.	31 00	1 90	27 00	do.	37 00	29 10			
2d do.	18 00	7 00	13 00	do.	28 90				
3d do.	86 85	24 31½	52 00	do.	23 49	91 04½			
4th do.				do.					
Yarmouth Artillery.				do.	6 00	13 00			
1st do.			19 00						

CORPS BY COUNTIES.	1865.		1866.		Appropriation.	Amount of Appropriation.	Balance on hand.	Fines due but yet collected.	REMARKS.
	Amount of Fines received.	Expended.	Amount of Fines received.	Expended.					
1st Regiment, Yarmouth.	152 05	15 65	53 00	Regimental claims.	60 77	59 45½		Leased barracks from Imperial Government for a drill room, stores, &c.	
2d do.	76 90	32 00	6 00	do.	2 72½	48 17½			
3d do.	28 71	9 09½	23 00	do.	25 52½	17 09			
4th do.			14 07½	do.	11 00	3 07½			
5th do.	10 55	0 75		do.					
6th do.	50 00	11 36	52 64	do.	48 26	43 02	6 00		
1st do. Cape Breton.				No accounts.					
2d do.	32 75		68 95	Regimental claims.	16 98½	84 71½			
3d do.	22 00	11 35	12 65	do.	3 38	19 92			
4th do.			2 00	No expenditure.		2 00			
5th do.			9 00	do.		9 00			
6th do.			82 95	Regimental claims.		72 00			
7th do.			9 00	No expenditure.		9 00			
8th do.				No accounts.					
9th do.				Regimental claims.		9 00	50 00		
1st do. Richmond.				do.					
2d do.			178 00	do.					
3d do.	17 50		28 00	Regimental claims.		45 50			
4th do.	82 00	20 10	125 00	No expenditure.		145 02	38 00		
5th do.				Regimental claims.		9 00			
6th do.				No receipts or expend.					
7th do. Inverness.	9 00	31 69	13 75	Regimental claims.		6 56			
8th do.			2 00	do.					
9th do.			7 50	No expenditure.					
1st do.			9 00	Regimental claims.		3 56	43 00		
2d do.			2 00	do.					
3d do.			114 00	No receipts or expend.					
4th do.	12 00	12 00	23 17	Regimental claims.		104 00			
5th do.	6 00	1 41	11 59	do.		14 83	2 00		
6th do.				No fines or expenditures.					
7th do.				do.					
8th do.				do.					
9th do.				do.					
1st do. Victoria.				do.					
2d do.				do.					
3d do.				do.					
4th do.				do.					

Distinctions.	1865.					1866.				
	Lt. Colonel.	Major.	Major.	1st Lieut.	2d Lieut.	Lt. Colonel.	Major.	Major.	1st Lieut.	2d Lieut.
Number of officers with substantive rank in 1865.	94	157	602	762	396	94	157	602	762	396
Commissioned in 1866.	22	50	213	210	76	22	50	213	210	76
Total substantive rank.	116	207	815	972	472	116	207	815	972	472
Deduct resignations in 1866.	4	5	9	34	7	4	5	9	34	7
Total with substantive rank in 1866.	112	202	806	938	465	112	202	806	938	465
"	94	157	602	762	396	94	157	602	762	396
"	18	45	204	176	144	18	45	204	176	144
Total increase of substantive rank in 1866.					54					54



APPENDIX C.

INSPECTION STATE of the Nova Scotia Volunteers, for the year 1866.

NAMES OF CORPS.	DISTRIBUTION.								INCREASE.			DECREASE.			
		Lieutenant-Colonels.	Majors.	Captains.	1st Lieutenants.	2nd Lieutenants.	Staff.	Sergeants.	Rank and File.	Officers.	Sergeants.	Rank and File.	Officers.	Sergeants.	Rank and File.
Halifax Artillery and Rifles...	On parade...*														
	Absent.....														
	Strength....			2	3		3	9	104	2		17			
Halifax Battalion .....	On parade...*														
	Absent.....														
	Strength....	1	2	6	7	9	4	34	502	6	5	153			
Windsor Rifle Company.....	On parade....			1	1	1	1	4	55			12		1	
	Absent.....								8						1
	Strength....			1	1	1	1	4	63			11		1	
Tatamagouche Rifle Company..	On parade....			1	1	1	1	2	53			14		2	
	Absent.....							2	30		2	8			
	Strength....			1	1	1	1	4	83			22			
Shubenacadie Rifle Company..	On parade....			1	1	1	1	4	45					1	9
	Absent.....							1	18		1	10			
	Strength....			1	1	1	2	4	63	1	1	1			
Shelburne Rifle Company .....	On parade....			1	1	2		2	62	2		17		3	
	Absent.....								19			16	2		
	Strength....			1	1	2		2	81			33		3	
Somerset, Cornwallis, Rifle Co.	On parade....				1	1		4	54		1	9	1		
	Absent.....				1		1		18	2		6		1	
	Strength....				1	1	2	1	4	72	1	15			
Queen's County Rifle Company	On parade...*	Disbanded.													
Absent.....															
Strength....															

\* Not inspected by Staff.

APPENDIX D.

Comparative Return of Volunteer Corps for the Years 1863, 64, 65, and 66.

CORPS.	EFFECTIVES.												No. rejected from effective returns for not having attended the number of drills required by law.	Government Property in charge.				Rate of Contingent.	Government Grant.		REMARKS.
	1863.			1864.			1865.			Kites.	Sets of Accou- trements.	Targets.		Great Coats.	Artillery Guns and Stores.	Cts.	Cts.				
	Officers.	Sergents.	Rank and File.	Officers.	Sergents.	Rank and File.	Officers.	Sergents.	Rank and File.												
1 Halifax Artillery and Rifles	4	7	63	6	9	77	6	9	87	8	9	99	100	100	125	6-prs. 6	\$50 00	\$580 00	Armstrong Battery, complete		
2 Scottish Rifles, Halifax..	6	4	60	6	5	65	8	6	67	8	6	79	465	00			465 00				
3 Mayflower " "	4	4	68	3	4	66	3	4	66	3	4	71	390	00			390 00				
4 Halifax " "	7	5	52	7	9	137	7	9	137	9	10	147	830	00	10	525	270 00	830 00			
5 Dartmouth " "	2	3	36	1	3	52	5	5	80	6	6	95	535	00			535 00				
6 Chebucto " "	6	5	61	4	4	59	4	4	59	2	5	57	110	00			110 00				
7 Windsor " Hants...	5	4	45	4	5	37	4	6	49	4	4	55	80	00	2		40 00	315 00			
8 Tatamagonch " C'ichest'r	4	5	54	5	3	36	4	4	61	4	3	66	80	00	2		40 00	365 00			
9 Shubenacadie " Hants...	5	4	40	4	4	39	5	4	60	5	4	65	80	00	2		40 00	370 00			
10 Shelburne " Shelb' rno	5	5	53	5	5	53	4	4	61	4	4	61	80	00			40 00	345 00			
11 Somerset " Kings...	...	...	...	...	...	...	...	...	...	...	...	...	80	00	2			40 00	430 00		
12 Queen's Co. " Queens..	4	4	52	3	3	43	5	4	63	5	4	77	60	00			30 00	430 00	Disbanded.		
13 King's Coll'ge " Windsor.	...	...	...	...	...	...	...	...	...	...	...	...	2	00				1 00	...		
14 Norm. School " Truro...	...	...	...	...	...	...	...	...	...	...	...	...	20	00				10 00	...		
	52	49	584	37	37	443	56	58	766	62	61	879	1122	480	18,050	6-prs. 6	551 00	4945 00			

NOTE.—The rate of contingent does not show the sum actually disbursed, which is less by deductions for deficiencies, cleaning, and repairs of arms.

RECAPITULATION.

11 Corps effective.	Officers.	Sergts.	Rank & File.	Government Grant.	\$4945 00
Returned effective by officers commanding	62	63	1021	Contingent as above.	561 00
Rejected, not having complied with enactment, &c...	0	2	142	Total	\$5506 00
Total effectives	62	61	879		

Two Cadet corps.

## APPENDIX E.

## County Rifle Competition for 1866.

PRIZES—\$32 TO EACH COUNTY.

*Best Shots receiving \$12. Second, \$10. Third and Fourth, \$5 each.*

NAMES OF WINNERS.		Distances in Yards, and Points obtained at each.		Total Points.
ANNAPOLIS COUNTY—	Lieut.-Colonel W. E. Starratt, 2d Regt. ....	300	500	
	Sergt.-Major J. H. Parker, 3d Regt. ....	16	2	18
	Private Ezra Young, 2d Regt. ....	10	7	17
	Quartermaster M. Chipman, 3d Regt. ....	9	6	15
COLCHESTER “	Lieut.-Colonel John McKay, 7th Regt. ....	4	10	14
	1st Lieut. David Linton, 3d Regt. ....	16	15	31
	1st Lieut. William McKay, 7th Regt. ....	13	17	30
CUMBERLAND “	Capt. Richard Craig, 1st Regt. ....	16	13	29
	Capt. Aaron Church, 1st Regt. ....	11	16	27
	Lieut.-Colonel R. F. Black, 5th Regt. ....	12	14	26
	Capt. John Cooper, 3d Cumberland. ....	16	10	26
DIGBY “	Capt. John Gilroy, 5th Cumberland. ....	14	12	26
	Lieut. G. J. A. Robinson, 1st Brigade Artillery. ....	12	13	25
	Capt. James Keen, 1st Brigade Artillery. ....	200	500	
GUYSBOROUGH “	Sergt. J. P. Woodman, 1st Brigade Artillery. ....	16	15	31
	Lieut. John Daley, 1st Brigade Artillery. ....	14	15	29
	1st Lieut. Donald Murdoch, 4th Regt. ....	16	10	26
	Sergt. John Jordan, 4th Regt. ....	12	12	24
HALIFAX “	Lieut. John A. Stewart. ....	12	10	22
	Sergt.-Major John D. McDonald. ....	12	9	21
	Corporal Taylor, H. V. B. ....	12	5	17
	Sergt.-Major Hickey, 2d Brigade Artillery. ....	7	10	17
HANTS “	Sergt. T. Walsh, H. V. B. ....	17	12	29
	Sergt. W. S. Singer. ....	14	14	28
	Sergt. A. C. Burgess. ....	15	13	28
	Sergt. C. Dimock. ....	17	11	28
KINGS “	Capt. and Adj. J. W. Stephens. ....	300	400	
	Lieut. Jacob J. Walton, 1st Regt. ....	13	16	29
	Sergt. W. M. Rand, 1st Regt. ....	11	17	28
	Adj. R. M. Rand, 2d Regt. ....	15	12	27
LUNENBURG “	Sergt.-Major Andrew Bishop, 1st Regt. ....	10	16	26
	1st Lieut. Alexander Kedy, 3d Regt. ....	300	500	
	Capt. J. Rudolf, 1st Regt. ....	14	15	29
	Lieut. Edward James, 3rd Regt. ....	14	14	28
PICTOU “	Adj. R. M. Rand, 2d Regt. ....	13	12	25
	Lieut. J. P. Ham, 3rd Regt. ....	12	12	24
	Capt. Donald Fraser, 6th Regt. ....	400	500	
	Capt. and Adj. J. D. McDonald, 3d Regt. ....	11	15	26
QUEENS “	Private A. Patterson, 1st Regt. ....	14	11	25
	Capt. and Adj. J. S. Copeland, 7th Regt. ....	10	12	22
	Sergt. Charles Harlow. ....	18	9	27
	Capt. Robert Kempton. ....	16	9	25
SHELBURNE “	Lieut. Thadeus Kempton. ....	11	10	21
	Sergt. Thomas Knowles. ....	13	8	21
	Capt. Swanesburg, 1st Regt. ....	300	500	
	Private John Jones, Volunteers. ....	15	9	24
YARMOUTH “	Private Colin King, Volunteers. ....	13	6	19
	Sergt. William Grovestine, 1st Regt. ....	6	12	18
	Lieut. G. W. Allen, 2d Regt. ....	13	5	18
	Private Frank Pitcher, 1st Regt. ....	11	7	18
YARMOUTH “	Lieut. G. W. Johnson, 1st Regt. ....	11	10	21
	Major J. H. Crosby, 3d Regt. ....	8	10	18
	Major J. H. Crosby, 3d Regt. ....	11	10	21

## APPENDIX No. 4.

# REPORT

OF THE

## CHAIRMAN OF THE BOARD OF WORKS,

FOR THE YEAR ENDING 30TH SEPTEMBER, 1866.

TO THE HON. THE PROVINCIAL SECRETARY, &c. &c. &c.

SIR,—

I beg to submit, for the information of His Excellency the Lieutenant Governor, my report for the fiscal year, ending September 30th, 1866.

The sum of \$160,320 was estimated by the Legislature as the probable sum required for various public works, as will appear on reference to the particular services which will be more fully referred to. The sum of \$30,000 was granted to St. Peter's Canal. The further sums required, and not included in the first mentioned sum, were—for the steamer "Druid," \$24,687.71; for Fog Trumpets, \$1,941.99; Drill Shed, \$6,607.10; Quarantine Service, \$16,001; Buoy Service, \$1,249.43;—making in all, \$240,807.23, exclusive of the liabilities of year 1865, amounting to \$12,253.56.

The whole expenditure for the past year amounts to \$284,017.88, of which \$259,675 has been paid, leaving liabilities amounting to \$24,342.88. The receipts from all branches of the Department are \$34,923.59. There was due from the Underwriters in the case of the "Ada G. York," wrecked on Sable Island, for property saved, previous to the end of the financial year, and against which certain expenditures will appear in the accounts, the sum of \$12,121, which having been received subsequently, will appear in the receipts for the year 1867, although properly belonging to the year 1866. This amount added to the receipts mentioned, gives a total of \$47,044.59 for the year,—being by far the largest revenue ever received by the Department, and nearly four times greater, it will be observed, than that of last year.

### HOSPITAL FOR THE INSANE.

The sum estimated for the ordinary expenses of this institution was \$30,800. A further grant of \$40,000 was allowed for extension of the building, making a total of \$70,800. The total expenditure for the year past amounts to \$79,512.49. \$42,235 has been expended on the extension of the building, and \$37,277.49 for general maintenance, repairs and improvements. The receipts for this service amount to \$17,062.13. There remains due to the end of the financial year \$44,763.28.

I append the Report of Mr. H. G. Hill, Architect appointed to superintend the extension of the building, which also embraces a statement concerning repairs and improvements, which I have procured for the information of His Excellency. I also forward the Report of Dr. J. R. DeWolf, the Medical Superintendent, which contains full information concerning the management of the institution.

### LIGHTHOUSES.

The sum estimated for this service was \$46,800, including \$200 for Seal and Mud Islands. The expenditure for the year amounts to \$58,535.13. Two new Lighthouses have been erected at a cost of \$5,820; one on Amet Island, Straits of Northumberland, and the other on Chester Iron-bound Island, for which no provision was made in the estimate.

For detailed information relative to this branch of the service, I beg to refer you to the Report of the Superintendent hereto annexed.

The substitution, which I effected in 1864, of petroleum for seal oil has proved, I am gratified to state, a complete success, a large saving of the public money being the annual argument in support of the change effected.

#### PENITENTIARY.

The sum estimated for the ordinary expenditure of this service was \$12,800. The amount earned for shoemaking in this establishment during the past year amounts to \$1,595.44. There has been performed, in addition to this, labor amounting to \$2,722.11 in other departments, all of which will appear by the Report of Mr. McGregor, the Superintendent, appended.

The expenditure for the past year amounts to \$15,618.44.

There has always been a great lack of water in dry weather at the prison. To furnish the necessary supply a large and well constructed cistern has been built capable of holding 5000 gallons. A yard has been provided for the female convicts which was much required. An eating room, also, has been fitted up in the wooden building adjacent.

The Reports of Dr. Black, Medical Officer, and Mr. F. Cotton, Instructor, will be found in the appendix.

#### “ DRUID.”

This steamer was purchased for the protection of the fisheries, but that duty having become unnecessary, she has been employed in saving at and transporting from Sable Island wrecked property, and in visiting Lighthouses. Her disbursements amount to \$24,687.71. Her credits for the year, including the sum of \$3,600 due from the underwriters of the “ Ada G. York,” amount to \$11,400.

This vessel has made nine voyages during the past summer, as appears by Capt. Kendrick's Report, appended.

#### “ DARING.”

The sum estimated for this service was \$5000. This vessel has been more actively employed during the year than in any previous year, and has performed, as will be seen by Capt. O'Brien's Report appended, 18 voyages. She has been the means of saving an unprecedented amount of property wrecked on Sable Island, in consequence of which her disbursements, as a matter of course, are large. The accounts show an expenditure of \$10,371.39, which, however, it must be borne in mind, includes a considerable sum paid for liabilities incurred in consequence of her entire renovation last year. A proper calculation would shew that the earnings of this vessel have covered the outlay, leaving a large amount to the credit of the province. In proof of this I may state that several vessels were engaged to proceed to Sable Island at the time of the wreck of the “ Ephesus,” and, while the “ Daring” was successful, they entirely failed to save anything. The credits for the year, including the sum of \$1,750 due from the underwriters of the “ Ada G. York,” amount to \$2,974.80.

#### PROVINCE BUILDING.

The estimated sum for this service was \$5,600.

It is unnecessary to state that the interior of this building required attention, when it is understood that nothing has been expended for painting and very little for renovation for nearly a quarter of a century. Nearly the whole of the wood-work of the interior of the building has been painted and grained. The ceilings and cornices whitewashed, new carpets imported for Council and Assembly Chambers, the old ones being worn out. The flat portion of the roof, which was covered with lead, being very leaky, has been covered with the patent roofing, and is now

perfectly tight. The slating on the other parts of the roof has been put in good repair. All the drains in connection with the building have been opened, cleansed and repaired.

This work has been performed under the supervision of Mr. Monaghan, the Clerk of Works.

The expenses for the past year amount to \$8,001.91.

#### GOVERNMENT HOUSE.

The sum estimated for this service was \$5800.

The old building at the east end of the stables has been removed and a new one erected. New fences have been erected. The stables have been repaired, and a new hot-house has been built in the garden, with drains complete. A dairy has been built, and the root-house and gardener's house thoroughly repaired, and the latter painted. A considerable amount of furniture has been supplied, and the interior of the building has undergone various repairs. A number of grates, and an improved cooking range has been imported from England, and put up.

The outlay for the past year amounts to \$9,765.34.

#### SABLE ISLAND.

The amount estimated for the humane establishment at Sable Island was \$5000. The expenditure was \$10,789.59. The credits amount to \$14,275.03, including the sum of \$6,771 due from the underwriters of the "Ada G. York," at the end of the financial year.

A brigantine, a large iron steamship, and a barque were wrecked on this Island during the year. The brigantine was the "Stranger" of Maitland, N. S., from New York bound to Pictou, with a cargo of flour and tobacco. She went on shore on the south side of the Island on the 15th of June. The crew were saved. The cargo was saved in a damaged state, transported to Halifax, and sold for the benefit of all concerned. The steamship was the "Ephesus" of London, from Norfolk, Va., bound to Liverpool, with a valuable cargo of cotton, tobacco and naval stores. She went on shore on the 6th of July, on the south side of the Island, near the west end. Nearly one fourth of her cargo was saved in a damaged state. The crew were all saved. This vessel was stranded nearly a fortnight before the wreck was reported at Halifax. During this time a large portion of her cargo might have been saved had there existed any direct means of communicating with the main land. The amount of property lost (about \$200,000) in this wreck alone would go far towards the expense of laying a submarine telegraph cable. The report of this disaster reached me by a boat belonging to the "Ephesus" with a portion of the wrecked crew. On the arrival of the "Druid" and "Daring" at the Island it was found that nothing up to that period had been saved, and that the ship's hull was rapidly breaking up. By the exertions, however, of Mr. Pugh, one of the Board with whom I visited the Island, ably assisted by Captains Kendrick and O'Brien, a considerable amount of property was saved in the short space of time then left for operations. The "Druid" and "Daring" both received full cargoes, the crews working all night transporting property from the wreck through a heavy surf which frequently threatened to swamp the boats. A large quantity of cotton was also landed on the shore, having been hauled through the breakers by means of a small steam engine on the deck of the wreck.

The barque was the "Ada G. York," of Portland, Me., from New Orleans bound to Liverpool, with a cargo of cotton. She went on shore on the south side of the Island, on the 17th of August. The crew were all saved, and about one-half of the cargo. The remainder of the cargo is still in the wreck, a part of which will probably be saved, as the hull remains comparatively sound.

I would recommend a complete reorganization of this establishment, with an increased staff and improved apparatus; and it is my opinion that such a reform rests no less on humane considerations than on pecuniary arguments.

## QUARANTINE SERVICE.

A capacious temporary hospital has been erected on the southern side of McNab's Island, and a number of wells sunk. There was a large quantity of lumber at the Island when I received instructions to suspend building operations, which still remains there. A competent person has been placed in charge of the building and other property during the winter. The sum expended on this service was \$16,001. A large proportion of this expenditure was incurred in consequence of the arrival and detention at this port of the steamship "England," with cholera on board.

## DRILL SHED.

The contract for extension of a Drill Shed for the Militia Service, entered into with Mr. John Brookfield, has been completed under the direction of Mr. H. G. Hill, Architect. The expenditure for the service has been \$6607.10.

## BRIDGE SERVICE.

A number of bridge links were imported in the past year, in accordance with a report of a Committee of the House of Assembly. The cost of these links, with expenses of importation, was \$3,800.07. There has been received from the underwriters, for a portion of them lost on the passage from England, the sum of \$1,120.56. The greater proportion of these are still in the stores of the Department.

## FOG TRUMPETS AND BUOYS.

The cost of maintenance of the Fog Trumpets at Sambro and Cranberry Islands during the past year amounts to \$1941.99. The expenses for providing Buoys for the past year amounts to \$1249.43.

I beg to refer you to the Report of the Superintendent of Lighthouses for further information relative to these services.

## ST. PETER'S CANAL.

The amount provided by the Legislature for this service was \$30,000. The sum expended to the end of the financial year amounts to \$31,841.16.

I have the honor to be, Sir,

Your obedient servant,

FREDERIC BROWN,

*Chairman Board of Works.*

DEPARTMENT OF PUBLIC WORKS,  
HALIFAX,

## APPENDIX No. 1.

## ANNUAL REPORT

OF THE

## MEDICAL SUPERINTENDENT OF THE HOSPITAL FOR THE INSANE.

1866.

TO THE BOARD OF COMMISSIONERS OF PUBLIC WORKS :

*Gentlemen,—*

I have the honor to submit the Ninth Annual Report of the Hospital, stating its "condition, progress, and requirements."

At the date of last Report, the number under care was one hundred and fifty. In 1866, forty-two have been admitted; making the whole number for the past twelvemonth one hundred and ninety-two.

Thirty-five have been discharged, leaving at the end of the year one hundred and fifty-seven. The daily average has been one hundred and fifty-three.

The recoveries, reckoned on admission, give a rate of 40.48 per cent.; the average of eight years has been 39.04 per cent.

The mortality rate, reckoned on the daily average number, has been 2½ per cent., which is unusually low, the average since the opening of the Hospital having been 5½ per cent. The mean of eight years, *reckoned on the whole number treated* in each year, has been 4½ per cent.

The results of the treatment as shown by admissions, re-admissions, recoveries, discharges and deaths, are set forth in a series of comprehensive statistical tables, arranged in uniformity with those recommended by the Medico-Psychological Association, for adoption in all British and Colonial Asylums.

Being the first Colonial member of that Association, and having in previous years advocated the adoption of an uniform system, your Superintendent thought it incumbent upon him, at no small amount of extra labor, to prepare the series as now presented; and your attention is invited to the satisfactory proportion of recoveries, and the small annual mortality which these tables exhibit, embracing the whole period since the opening of the Hospital.

At the suggestion of Her Majesty's Secretary of State for the Colonies, three additional tables were inserted for the first time in last year's Report. These are now continued, together with the usual record of monthly admissions and discharges, the ages of the patients, their former residence, civil condition, and previous occupation. These last, though chiefly of local interest, are by no means exclusively so. For greater convenience in printing, all the tables are arranged together at the end of the Report.

The number of admissions in 1866 has been less than in the previous year, not because the applications have been less numerous or less urgent, but solely from our inability, owing to want of room, to receive any beyond the maximum of the past two years. It was only as vacancies occurred by recovery or removal we were able to admit new patients, among whom were included many unpromising and almost hopeless cases. We have to express our regret that many of these were not sent at an earlier period, and at a time when beneficial results might have been anticipated. One was brought in a moribund state.

A common enquiry by visitors, who often appear surprised at the order and quietude here, is, "Have you any very violent patients?" Fortunately we are for the most part able to give a decidedly negative answer. Our wards are generally tranquil, and the occurrence of noise or excitement is altogether exceptional. We have had, however, this past year, some of the most destructive and quarrelsome patients that have ever been admitted at Mount Hope. The



satisfaction and delight evinced in the demolition of doors and windows, and the determination manifested to carry out their destructive schemes, irrespective of all control, have in these few instances sorely tried the endurance of our well-trained attendants.

The example of a single outrageously violent inmate is most pernicious in its effect upon the other patients. They too are not slow in learning to threaten that unless their cravings, whether for tobacco or some other indulgence, are immediately gratified, they will let us see what they can do. Knowing it to be contrary to our rules, some even ask to have restraint applied, evidently for the purpose of showing how quickly they could divest themselves of it. These harrassing excitements were fortunately of short duration, and as regards the more prominent actors, terminated with their re-education.

The attempt which hitherto has been unsuccessful, to induce the Legislature to make the maintenance of indigent and pauper patients a charge upon the Provincial Treasury, has this year been renewed by the Grand Jury of Halifax County. It is ardently to be hoped that this suggestion will not be entertained. The several Counties of the Province can well afford to support their insane poor; and the rates now charged being below the actual cost, a portion of the expense of every patient falls upon the Province. Once throw this open as a free Hospital, and it will immediately be filled, not with the insane alone, but with the idiots and epileptics of a few of the adjacent Counties, to the exclusion of all living at a distance from Halifax. Even in our present crowded condition, renewed applications are being constantly made for the reception of cases of this class.

The admissions here, as in all similar institutions, are proportionally most numerous from the several parts of the country according to their proximity to the capital. This arises from the better knowledge in these districts of the working and benefits of the Hospital, and also from the more easy transmission of patients. The remotest parts of the Province, however, are not without a fair share of the advantages accruing from the operations of the institution. Yarmouth and Shelburne, in the one direction, and Inverness and Victoria in the other, have had their insane admitted and cared for, and their convalescents returned to home and friends.

Private patients continue to avail themselves of the benefits of the Hospital, which is adapted for the requirements of all classes. A large proportion of our inmates are above the range of pauperism. Many of them, it is true, have become chargeable to the public, but oftener than otherwise in consequence of the poverty induced by their insanity.

#### DISCHARGED.

Besides two who are absent "on trial," thirty-five have been discharged during the year. Of these seventeen have been restored, ten were improved, four stationary, and four died. Of those who had recovered, one relapsed, was re-admitted, and is now convalescent.

The number of re-admissions for the past eight years is stated in tables 2 and 14, showing how small a proportion have relapsed after leaving the Hospital. Of two hundred and seven discharged (154 restored, 38 improved, and 15 stationary,) only twenty-seven have been brought back, after various periods of absence, and of these only twelve now remain under care. The total number of re-admissions has been thirty-three; but one individual has been no less than five times admitted.

Ten have been recorded this year as "improved." Had their stay in Hospital been prolonged, it is reasonable to suppose some of them at least would have been fully restored. One escaped, and has been considered by his friends well enough to be retained at home. Another effected his escape after his friends had been notified of his convalescence. He had the liberty of the grounds, and only took his discharge a little earlier than was intended. We have been gratified to hear good accounts of some whose removal we thought premature. One who was taken home against our remonstrance, soon relapsed, and as his discharge "on trial" had been refused, the vacancy was at once filled, and it was months after ere he could be re-admitted.

Of the four discharged "unimproved," three were epileptics, transferred to make room for urgent cases, and one was only temporarily admitted.

The deaths have been four: one male, and three females. The former, who was more than seven years in Hospital, and had suffered great hardships prior to admission, recovered from an attack of fever, and was carried off by phthisis. Of the females, one died soon after admission, from exhaustion consequent upon a protracted journey, and long-continued excitement; one from suicide, who for a long period, with apparent intermissions, resolutely adhered to her purpose, and accomplished it effectually, notwithstanding all our precautions and watchfulness. The only other death was from Cancer Uteri in a patient who had apparently recovered from her insanity.

These are all tabulated, not only in the obituary for the year in the Colonial Office Tables, No. 9, but in that exhibiting the causes of all the deaths since the opening of the Hospital, Table No. 5. In reference to this, it is worthy of remark that no deaths have been recorded from diarrhoea or dysentery, and only three from fever, showing how healthy a site has been chosen for the building, and how much we owe to the worthy and benevolent Miss Dix, for her careful and judicious selection of a suitable location, and for the excellent plan of the building, approved by competent authority, and embracing all modern improvements.

The statistical tables appended to this Report show for the Provincial Hospital a mortality rate far below the English or American average, and a proportion of recoveries by no means unsatisfactory.

These tables, from No. 1 to No. 6, inclusive, are those recommended by the Medico-Psychological Association, and are probably the best that could be framed for general use, since they exhibit a class of figures not liable to be so twisted as to distort facts. They are sufficiently comprehensive without being too complex. The numbers under treatment, the dates of admission and discharge, the number of recoveries checked by re-admissions, and the mortality rate, are not liable to mislead either the professional or the general reader.

Successful treatment is to be attributed, not so much to the remedies employed, as to their early administration when required, and especially to general hygienic causes. Pure air, secured by thorough ventilation; an abundant supply of good water, daily open-air exercise, regular hours, invigorating diet, and suitable clothing, with perfect cleanliness, are the essential requisites.

Tables, accurately prepared, are serviceable not merely to the statistician, and for the advancement of science through his labors, but as a stimulus to proper oversight, both medical and economical, on the part of any Superintendent. It is certainly a laudable ambition to strive to attain the most satisfactory results, and in no other way can these be so clearly and incontrovertibly shown, as by carefully compiled tables extending over a series of years.

The extent to which it may be desirable to carry these, will of course vary with different institutions. Where the duties of Clerk and Apothecary devolve upon the Superintendent, it is not to be expected very elaborate tables can be prepared without other duties being neglected.

Since general hygienic causes (as previously stated) largely influence the character of the results, it is quite admissible to enumerate these, and, when satisfactory, to dwell upon them, as without self-laudation one may congratulate the friends of the insane on their having a refuge where bodily health is placed under the most favorable conditions, and where restoration is aided by external influences.

The deprecatory remarks in the circular from the Colonial Office would excuse your Superintendent, if excuse were needed, in placing before your Board and the Legislature a comparison of the results attained here and elsewhere.

In such of the Asylums of Great Britain whose reports we have at hand, as have given the results of treatment for the past eight years, we find the ratio of recoveries to have been 26 per cent. for that period. The American Reports, which have furnished the requisite data, give a corresponding rate

of 38 per cent., while this Hospital shows, in the same eight years, 39 per cent. recovered.

The mortality rate for these institutions shows for every twelve deaths here, thirteen in the United States, fifteen in Canada, nineteen in New Brunswick, and twenty-four in Great Britain.

#### EXTENSION OF THE HOSPITAL.

In announcing the progress made towards completion of the centre building and north wing, it is gratifying to be able to report most satisfactorily. The season has been unusually favorable for building operations, and the Contractor, H. Peters, Esq., has not only availed himself of this, but has by his untiring energy and good management, forwarded the work with almost unprecedented rapidity. The character of the workmanship is excellent, and there is every disposition shown to complete the whole in the most thorough manner.

Not only will this enlargement of the Hospital enable us to receive ninety additional patients, but it provides separate buildings for each sex. The new wing to the north of the centre is for female patients, exclusively, while the south wing will be given up altogether to the men.

The centre building contains, besides comfortable quarters for the Superintendent and family, rooms for Assistant Physician, Clerk's Office, Library, Infirmary Kitchen, Reception Rooms, and apartments for patients to receive their friends' visits: and in addition to these, a general dining-hall or refectory on the first floor, twenty-two feet in width, sixty-two in length, and twelve feet high, to be used also as a recreation room. Above this, on the third and fourth, stories, is the Chapel, of the same superficial area, but twenty-one feet in height to be dedicated exclusively to religious services.

In last year's Report, an anticipation was expressed of increased difficulties in managing the Hospital, owing to the large number of workmen to be employed in building operations. Fortunately this has not been realized, the numerous artisans and laborers having conducted themselves with marked propriety and decorum.

The heating by steam having been found to work well hitherto, has been continued throughout the new sections. Capacious air-chambers, provided with ample radiating surface of one-inch steam-pipe, are connected by nine-inch flues with every room, affording an abundant supply of fresh air moderately warmed, thus differing materially from furnace heat. The ventilation is secured by outlet flues of the same area, leading from every apartment to the attic, and thence to the cupola. The centre building is provided with open fire-places, while the wings are furnished with coils of pipe in the larger rooms, to afford direct radiation when required.

The work has now been brought so much nearer completion than was anticipated, that before the issue of the next Annual Report, your Superintendent hopes to see the new wards occupied.

#### OCCURRENCES OF THE YEAR.

The Hospital has been honored with a visit from His Excellency Major General Sir W. Fenwick Williams, of Kars, Baronet, K. C. B., &c., &c., &c., who, after inspecting the wards and the detached buildings, has been pleased to express his warm approbation of our arrangements and management.

The Committee on Humane Institutions paid their customary visit during the session, accompanied by other members of the Legislature. Their official Report testifies their entire satisfaction with the state of the Hospital and inmates.

Besides the concerts and entertainments stated under the head of Acknowledgements, the patients have been favored with a pic-nic near the Hospital, with magic lantern exhibitions, and with music for several evening parties by officers of the institution and attendants.

During the summer a String Band was organized and an instructor engaged, and in a few weeks such proficiency was made that we had suitable music for the evening entertainments without extraneous aid.

In addition to such recreation as has been named, the patients have been taken in larger or suitable groups to attend concerts, recitations, &c., at Dartmouth, to witness a military review in Halifax, and also on several occasions for boating-parties in summer and sleigh-drives in winter.

These various indulgences have the good effect of gratifying the private patients, who feel that they are entitled to all the comforts we can secure for them; as well as of encouraging the industrious; and further, of awakening the dormant energies of the silent and desponding.

A case of measles occurred in one of the domestics, but having been early recognised and isolated, no second case took place.

One of the events of the year was the accouchment of a married patient in June. This being fully anticipated, and the invalid being comparatively well for some days previously, no unfavorable occurrence intervened, and for several weeks both mother and babe were doing well. When about two months old, however, it became necessary to remove the child, which was accordingly sent to the friends at a distance.

Our endeavors to improve the appearance of the grounds, have probably been more successful this year than formerly. Your Superintendent is aware of many deficiencies in this respect, and is earnest in his endeavors to give an aspect of comfort and neatness outside the building corresponding with the appearance of the interior. Steady progress, slow though it be, is being made in the embellishment of the grounds, and in adapting them to future requirements.

It may not be amiss to state the urgent want of additional land. The original lot is more than a mile in length, but only about six hundred feet in width. It brings the south wing *within five feet* of our boundary line, and when the building is completed, barely a narrow roadway will be left on the northern side. It is desirable that early steps be taken to secure additional land *on both sides*. Not only for appearance, but still more for use, is this required. Land in the immediate vicinity of the Hospital can be profitably tilled, while it would be unwise and almost impracticable to extend our labours to the eastern boundary of our present grounds.

#### ACKNOWLEDGEMENTS.

The "labour of love" which is undertaken by those who devote themselves to the care of the insane, is lightened and cheered by spontaneous acts of good will on the part of considerate and kind-hearted friends. Year after year does this benevolence manifest itself, and although the novelty of the Institution has ceased, its charitable aspect is not lost sight of.

The clergymen of the Presbyterian, Episcopal, Baptist, and Wesleyan Churches, continue kindly to afford their gratuitous services, in the order above named, on the successive Sundays of every month. A number of the Roman Catholic patients attend Chapel in Dartmouth every Sunday. The value of religious ministrations in a remedial point of view, is well established.

We are indebted to Major-General C. Hastings Doyle for a number of large and handsome colored engravings, well suited to adorn the walls of our new wards about to be opened, as well as for several volumes of the "Illustrated News." We owe to him also our thanks for the privilege of the dock at the Queen's Wharf for our boats. While Administrator of the Government, His Honor was pleased to insert in the Visitors' Book, his cordial approval of the management of the Hospital, and his favorable commendation of the state of the Institution and its inmates.

Our immediate neighbors, Mrs. H. Y. Mott and family, have frequently placed us under obligations in this as in previous years, by considerate attentions, and especially by bountiful supplies of fruit-cake, apples, &c., &c., on Christmas and other holidays.

To Captain Kendrick, by kind permission of your Board, we are indebted for a delightful excursion in the Government Steamer "Druid," to McNab's Island, the North-west Arm, and Bedford Basin. It was a memorable treat, enjoyed alike by patients and attendants.

George Troop, Esq., has generously given a large Saint George's Ensign, and Charles F. DeWolf, Esq., a Barometer.

James H. Thorne, Esq., Deputy Provincial Secretary, has renewed his former favors in supplying Legislative Journals, Reports, and other public documents.

Mrs. Montagu, of Dartmouth, has presented the Hospital with several volumes of the "Illustrated London News." John Bourinot, Esq., has added to our Library his official reports, with other works; and J. R. Handley, Esq., has continued to favor us with the current numbers of "Illustrated News" and "Punch."

The President of the Wesleyan Conference, Rev. George Scott, of Newcastle, on the occasion of his visit to Halifax, kindly favored the patients and household with an interesting address.

F. Passow, Esq., has placed us under obligation, by giving another of his most entertaining readings.

Mrs. J. R. DeWolfe, of Liverpool, G. B., in addition to other marks of interest and kind attention, generously provided recherche refreshments and music for one of our pleasantest evening parties.

Mr. and Miss Hyde, of Dartmouth, and friends, kindly gave us a concert early in the winter, as also did Miss Nordbeck, Miss Deuchmin, M. G. Black, Esq., and friends subsequently. We are indebted to the Misses Thompson, Dr. A. C. Cogswell, and Mr. Wiswell, for another musical entertainment. The Union Protection Company's Band also favored us with an evening's performance.

The Press claims our reiterated thanks for unremitting kindness. The gratuitous supply of newspapers enables many an eager reader to learn what is transpiring in the outer world from which he is excluded. Their isolation is daily cheered by intelligence to be obtained in no other way. The "Acadian Recorder," the "Abstainer," the "Acadian" (Wolfville), the "British Colonist," the "Christian Messenger," the "Colonial Standard" (Pictou), the "Evening Express," the "Eastern Chronicle" (New Glasgow), the "Halifax Citizen," the "Halifax Reporter," the "Morning Chronicle," the "Provincial Wesleyan," the "Presbyterian Witness," the "Sun and Advertiser," and the "Unionist," are regularly received. To these, the "Church Chronicle," the "Free Press" (Bridgetown), and the "Home Circle," have kindly been added. The proprietors will please accept our best acknowledgements.

An anonymous friend has kindly sent several rare varieties of Fuschias, and other plants.

James R. Woodburn, Esq., presented the Hospital with a large coloured view of Halifax, and Messrs. Parish & Co. gave twenty photographs of the prominent public men of this Province and Canada.

To the kind friends named above we tender heartily the gratitude of all resident here.

Having in former years strenuously urged the extension of the Hospital, it is becoming that acknowledgement should now be returned for the liberality of the Government and the Legislature in granting the sum of eighty thousand dollars for this purpose. The appropriation meets with the sanction of every one, and is in accordance with the enlightened, humane, and progressive spirit of the age. In a Province with less than four hundred thousand inhabitants there has been expended on the Hospital for the Insane upwards of sixty thousand pounds sterling, and there is every prospect of an additional sum being shortly required to complete the building.

It is this noble liberality of the Legislature in building the Hospital that gives the strongest claim upon the several Counties to pay for the maintenance therein of their own insane poor, while it so strongly commends the inmates, of whatever rank or condition, to the benevolence of the true-hearted philan-

thropist. It is evident that so large a sum having been expended by the Province in building and equipment, the extras, such as pictures, books, the means of recreation, and numerous other items, should be left to private individuals.

So also the support of well-educated, respectable, but reduced patients, is more appropriately met by private benevolence than even by the County rate. The insane are, many of them, acutely sensitive, knowing and lamenting their poverty and unwilling to be a burden upon their neighbours, while quite able to appreciate the munificence of a Brown, a Bell, and a Binney, who have done so much to alleviate their unhappy lot.

In closing our list of favours bestowed we would not omit to acknowledge the kindness of professional brethren devoted to the speciality in sending their Reports in exchange. We have the pleasure of knowing that our request for this has led to the printing of a Report for circulation, that formerly was limited to the Colony where it was written, if not indeed to the mere manuscript of the Superintendent.

If Her Majesty's Secretary of State for the Colonies would consent to forward annually to each of the Asylums in the dependencies of the Empire copies of the Reports of the Commissioners in Lunacy in England, Ireland, and Scotland, a mass of useful and instructive information would be conveyed to the remotest quarters, productive no doubt of the best results.

#### CONCLUSION.

For full details as to the new building and the permanent improvements, reference is respectfully made to the Report of H. G. Hill, Esq., Architect, under whose able supervision-work is being carried on. The requirements for next year are happily so few as not to need special mention, unless indeed the want of an Assistant Medical Officer be made an exception. The time has now arrived when your Superintendent ventures to ask this, not so much on his own account, as on behalf of those committed to his care.

It is pleasing to be able to commend the diligence and unity of all employed here.

Trusting in the future as in the past to the Superintending Providence of the All-wise and All-powerful Ruler of Events, we leave the duties of the old year and enter upon those of the new.

JAMES R. DEWOLF, M.D., EDING.,  
*Superintendent.*

TABLE I.

*Showing the Admissions, Re-admissions, Discharges, and Deaths during the year 1866.*

		Males.	Females.	Total.
In Hospital. 1st January. 1866.. .. .		79	71	150
	M. F. T.			
Admitted for the first time during the year. ....	20 19 39			
Re-admitted during the year. ....	1 2 3			
Total admitted .....		21	21	42
Total under care during the year. ....		100	92	192
	M. F. T.			
DISCHARGED OR REMOVED.				
Recovered .....	10 7 17			
Relieved.. .. .	6 4 10			
Not improved. ....	3 1 4			
Died .....	1 3 4			
Total discharged and died during the year. ....		20	15	35
Remaining in Hospital, Dec. 31, 1866, (inclusive of absent on trial, } Males 1, Females 1.) .....		80	77	157
Average number resident during the year. ....		80	73	153

TABLE 2.

*Showing the Admissions, Re-admissions, Discharges, and Deaths from the opening of the Hospital to the present date, December 31st, 1866.*

		Males.	Females.	Total.
Persons admitted during the period of eight years. ....		217	167	384
Re-admissions .....		21	12	33
Total of cases admitted. ....		238	179	417
	M. F. T.			
DISCHARGED OR REMOVED.				
Recovered .....	89 65 154			
Relieved .....	27 11 38			
Not improved. ....	13 2 15			
Died... .. .	29 24 53			
Total discharged and died during the eight years .....		158	102	260
Remaining December 31, 1866. ....		80	77	157
Average number resident during the eight years. ....		61	55	116

TABLE 3.

Showing the Admissions, Discharges, and Deaths, with the mean Annual Mortality, and proportion of Recoveries per cent. of the Admissions for each year, since the opening of the Hospital.

Year.	ADMITTED.			DISCHARGED.												Average numbers resident.			Per centage of Recoveries on Admission.			Per centage of Deaths on average numbers resident.								
	M.	F.	M. & F.	Recovered.			Relieved.			Not improved.			Died.			M.	F.	M. & F.	Males.	Females.	M. & F.	Males.	Females.	M. & F.						
				M.	F.	M. & F.	M.	F.	M. & F.	M.	F.	M. & F.	M.	F.	M. & F.															
1859	39	81	70	8	3	11	2	1	3	1	0	1	3	1	3	1	3	28	27	55	21	21	42	20.5	9.7	15.7	8.8	2.8	5.7	
1860	32	81	68	8	6	14	2	0	2	2	1	3	3	1	3	1	3	45	50	95	34	36	70	25.0	19.8	22.2	8.8	2.8	5.7	
1861	88	22	60	14	9	28	4	1	5	2	1	3	8	7	10	10	117	55	117	55	50	105	36.8	40.9	38.8	5.6	14.0	9.5		
1862	81	12	43	12	9	21	1	1	2	2	0	2	4	1	5	5	180	69	180	69	52	121	38.7	75.0	48.8	5.8	1.9	4.1		
1863	80	17	47	17	5	22	6	0	6	1	0	1	5	1	6	6	142	70	142	70	62	132	56.7	29.4	46.8	7.1	1.6	4.5		
1864	23	23	46	8	10	18	1	2	3	3	0	3	4	6	10	82	72	154	80	71	151	80	151	34.8	48.4	39.1	5.0	8.4	6.6	
1865	24	22	46	12	16	28	5	2	7	1	0	1	9	5	14	79	71	150	81	74	155	74	155	50.0	72.7	60.9	11.1	6.7	9.0	
1866	21	21	42	10	7	17	6	4	10	3	1	4	1	3	4	80	77	157	80	73	153	80	153	47.6	33.8	40.6	1.2	4.1	2.0	
Total	288	179	417	89	65	154	27	11	98	13	2	15	29	24	53	Mean of eight years	61	55	116	61	55	116	61	55	38.7	40.5	39.0	5.6	4.9	5.2



**TABLE 4.**

*Shewing the History of the Annual Admissions since the opening of the Hospital, with the discharges and Deaths, and the numbers of each year remaining on the 31st December, 1866.*

YEARS.	Admitted.				Of each Year's Admissions, Discharged, and Died in 1860.								Total Discharged and Died of each Year's Admissions to 31st Dec. 1866.								Remaining of each Year's Admissions 31st Dec., 1866.								
	New Cases		Relapsed Cases.		Recovered.		Relieved.		Not Improved.		Died.		Recovered.		Relieved.		Not Improved.		Died.		M.		F.		Total.				
	M.	F.	M.	F.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	
1859	39	31	...	...	1	1	2	1	1	2	1	1	1	18	7	25	4	3	7	2	...	2	5	8	13	15	12	27	
1860	32	31	...	...	1	1	2	1	1	2	1	1	2	8	10	18	6	2	8	2	1	3	4	4	8	9	16	25	
1861	33	20	...	...	1	1	2	...	...	...	...	...	...	10	14	24	3	2	5	3	...	3	8	1	9	9	7	16	
1862	25	11	...	...	2	...	...	...	...	...	...	...	...	17	6	23	3	1	4	...	...	...	1	2	3	6	4	10	
1863	30	15	...	...	1	...	...	...	...	...	...	...	...	10	8	18	3	...	3	...	...	6	2	8	11	7	18		
1864	21	20	...	...	2	2	4	...	...	...	...	...	...	5	9	14	2	...	2	...	...	2	3	5	8	6	14		
1865	17	20	...	...	2	2	4	...	...	...	...	...	...	6	5	11	...	...	1	...	...	1	1	2	7	9	16		
1866	20	19	...	...	4	3	7	1	1	2	...	...	...	10	7	17	6	4	10	3	1	4	1	8	4	15	16		
	217	167	21	12	417	10	7	17	6	4	10	3	1	4	89	65	154	27	11	38	13	2	15	29	24	53	80	77	157

Summary of Total Admissions 1859-66.			
	Male.	Female.	Total.
Per centage of Cases Recovered	87.4	86.8	86.9
Relieved	11.4	6.2	9.1
Not Improved	5.4	1.1	3.6
Died	12.2	18.04	12.7
Remaining	33.6	48.0	33.7
Total	100	100	100
Mean Annual Mortality 1859-66	5.6	4.9	5.2

TABLE 5.

Showing the Causes of Death for each year from the opening of the Hospital to the present date, December 31, 1866.

CAUSES OF DEATH.	1860		1861		1862		1863		1864		1865		1866		Total.
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	
Cerebral or Spinal Disease :															
Apoplexy and Paralysis .....						2									2
Epilepsy .....			1	1						2	1				5
General Paralysis .....			1	1	1	1			2	1					7
Mania, Melancholia, and Dementia ..			2	4					2	1	1		1		11
Thoracic Disease :															
Inflammation of Lungs, Pleura, or Bronchi .....									1	1					2
Pulmonary Consumption .....	1	1		1			1		3	1	1	1			10
Disease of Heart, &c. ....															
Abdominal Disease :															
Inflammation of Stomach, Intestines, or Peritoneum	1			1		2				1	1				6
Dysentery or Diarrhoea .....															
Cancer (Uteri) .....														1	1
Fever .....									1	1	1				3
Erysipelas .....									1						1
General Debility, Old Age, &c. ....	2														2
Suicide and Accidents .....			1							1			1		3
	3	1	3	7	4	1	5	1	4	6	9	5	1	3	53

TABLE 6.

Showing the length of Residence in those discharged Recovered, and in those who have died during the year 1866.

LENGTH OF RESIDENCE.	Recovered.			Died.		
	Males.	Females.	Total.	Males.	Females.	Total.
Under 1 month .....					1	1
From 1 to 3 months .....	1		1			
" 3 to 6 " .....	3	2	5			
" 6 to 9 " .....	2	2	4			
" 9 to 12 " .....						
" 1 to 2 years .....	1	3	4			
" 2 to 3 " .....					1	1
" 3 to 5 " .....	1		1			
" 5 to 7 " .....	1		1		1	1
" 7 to 8 " .....	1		1	1		1
Total .....	10	7	17	1	3	4

**TABLE 7.**

*Admissions and Discharges, 1866, with results.*

	Numbers remaining Jan. 1st, 1866.	Admitted during the year.	Average in-mates, 1866.	Died.	Discharged.			Average stay of those discharged, 1866.			No. who having entered before 1863 still remain.
					Cured.	Relieved.	Unimproved.	Y.	M.	D.	
Males .....	79	21	80	1	10	6	3	2	0	16	65
Females .....	71	21	73	3	7	4	1	1	4	26	61
Total .....	150	42	153	4	17	10	4	1	8	22	126

**TABLE 8.**

*Form of Disease in relation to result, 1866.*

	Remained over from 1865.		Admitted 1866.		Discharged.				Died.	Average stay of those who Died in 1866.			
	M.	F.	M.	F.	Recovered.		More or less Relieved.			M.	F.		
					M.	F.	M.	F.	M.	F.	days	mos.	yrs.
Mania .....	21	20	9	12	5	5	3	2	2	2	} 26	} 1	} 10
Melancholia .....	21	9	6	4	4	2	1	1	1	1			
Dementia .....	23	23	2	3	1	1	1	1	1	1			
General Paralysis .....	1	...	1	...	...	...	...	...	...	...	} 7	} 2	} 2
Epilepsy .....	4	3	1	...	...	...	1	1	...	...			
Other forms .....	8	14	2	2	1	...	4	...	...	...			
Totals .....	78	69	21	21	10	7	9	5	1	3			

**TABLE 9.**

*Obituary for the Year 1866.*

No. in Register.	Sex.	Date of last Admission.	Date of Death.	Age at Death.	Civil Condition.	Mental state on Admission.	Bodily state on Admission.	Hospital Residence	Assigned cause of Death.	Post Mortem.
332	F	Jan. 24, '66	Jan. 28, '66	21	S	Mania .....	Prostrate	3	Exhausti'n	None.
7	M	Jan. 25, '59	Mar. 21, '66	49	S	Dementia ..	Emaciated	7 1 26	Phthisis ..	None.
253	F	June 22, '63	Apr. 18, '66	46	M	Melancholia	Dyspeptic	2 9 26	Sus pr. col	Odontoid dislocated.
119	F	Nov. 6, '60	July 28, '66	47	W	Mania .....	Psoriasis	5 8 22	Cancer Uteri.	Pelv. organs involved.

**TABLE 10.**

*Monthly Admissions and Discharges from January, 1859, to December, 1866.*

1859 to 1865.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Males.	Females.	Total.
Admitted.....	31	30	15	28	35	49	36	24	36	24	41	26	217	158	375
Discharged.....	17	13	11	18	19	22	17	21	24	23	17	23	138	87	225
<b>1866.</b>															
Admitted.....	4	1	4	4	4	2	3	3	5	2	5	5	21	21	42
Discharged.....	5	...	2	3	8	5	5	1	...	4	5	2	20	15	35
Remaining.....	149	150	152	153	154	151	149	151	156	154	154	157	80	77	157

**TABLE 11.**

*Alleged Ages of all Admitted.*

	1866.	1859-65.	Total.
From 5 to 7 years.....	....	3	3
“ 10 “ 20 “ .....	2	20	22
“ 20 “ 30 “ .....	11	101	112
“ 30 “ 40 “ .....	7	87	94
“ 40 “ 50 “ .....	6	73	79
“ 50 “ 60 “ .....	11	37	48
“ 60 “ 70 “ .....	1	22	23
“ 70 “ 80 “ .....	1	13	14
82 “ .....	....	1	1
Unknown.....	....	18	18
Re-admissions.....	3	....	3
<b>Total .....</b>	<b>42</b>	<b>375</b>	<b>417</b>

TABLE 12.

*Former Residence (corrected by separation of Re-admissions.)*

	1859-66. Re-admissions.	1866.	1859-65.	Total.	1866. Population.
Halifax City and County...	12	17	115	132	49021
Colchester County.....	....	2	23	25	20045
Cumberland.....	2	1	13	14	19593
Pictou.....	5	3	34	37	28785
Antigonish.....	....	1	6	7	14871
Guysboro'.....	....	2	7	9	12713
Inverness.....	....	....	2	2	19967
Richmond.....	....	....	4	4	12607
Victoria.....	....	1	2	3	9643
Cape Breton.....	4	5	12	17	20866
Hants.....	5	1	20	21	17460
Kings.....	1	2	19	21	18731
Annapolis.....	....	2	7	9	16753
Digby.....	....	....	3	3	14751
Yarmouth.....	....	....	7	7	15446
Shelburne.....	1	....	1	1	10668
Queens.....	2	1	9	10	9365
Lunenburg.....	1	....	12	12	19632
Newfoundland.....	....	1	2	3	....
New Brunswick.....	....	....	10	10	....
Prince Edward's Island....	....	....	2	2	....
Barbadoes.....	....	....	1	1	....
United States.....	....	....	11	11	....
England.....	....	....	1	1	....
Ireland.....	....	....	2	2	....
Scotland.....	....	....	1	1	....
Germany.....	....	....	1	1	....
India.....	....	....	1	1	....
H. M. Service.....	....	....	6	6	....
Unknown.....	....	....	11	11	....
Total.....	33	39	345	384	330857

TABLE 13.

*Civil Condition of all Admitted.*

	Married.	Single.	Widowed.	Unknown.	Re-admitted.	Total.
1859-65 { Males.....	72	108	4	13	20	217
1859-65 { Females.....	67	67	13	1	10	158
1866 { Males.....	11	9	....	....	1	21
1866 { Females.....	8	10	1	....	2	21
1859-66 { Males.....	83	117	4	13	21	238
1859-66 { Females.....	75	77	14	1	12	179
Total.....	158	194	18	14	33	417

TABLE 14.

*Re-admissions from 1859 to 1866.*

	1861	1862	1863	1864	1865	1866	Total.	Admitted twice.	Admitted three times.	Admitted five times.	Remaining Dec. 31, 1866, of Re- admissions.
Males.....	5	6	....	2	7	1	21	15	1	1	8
Females.....	2	1	2	3	2	2	12	8	2	..	4
Total.....	7	7	2	5	9	3	33	23	3	1	12

**TABLE 15.**  
*Former Occupation, so far as ascertained.*

	1866.		1859-65.		TOTAL.		Male Population 1861.
	M.	F.	M.	F.	M.	F.	
Barrister .....	..	..	1	..	1	..	147
Blacksmiths and Wives .....	..	..	3	2	3	2	15118
Barbers .....	..	..	3	..	3	..	18
Basket Maker .....	..	..	..	1	..	1	
Brass Founder .....	1	..	..	..	1	..	
Butcher .....	1	..	..	..	1	..	
Carpenters and Wives .....	..	1	6	2	6	3	4463
Clerks, Book Keepers and Wives .....	..	..	4	1	4	1	494
Collectors of Customs .....	..	..	1	..	1	..	61
Cabinet Maker and Daughter .....	..	..	1	1	1	1	147
Coopers .....	..	..	3	..	3	..	1145
Coachman and Wife .....	..	..	1	1	1	1	
Dressmakers .....	..	..	..	2	..	2	
Engincer .....	..	..	1	..	1	..	22
Farmers and Sons, Wives and Daughters .....	7	2	41	27	48	29	37897
Fishermen and Wives .....	2	1	8	1	10	2	7659
Gentlemen and Gentlewomen .....	1	2	4	4	5	6	
Governess .....	..	..	..	1	..	1	
Grocer's Wife .....	..	..	..	1	..	1	
Hotel Keepers .....	..	..	2	..	2	..	139
Hostler .....	..	..	1	..	1	..	
Laborers and Wives, and Servants .....	1	6	28	35	29	41	9306
Masons and Wives .....	2	..	6	1	8	1	636
Minister and Daughter .....	..	..	1	1	1	1	385
Miller and Widow .....	..	..	1	1	1	1	592
Miners .....	..	..	3	..	3	..	665
Merchants and Wives .....	1	2	8	2	9	4	1472
Milliner .....	..	..	..	1	..	1	
Physician and Wife, and Student .....	..	..	2	1	2	1	298
Priest .....	..	..	1	..	1	..	
Printers .....	..	..	2	1	2	1	115
Painters .....	..	..	3	..	3	..	208
Pensioners and Wives .....	..	1	2	4	2	5	
Paper Folders .....	..	..	1	..	1	..	
Pedlers and Wives .....	..	1	2	..	2	1	16
Plumber .....	1	..	..	..	1	..	
School Teachers and Wives .....	..	1	7	3	7	4	864
Ship Captains, Wives, and Stevedore .....	..	..	3	2	3	2	
Seamen and Wives .....	1	1	19	4	20	5	5242
Soldiers and Marines .....	..	..	6	..	6	..	
Shoemakers and Wives .....	..	..	6	1	6	1	1976
Saddler .....	..	..	1	..	1	..	157
Seamstress .....	..	..	..	3	..	3	
Tanner's Wife .....	..	..	..	1	..	1	
Wool Sorter .....	..	..	1	..	1	..	
Wheelwright .....	..	..	1	..	1	..	173
Washerwoman .....	..	..	..	4	..	4	
Watchman and Wife .....	1	1	..	..	1	1	
Watchmaker .....	1	..	..	..	1	..	

**TABLE 16.**  
*Cost of the principal Items of Provisions for the year 1866, compiled from the Quarterly Returns.*

ARTICLES.	Quarter ending March 31st.	Quarter ending June 30.	Quarter ending September 30.	Quarter ending December 31.	ARTICLES.	Contract Prices.	
						1865	1866
Flour . . . . .	60	\$448 90	63	\$422 10	Flour . . . . .	\$5 80	\$6 70
Butter . . . . .	692	158 64	793	161 69	Butter . . . . .	22½	28
Tea . . . . .	363	148 83	369	151 29	Tea . . . . .	40	41
Brown Sugar . . . . .	1034	98 06	1068	96 12	Brown Sugar . . . . .	8 25	9 00
White Sugar . . . . .	114	13 68	165	19 80	Crushed Sugar . . . . .	18	12
Coffee . . . . .	82	24 60	88	24 90	Coffee . . . . .	30	30
Chocolate . . . . .	105	26 25	100	25 00	Chocolate . . . . .	25	25
Beef . . . . .	7568	510 84	7965	537 63	Beef . . . . .	7 15	6 75
Pork . . . . .	1060	74 20	1344	94 08	Pork . . . . .	07	07
Mutton . . . . .	175	11 81	808	54 54	Mutton . . . . .	7 25	6 75
Veal . . . . .	420	13 65	481	32 22	Veal . . . . .	7 25	6 70
Peas . . . . .	411	164 40	390	156 00	Peas . . . . .	3 25	3 25
Molasses . . . . .	750	31 87	780	33 15	Molasses . . . . .	37	40
Rice . . . . .	455	25 02	470	25 85	Rice . . . . .	4 25	4 25
Barley . . . . .	1900	66 50	1550	54 25	Barley . . . . .	5 50	5 50
Oatmeal . . . . .	1500	33 00	1450	31 90	Oatmeal . . . . .	3 00	3 50
Cornmeal . . . . .	2380	101 15	2340	99 45	Cornmeal . . . . .	2 20	2 20
Fish (dry) . . . . .	91	16 38	106	26 50	Dried Fish . . . . .	4 00	4 25
Cheese . . . . .	309	18 54	486	36 45	Cheese . . . . .	20	18c.-25c.
Crackers . . . . .	3	13 50	9	9	Crackers . . . . .	07	9c.-8c.
Apples . . . . .	325	120 25	319	159 50	Apples . . . . .	4 50	3.50-4.50
Potatoes . . . . .	38	9 50	46	11 50	Potatoes . . . . .	27c.-80c.	37c.-50c.
Vinegar . . . . .	12	4 86	21	8 45	Vinegar . . . . .	20	25
Salt . . . . .	580	23 20	256	10 24	Salt . . . . .	25c.-30c.	35c.-46c.
Onions . . . . .					Onions . . . . .	08½	04
		\$2106 25	\$2198 23	\$2180 33	Total . . . . .	\$8730 04	

Average daily number of patients, 153; being at the rate per annum, for provisions, per patient, \$37.05.

TABLE 17.

*Expenditure for Labor, as shown by the Pay Lists; also for Salaries, 1866.*

January.....	\$299 91	
February.....	301 22	
March.....	302 05	
Salaries.....	715 00	
		\$1618 18
April.....	327 15	
May.....	386 81	
June.....	349 25	
Salaries.....	715 00	
		1728 21
July.....	354 84	
August.....	352 28	
September.....	383 85	
Salaries.....	780 00	
		1770 97
October.....	327 10	
November.....	356 96	
December.....	339 36	
Salaries.....	780 00	
		1758 42
Total.....		\$6870 78

NOTE.—The expenditure for attendance differs little from that of last year. When the cost of provisions is taken into account, the expenses for both items is \$101.96 per patient per annum, against \$98.95 last year. The increased price of the single article of Flour, as shown by Table 16, will more than cover the difference.

TABLE 18.

*Garden Produce, 1866.*

Beets.....	61 bushels.	Spinach.....	14 bushels.
Mangold....	120 "	Rhubarb.....	21 "
Beans.....	23 "	Radish.....	8 "
Peas.....	10 "	Cabbages.....	62 dozen.
Turnips.....	24 "	Cauliflower.....	13 "
Carrots.....	40 "	Celery.....	16 "
Parsnips.....	44 "		

Asparagus, Cucumbers, Lettuce, Onions, Parsley, Pumpkins, Squash, Tomato, and Sweet Herbs.

TABLE 19.

*List of Articles made by the Female Patients, 1866.*

99 Shirts.	78 Dresses.
14 Fleecy do.	16 Jackets.
31 Flannel do.	17 Petticoats.
39 pairs Flannel Drawers.	3 Flannel Petticoats.
39 pairs Fleecy do.	76 Cotton Chemises.
Homespun Coats.	13 Cotton Sheets.
pairs Pants.	138 Linen do.
Vests.	113 Pillow Cases.
80 Neckerchiefs.	14 Pillow Ticks.
205 pairs Woollen Socks.	83 Bolster Cases.
24 pairs Cotton Stockings.	98 Bed Ticks.
17 pairs Woollen Stockings.	21 Quilts.
48 pairs Mittens.	26 Clothes Bags.
34 Nightgowns.	89 Dusters.
20 Night Caps.	12 Toilet Covers.
17 Aprons.	29 Towels.
17 Hoods.	8 Table Cloths.
12 Bonnets.	32 Comforts.
8 Blinds.	8 Hooked Rugs.



## APPENDIX No. 2.

REPORT OF H. G. HILL, ARCHITECT, RELATIVE TO THE PROGRESS OF THE  
EXTENSION OF THE HOSPITAL FOR THE INSANE, &c.

TO THE CHAIRMAN OF THE BOARD OF WORKS:

*Sir,*

I beg to report that the contract entered into with Mr. Henry Peters for the extension of the Hospital for the Insane is rapidly approaching completion. The foundations are deeply laid on a solid stratum. The walls of the three new sections are finished, the building roofed in and slated. The zinc gutters and leaders are all finished. The window frames and sashes are all set in their openings, and sashes glazed. A large portion of the building is lathed and ready to receive the first coat of plaster. A large portion of the attic is floored. The steam and water pipes are being put up. The gas pipes are laid throughout the building. The iron plates for the large water tanks are on the ground, and will soon be put up.

The following work has been performed under the direction of the Board, apart from the contract.

The new road leading from the coal house to the wharf has been completed. The main sewer leading from the cess-pool in the rear of the gas-house to the harbor, built of best hard brick and cement, (in egg form) 30 by 24 inches, and double rimmed, has been finished, together with a branch drain for the new addition. A granite facing has been secured by iron ties at the mouth of the drain, to prevent the tide from breaking up the brickwork. The main water pipe has been brought into the new building. In the rear of the Hospital a carriage-way has been made by bridging over the underground corridor. A good road right and left of the same has been made. A strong picket fence has been erected on the south boundary line from the Hospital garden running into the harbor. The attic of the coal house has been covered with a dressed floor, and the large room below lined with grooved and tongued boards for the reception of patients, the Hospital being overcrowded. The repairs on the old Hospital building have been considerable. Some of the corridor floors had to be taken up and replaced with new. A carpenter's shop has been built at the rear. A rough sea-wall has been commenced to prevent the inroads of the sea, and for securing a considerable quantity of land for garden purposes.

The dam at the southern end of Maynard's Lake has been carefully rebuilt with good retentive clay on a solid foundation. It has been raised three feet above the original level, and has been sloped into the lake and faced with stone. A broad plank waste drain has been built leading to a culvert under the main road. Two feet of the top of the dam next to the lake has been sodded and sown with grass seed. It was found necessary to extend the dam 218 feet, making a total of 428 feet. A substantial plank fence has been erected near the road at the southern side of the lake, 250 feet in length.

The whole of the old building should be covered with oil or mastic cement when the new portion is getting covered, so that the building may be of a uniform color.

I have the honor to be, Sir,

Your obedient servant,

H. G. HILL, Architect.

Halifax, December 31st, 1866.

APPENDIX No. 3.

STATEMENT of Amount received for the Year, and Amount due for Maintenance of Patients at the Hospital for the Insane, September 30, 1866.

	QUARTER ENDING				Year ending Sept. 30.	TOTAL.
	Dec. 31, 1865-6.	March 31, 1866.	June 30, 1866.	Sept. 30, 1866.		
Cash received on account Maintenance	\$1377 65	\$11350 98	\$725 35	\$3432 28	\$16885 26	
“ from other sources.....	59 50	116 37			175 87	\$17061 13
Due from Private Patients.....					6658 79	
“ Commissioners of Poor.....					3303 91	
“ Halifax County .....					13135 91	
“ Annapolis “.....					839 86	
“ Cumberland “.....					901 91	
“ Colchester “.....					1972 94	
“ Cape Breton “.....					340 19	
“ Inverness “.....					40 23	
“ Pictou “.....					1599 23	
“ Queens “.....					924 92	
“ Richmond “.....					1197 40	
“ Antigonish “.....					111 12	
“ Yarmouth. “.....					173 14	
“ Kings “.....					1234 13	
“ Lunenburg “.....					1217 66	
“ Guysboro’ “.....					1325 47	
“ Hants “.....					730 16	
“ Digby “.....					431 84	
“ Victoria “.....					2 84	
Due for Transient Paupers..					8621 63	44763 28

STATEMENT of Expenditure at the Hospital for the Insane for the Year ending September 30, 1866.

	QUARTER ENDING				Year ending Sept. 30, 1866.	TOTAL.
	Dec. 31, 1865-6.	March 31, 1866.	June 30, 1866.	Sept. 30, 1866.		
Food .....	\$2380 39	\$1957 12	\$2240 19	\$2057 05	\$8634 75	
Clothing .....	637 21	874 24	627 86	456 39	2595 70	
Furniture and Furnishing.....	26 54	13 90		70 05	110 49	
Salaries and Wages.....	1389 92	1618 18	2086 57	1524 36	6619 03	
Fuel .....	1164 15	22 00	1204 40	642 00	3032 55	
Farm .....	280 81	964 25	392 90	146 09	1784 05	
Incidental.....	418 59	239 43	986 14	775 51	2419 67	
Printing and Stationery .....	98 98	220 75	171 62	70 75	562 10	
Medicines.....		24 88		20 38	45 26	
Repairs and Refitting .....	518 41	456 58	397 16	1036 00	2408 15	
Fire Insurance.....	176 00			125 00	301 00	
Extension of Building, Construction of Roads, Drains, &c. ....	6904 57	5040 75	10100 00	27150 40	49195 72	\$77708 47

J. B. McNAB,  
Book Keeper.

September 30, 1866.

## APPENDIX No. 4.

## REPORT OF THOMAS P. JOST, SUPERINTENDENT OF LIGHTHOUSES.

TO THE CHAIRMAN OF THE BOARD OF WORKS :

SIR,—

During the present year I have visited all the Lighthouses in this Province, east and west of Halifax, the Humane Establishment of St. Paul's and Scattarie; and beg to hand you the following Report.

The Contractors for building new Lighthouses on Amet and Iron-bound Islands have completed their engagements in a satisfactory manner, (with the exception of the latter,) which, owing to the lateness of the season, and the difficulty of getting materials to the Island, has been left partly unfinished, but will be attended to early in the spring.

## SAMBRO.

The stores and Keeper's dwelling at this station have been thoroughly repaired with new sills, the roofs shingled, and other necessary work required has been done.

## LITTLE HOPE.

The landing place has been repaired and widened at the outer end; the skids and stringers well secured to the rocks with eye-bolts and wedges. An iron rail has been placed round the lantern, the water-tank repaired, and shutters put to the windows.

## WEST PORT AND BRIER ISLAND.

The Lighthouse at West Port has been shingled, and the lanterns repaired with new sills and platform. The sills of the Keeper's dwelling at Brier Island have been replaced with new ones, and a new porch built in the rear.

## APPLE RIVER.

The Lighthouse at this station stands on a point of land, which is wearing away very fast. The bank is steep and high, and will require to be walled round, or a breastwork of timber built to preserve what remains, the edge of which being only four or five feet from the base of the building. As much as the frost penetrates in the winter, falls off in the spring, and diminishes the bank a foot or more each year.

## HORTON BLUFF.

A new road has been opened to the Lighthouse, and some necessary repairs done to the building, which has also been painted.

## BOAR'S HEAD.

A new store has been built at this station, for oil; and a small boat supplied to convey oil and other stores from the landing place to the Lighthouse.

## PUBNICO.

The Lighthouse at this station rests on an old rotten blocking. The building is settling down as the timber decays, and will require a new foundation.

## EGG ISLAND.

The Keeper's dwelling at this station has been fitted with outside sashes to the windows, the attic finished, and other necessary improvements made. A landing place has been made on the north side of the Island. To distinguish the Lighthouse by day, it was, on the first day of October, painted black and white, with vertical stripes.

## ARICHAT.

This Lighthouse was only temporarily built in 1851, and shows a very inferior light, burning only two lamps, without reflectors. The building is leaky, and scarcely worth repairing. I would recommend that a new one be built, as the present one is unworthy of the name.

## PICTOU HARBOUR.

The Lighthouse and Keeper's dwelling at this station have been thoroughly repaired and painted; the breastwork built round the beach to preserve the buildings has nearly all gone to decay. It will require to be renewed next season.

## AMET ISLAND.

This Island, on which the Lighthouse was built the present year, is very small, containing not over one and a half acres. It is composed of clay, and is decreasing every year, from the action of the frost. The sides of the Island being nearly perpendicular, a foot or two of the bank falls off in the spring, and is washed away by the tide, which rises to the base of the bluff. I would therefore recommend that a wall or breastwork be built round the Island, to preserve it from further falling away; otherwise in a few years more there will be nothing left but a dangerous reef of rocks.

## SAINT PAUL'S.

The lanterns at the two Lighthouses at this station will require to be newly glazed, and strips or plates put to the outside of the sashes, to keep the glass firm. A good boat has been furnished to the Humane Establishment, to communicate with the main land in case of wrecks.

## BIRD ISLAND.

A brick water-tank has been built in the cellar of the Keeper's dwelling, to hold about 700 gallons. The Keeper had formerly to transport water in dry weather from the main land. The dwelling house has been finished and a porch built.

## SCATTARIE.

The Keeper's dwelling at this station has been shingled, and new sashes put to the windows, and painted. I beg to recommend that a suitable boat be furnished to the Humane establishment at this station, to communicate with the main land in case of wrecks: also a boat-house, to protect her from the weather during the winter.

## GREEN ISLAND.

In consequence of the Contractor's non-performance of his contract at this Lighthouse, during the summer, it has remained in the same state in which it was left the year previously, but will be completed in the ensuing spring. The character of the light was changed on the first day of October, from a fixed white to a fixed red light, the better to distinguish it from Canso.

## FOG TRUMPETS.

The fog trumpets established at Sambro and Cranberry Islands have been working satisfactorily. The trumpet on Cranberry Island has had some slight repairs.

## BEACONS AND BUOYS.

The beacon on Wesse's Ledge, Barrington Harbor, commenced in 1865, has been completed in a satisfactory manner. The top or deck has been covered with plank, and caulked.

The iron can buoy at Cerberus Rock, North Sydney Bar and entrance to Big Bras d'Or, have been removed for the winter.

## GENERAL REMARKS.

A few more Lighthouses are still necessary on our coast, and it is of importance that one should be built on Gull Rock, Pictou County, in view of the large fleet of vessels trading to Pictou and parts to the westward. It is very important that a Lighthouse should be erected on this rock, on account of the light on Pictou Island being so situated that it cannot be seen from the westward on either side of the Island.

I would also recommend that a change should be made in the light at Cape Sable; the present light being red cannot be seen over a distance of eight miles in clear weather. There ought in my opinion to be two lights at this station. This would be of great importance to vessels navigating the Bay of Fundy and south western coast of Nova Scotia, by ranging one light with the other as a guide to clear the Cape Ledges,—being very dangerous, shoals lying some distance off the Cape.

The revolving light at Cape Saint George should be changed to a fixed light, the site of the Lighthouse being at such an elevation, nearly 400 feet above sea level, that in heavy gales it is difficult from the shaking of the building to keep the machinery in order to make it work regularly.

A small light would be serviceable on the beacon lately erected on Wesse's Ledge, as a guide at night into Barrington Harbour.

A light on Green Island, off Country Harbor, would be of real service, both as a coast light, and a guide to the harbors adjacent; also to clear the dangerous reefs lying off the coast.

Several other Lighthouses not named in the above have been painted, and some repairs done to them.

I am, Sir,

Your obedient servant,

THOMAS P. JOST,  
Superintendent of Light Houses.

Halifax, December 31st, 1866.

APPENDIX NO. 5.

REPORT BY G. MCGREGOR, SUPERINTENDENT OF THE PENITENTIARY.

SIR,—

I beg to hand you the following report in connection with this establishment for the fiscal year ending Sept. 30, 1866.

I am Sir,

Your obedient servant,

GEORGE MCGREGOR.

FREDERICK BROWN, Esq.,  
Chairman of the Board of Works.

No. of Convicts in Charge, Oct. 1st, 1865.....	Males, 60	Females, 6
“ “ Received up to Oct. 1st, 1866.....	“ 27	“ 1
	—	—
Total.....	“ 87	“ 7
	—	—
“ “ Escaped.....	“ 0	“ 1
“ “ Discharged on expiration of sentence.....	“ 19	“ 5
“ “ “ by order of the Executive...	“ 12	“ 0
“ “ Died.....	“ 1	“ 0
“ “ Remaining in charge Oct. 1st, 1866.....	“ 55	“ 1
	—	—
Total.....	“ 87	“ 7

Daily average for the year, 55½.

STONE CUTTING AND MASON WORK.

3202 feet fine dressed Granite, 30 cents per foot.....	\$496 60	
899 days' work at new cells and tank, 50 cents per day...	449 50	
4 Granite mooring stones for buoy service.....	10 75	
	—	1420 85

BLACKSMITH'S WORK.

New work for Penitentiary.....	210 15	
Repairs.....	467 99	
Various custom work.....	34 22	
	—	712 36

CARPENTERS' AND COOPERS' WORK.

335 days at new work, 50 cents per day.....	167 50	
180 “ repairs, “ “ .....	90 00	
Cooperage for the Penitentiary.....	30 00	
	—	287 50

SHOEMAKERS' WORK.

2192 pairs Boots and Shoes, per contract.....	1221 90	
107 “ “ “ “ for Convicts.....	235 65	
Repairs.....	65 30	
Various custom work.....	72 60	
	—	1595 45

## TAILOR'S WORK.

726 Garments and other articles .....	\$133 55	
200 days' work, repairing, 50 cents per day .....	100 00	
26 Coats made per contract .....	42 50	
		276 05

## SUMMARY.

Stone Cutting and Mason's Work .....	1420 85	
Blacksmiths' " .....	712 36	
Carpenters' and Coopers' " .....	287 50	
Shoemakers' " .....	1595 45	
Tailors' " .....	276 05	
Cash for Sundries .....	25 35	
		4317 56

Provincial Penitentiary, Halifax, Sept. 30, 1866.

## APPENDIX No. 6.

REPORT BY R. S. BLACK, M. D., MEDICAL OFFICER, PENITENTIARY.

TO THE CHAIRMAN OF THE BOARD OF WORKS:

*Sir,—*

In submitting this, my twenty-third Annual Report, I beg to state that during the past year there was rather more than the usual amount of sickness among the prisoners, and that one case of death occurred.

No disease of an epidemic or endemic character prevailed.

The number prescribed for was two hundred and fifty-four; of these, thirty-seven were inmates of the Hospital for a longer or shorter period. These latter were the subjects of the following diseases:—two of paralysis of lower extremities; one of epilepsy; one of stricture of urethra; two of secondary syphilis; one of hernia humoralis; two of tape-worm; three of ophthalmia; two of intestinal hæmorrhage; four of quinsy; four of pleurisy; one of pulmonary consumption; two of heart-disease; one of lumbar abscess; seven of dysentery; two of sporadic cholera; and two of amenorrhœa.

The case of death occurred in the person of John Cuff, No. 475, who was admitted into Hospital on the 1st March, and died on the 19th May following. A post mortem examination revealed extensive destruction of both lungs.

I would respectfully call the attention of yourself and the Board to the necessity which exists for some more efficient ventilation of the shoemaker's shop. This could be secured at a small expense, by introducing one or two ventilators in the north wall. In this way the vitiated air would have a chance of escape.

In my last Annual Report, I called the attention of yourself and the Board to the want of a bath-room and water-closet, in connection with the Hospital. Now that the large tank is completed, and an abundant supply of water is secured, the expense of conveying it to the Hospital will be trifling; and I need not dwell upon the importance of the measure in a sanitary point of view, as this must be evident to all.

I cannot close this Report without bearing testimony to the very efficient manner in which the Prison is at present managed, and to the assistance which is uniformly afforded me, in the prosecution of my duties, by the Governor and Matron.

I have the honor to be,

Your obedient servant,

R. S. BLACK, M. D.

Halifax, September 30th, 1866.



APPENDIX No. 7.

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REPORT OF J. F. COTTON, INSTRUCTOR AT THE PENITENTIARY.

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TO THE CHAIRMAN OF THE BOARD OF WORKS:

*Sir,—*

During the past year, although the average attendance at School has been somewhat less than the previous year, the conduct of the scholars has been decidedly better.

It gives me great pleasure in having to record so much, and I hope that I shall be able at the close of next year, if spared so long with the prisoners, to add a further testimony to the good resulting from my labors.

Where the routine is so regular, there is of necessity very little new occurs from month to month. The Superintendent, Mr. McGregor, has, as heretofore, done all in his power to make my duties easier in case of any show of insubordination to my wishes on the part of my pupils.

I beg to remain,

Your obedient servant,

J. F. COTTON,  
Teacher at Penitentiary.

Halifax, September 30, 1866.

## APPENDIX No. 8.

## REPORT BY JAMES O'BRYAN, CAPT. OF THE SCHR. "DARING."

TO THE CHAIRMAN OF THE BOARD OF WORKS:

*Sir,*

I have the honor to report that the schr. "Daring," under my command, has been employed in the Provincial service during the past year in the following manner.

On the 25th November, 1865, after the repairs were completed, the schooner sailed from this with supplies for Egg Island Lighthouse, White Head and Green Island. She then proceeded to Sable Island with winter supplies for that place.

The schooner returned here on the 15th December with a cargo of cranberries, and sailed again on the 5th January, 1866, with Judge Dodd on board, for Louisburg. Proceeded thence to Sable Island, and returned to Halifax on the 24th of the same month. On the 24th March, the "Daring" sailed for the western coast, and proceeded as far as Digby, with arms and munitions of war. She arrived back at Halifax, after having discharged her cargo, on the 7th April. On the 18th April, the schooner sailed for Egg Island, and landed supplies, and thence proceeded to Sable Island, and returned to Halifax on the 23rd. On the 27th April, sailed with the Lieutenant Governor for Lunenburg, and returned on the 31st May. On the 11th May sailed for the Gut of Canso, and Port Hood, with the Cape Breton Members, and proceeded to Sable Island, and arrived at Halifax on the 17th May. On the 31st, the "Daring" sailed for Cape Breton with Judge Johnson, touching at St. Mary's and landing 21 immigrants who had arrived from England in the ship "Mozart." After landing the Judge, sailed for Sable Island, conveying there 2 persons belonging to the Island, and returned on the 4th June. On the 9th June sailed for the Gut of Canso to bring up some goods seized by the Revenue Officer there, and returned here on the 18th of the same month. On the 23rd June sailed for Sable Island, and returned on the 27th with the crew and part of the materials of the Brig. "Stranger," which had been wrecked on the Island. The "Daring" sailed for St. Mary's, on the 7th July, with the Lieutenant Governor on board, and arrived at Halifax on the 14th. On the 16th sailed for Sable Island, and returned on the 22nd, with the crew of the steamship "Ephesus," which had been wrecked on the Island, and brought up a portion of the materials saved from the wreck of the brig. "Stranger." On the 26th July sailed for Sable Island, and brought back to Halifax on the 31st, 91 bales of cotton saved from the "Ephesus." On the 3rd August sailed for Sable Island, and brought back 52 bales of cotton, and naval stores from the "Ephesus" and "Stranger" on the 9th of the same month. On the 18th August, sailed with oil and supplies for the eastern Lighthouses, and after discharging, proceeded to Sable Island, and returned with sails, rigging, and crew of the barque "Ada G. York," wrecked on the Island, arriving at Halifax on the 10th September. The "Daring" sailed on the 14th for Sable Island, and returned to Halifax on the 19th with a cargo of cotton from the barque "Ada G. York." On Tuesday, the 25th September, sailed for the Island, and returned on the 30th with a cargo of cotton.

From the foregoing, you will perceive that the "Daring" has completed 18 trips out of Halifax on the different services in which she was employed during the year.

I have the honor to remain,

Your obedient servant,

JAMES O'BRYAN.

Halifax, September 30th, 1866.

APPENDIX NO. 9.

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## REPORT OF JOHN H. KENDRICK, CAPTAIN OF THE STEAMER "DRUID."

TO THE CHAIRMAN OF THE BOARD OF WORKS:

*Sir,*

I beg to report that on taking command of the steamer "Druid," on the 1st of May last, I found the repairs necessary to be made would be much greater than was at first anticipated.

In consequence of the difficulty in obtaining workmen, and a continuance of wet weather, the repairs did not progress with the rapidity that could be wished.

On the 23d of July a boat arrived from the Sable Island bringing you the information that the Steanship "Ephesus" was wrecked on the Island with a valuable cargo of cotton, tobacco, and naval stores.

The "Druid," agreeably to your instruction, although in a very unfinished state, was, by working night and day, made ready for sea, and with yourself and Mr. Pugh on board, sailed for the Island on the morning of the 25th; we communicated with the station at 2 o'clock the next day, and arrived at the wreck in the evening. By working night and day, the "Druid" was loaded with cotton and tobacco, and a sufficient quantity raised from the hold of the "Ephesus" and placed on her deck to load the "Daring." About fifty bales were landed on shore.

The "Druid" arrived at Halifax on the 29th, and discharged her cargo the next day.

This steamer subsequently made three trips to the Island, returning with property saved from the wrecks of the "Ephesus" and Brig. "Stranger," previously stranded on the Island.

There being nothing further to be saved from the "Ephesus," the unfinished work on the "Druid" was continued. On the 24th of August she sailed for the Strait of Canso and Port Hood, C. B., returning to Halifax on the 26th.

On the 10th September the "Daring" arrived from the Island with intelligence of the wreck of the bark "Ada G. York," laden with cotton. On receiving orders, the "Druid" was got in readiness and sailed for the Island on the 12th, taking down a number of men to assist in saving property. She returned to Halifax with a cargo from said vessel on the 15th, landed cargo, and sailed again on the 19th for the Island. On arrival there, I found that the barque "Minnie Campbell," coal laden, with nine feet of water in hold, had been run on shore the day previous. The "Druid" went alongside and by lightening her of a portion of the cargo, and keeping the pumps constantly going, succeeded in towing her off at high tide that night.

The barque proving to be very leaky, I put ten men on board to assist in pumping, and by towing and keeping company was enabled to bring her into the Port of Halifax, where I arrived on the 29th of September. On the 4th of October she sailed with the Superintendent of Light Houses and the supplies for the Light Houses westward, and returned to Halifax on the 19th.

The "Druid" then made two trips to Sable Island, returning with property from the wrecks of the Bark "Ada G. York" and the "Stranger."

I have the honor to be, Sir,

Your obedient servant,

J. H. KENDRICK.

Halifax, December 31st, 1866.

## APPENDIX No. 5.

### CROWN LANDS.

*Crown Land Office, 1st October, 1866.*

SIR,—

I have much satisfaction in submitting my Report upon the proceedings of the Crown Land Department during the year which has just closed. It exhibits the same evidence of a continued demand for the ungranted Lands of the Province as was noticed in my last Report. The difference between the two years is very small, as will appear by the abstract which is annexed. The number of Grants issued is largely in excess of 1865. With some additional assistance, sanctioned by the Government, there has been perfected and transmitted for Registry 677 Grants, being double the number of last year. The Receipts amount to \$43,369 88; falling a little short of the previous year, which amounted to \$44,186 89; a difference only of \$717.

The business of the year has given full occupation to all connected with the Department, and delayed some important measures which it was my intention to submit for the consideration of the Government. There are still several large tracts of land in different parts of the Province available for settlement. With proper surveys and convenient lines of road, many natives of the Province would be induced to settle. My attention has been recently called to some of these tracts by my Deputies, as well as others who belong to the neighbourhood. It is the wish of a number of young men to make homes for themselves as near as possible to their relatives; a very natural wish, that should be gratified if possible. I propose, therefore, during the ensuing year, to cause a survey to be made of these lands, and to have them divided into lots of a convenient size. In doing so I anticipate considerable labor and trouble, from the uncertainty of adjoining lines and bounds, which I regret to observe are in much confusion, but which it shall be my endeavour to remove. The very loose and careless manner in which the earlier surveys were made causes great trouble and expense in the present day, and great care is required to remove existing causes of controversy. The attention of the Surveyors is specially called to this object, and they are directed whenever occasion requires to correct former errors, and to establish the connection between their surveys and ancient grants. Much good has already been attained in this respect; the general plans are becoming more reliable; parties are better satisfied; and the work of the office proceeds with greater confidence in dealing with recent applications.

Had earlier attention been given to the survey and subdivision of large tracts for settlement, as in other countries, the trouble and expense now indispensable would have been avoided; but rarely were lines and bounds of detached lots defined with accuracy, or the corners rendered certain by accurate marks. This evil has been remedied since my appointment. Every Surveyor is now required not only to attest to the correctness of his charges, but to furnish with his Quarterly Return an affidavit that he has blazed the entire lot surveyed, and placed permanent boundaries at each corner. Circumstances have rendered necessary these explanations.

In conducting the business of an office, in which all the titles to land within the Province originate, it may easily be imagined how varied must be the duties

imposed upon the officers, and the time and labor which they require. As the granted lands increase in value, frequent demands are made upon their time for information and for reference to the records of the office; and those desirous of purchasing Crown Lands require the inspection of plans and such explanations as will guide them in their selection. During the past year such inquiries have largely increased, and added greatly to the other duties of the officers. If the additional assistance we now have is continued for a reasonable period, I have no doubt it would be a great public benefit.

Every attention continues to be given to the lands in the Island of Cape Breton. Whilst some complicated disputes present difficulties not easily overcome, a very large portion of the lands comprehended within the provisions of the Act of 1859 have been surveyed, and all differences removed. The plans and other preparatory steps for completing the grants are in progress. The Act of last session authorising the course now being adopted, will prove a most valuable addition to the power of the Government in quieting the titles of numerous settlers, and at the same time relieve the office of an immense amount of labor which must have gone on accumulating. As an illustration of the difficulties and perplexities in dealing with the lands of old settlers in the Island, who never obtained any title, which I have hitherto had to contend with, are the claims of numerous representatives of parents deceased, as well as of judgment and mortgage creditors—not easily adjusted, owing to the distant residence of contending parties, and the means of obtaining reliable proof. These difficulties were increasing every day, but are now arrested by the important measure to which I have alluded; and it will henceforth remain with the legal tribunals within the respective Counties to adjust such controversies. My correspondence with parties concerned in these and other official matters since my appointment affords evidence of the enormous amount of labor which devolved upon me personally.

Another important act of last session, relating to the collection of balances due upon petitions for lots surveyed and grants suspended, is producing a salutary effect. I have issued a circular with a printed copy of the Act annexed, to each debtor. The receipts of the last few months afford evidence that they feel the necessity of an early compliance with the demand made; and I am receiving daily assurances that every effort will be made to discharge these liabilities.

I cannot at present call to mind any other matters which require special notice. I trust the Government will be satisfied from the brief review of the past year's proceedings, that there is every attention given to the work of the Department, and that every disposition is manifested both by myself and the officers appointed to assist me, to promote the interests of the people in this branch of the public service. I do not expect to escape occasional murmurs and complaints in disposing of controverted cases; but it is a satisfaction to revert to the numerous decisions of the Executive Committee, and find so few causes for complaint, or upon appeal to the Legislature scarcely an instance in which the decision has been disapproved; although in some instances of hardship redress has been afforded. The system of throwing the responsibility for the facts submitted upon the Commissioner, and the decision upon the Executive Committee, affords every reasonable protection to the parties, and has hitherto worked well. The Reports are always open to inspection, and applicants who desire it have ready access to the Executive Committee whenever they deem further explanations necessary. By this course every precaution is taken to ensure a just and impartial decision.

In taking this notice of the usual method of dealing with controverted cases, I desire to correct misapprehensions which are entertained by some respecting the functions exercised by the Commissioner, and the extent of his responsibility.

Enquiries having been made with respect to the relative quantities of granted and ungranted lands within the Province, I have requested a Return from the principal Surveyor of the Department, Mr. Hendry, but regret that it is not as comprehensive as I could desire. An abstract, however, is annexed, which will no doubt be examined with interest. It has not been usual in the Department until comparatively a late period to keep a record of the number of acres granted in each

County, and consequently it would occupy a considerable time—more than can be spared from other pressing duties—to calculate the number of acres as they are specified on the general plans. The estimates as given are of Nova Scotia proper, and of the Island of Cape Breton separately. It will be observed that there is a difference of 986,955 acres between the totals of the two last columns, which is to be accounted for in this way: In the Returns formerly made for the Blue Books, an allowance for timber lands, &c., was taken into account, and the same rule has been continued; and indeed the official Returns, so called, may be taken as more nearly correct than any general estimate of the superficial quantity. All ancient grants, according to their metes and bounds, have a large allowance; and a considerable portion of the ungranted lands are barren wastes, in addition to the large lakes and streams, for which a deduction is usually made on surveys. It is estimated that about one-sixth of what still remains at the disposal of the Government is fit for settlement and profitable cultivation; but a much larger portion may be esteemed useful and valuable for its growth of wood, and the supply it affords to the manufacturers of lumber. This description of land is at present in great demand. The general result may be regarded as not less than six millions of acres still unsold.

I have the honor to be, Sir,

Your obedient servant,

SAMUEL P. FAIRBANKS,

Commissioner Crown Lands.

The Honorable the PROVINCIAL SECRETARY.

*Abstract of Receipts and Payments on Account of Crown Lands from 1st October, 1865, to 1st October, 1866.*

Proceeds of Crown Lands from 1st October, 1865, to 1st October, 1866.....	\$43369 88
Seizures.....	106 50
Searches.....	37 00
	\$43513 38
PAYMENTS.	
Paid Deputy Surveyors.....	\$11037 69
Under Act 1859.....	473 82
on Rejected Petitions.....	3928 89
Registrars of Grants.....	196 35
Miscellaneous—per accounts.....	1350 26
Nett proceeds.....	16987 01
	\$26526 37

SAMUEL P. FAIRBANKS,  
Commissioner Crown Lands.

Crown Land Office, 1st October, 1866.

*Return of Crown Lands in the Province of Nova Scotia applied for and granted, and Moneys paid to the Receiver General therefor in each County separately, for the Financial Year commencing October 1, 1865, and ending September 30th, 1866.*

COUNTY.	No. of Petitions.	Acres applied for.	No. of Grants.	No. Acres granted.	Amount paid to Receiver General.
Annapolis .....	52	7255 And 7 Flats.	60	13508	\$3143 48
Antigonishe .....	13	1315½	9	850	592 02
Colchester .....	60	14947	38	9994	6965 04
Cumberland .....	37	5028	34	6057½	2206 19
Digby .....	21	5370	33	7244	2172 48
Guysborough .....	22	2552	50	7019	1204 10
Halifax .....	60	9900 & 3 Water Lots	65	9223	4278 18
Hants .....	40	5350	25	7 Water, and 1 Fish Lot. 6834	2911 92
Kings .....	7	1450	11	4900	674 00
Lunenburg .....	73	7452	67	9767	3812 47
Pictou .....	49	6960	22	3228	2789 62
Queens .....	26	3100	42	2 Water Lots. 5640	992 68
Shelburne .....	10	1100	10	785	527 75
Yarmouth .....	5	2200	8	805	798 00
Cape Breton .....	78	9300	89	12426	3566 19
Inverness .....	115	131794	61	8 Water Lots. 7351	4162 55
Richmond .....	30	3554	45	2 Water Lots. 1 Town Lot. 4093	1596 47
Victoria .....	22	2338½	8	967	973 74
	720	102401½ 7 Flats. 3 Water Lots.	677	120691½ 14 Water Lots. 1 Fish Lot. 1 Town Lot.	\$49369 88

**SAMUEL P. FAIRBANKS,**  
Commissioner Crown Lands.



*Report of the number of Acres of Land within the Province of Nova Scotia, distinguishing those granted and ungranted.*

COUNTIES.	No. Acres.	Totals.	Granted.	Ungranted.
Annapolis .....	844928			
Antigonish.....	378099			
Colchester .....	861344			
Cumberland.....	862726			
Digby .....	629913			
Guysborough.....	890752			
Halifax.....	1618150			
Hants .....	777824			
King's .....	825446			
Lunenburg.....	756998			
Pictou.....	784377			
Queens .....	668160			
Shelburne .....	746720			
Yarmouth .....	420160			
		11065597	5266144	5799453
Cape Breton .....	632960			
Inverness .....	785920			
Richmond .....	288640			
Victoria .....	757120	2464640	948800	1515839
Grand Total.....		13530237	6114944	7315282

*Ungranted according to Official Returns.*

Nova Scotia.....	5,266,144
Cape Breton.....	1,062,327
	6,328,327

SAMUEL P. FAIRBANKS,  
*Commissioner Crown Lands.*

CROWN LAND OFFICE, 1st October, 1866

## APPENDIX No. 6.

### INDIAN AFFAIRS.

*Crown Land Office, 31st December, 1866.*

SIR,—

Since my last Report to the Government as Commissioner of Indian Affairs, nothing very important has occurred to require any lengthy communication. The laws on the Statute Book, together with the Reports of Legislative Committees, and the known policy of the Government, have been my guide in conducting the business of the Indian Department; and I believe if the efforts made to improve the condition of the Indians generally, and to relieve their wants, fail to accomplish the purpose, it is neither the fault of the Government or their officers that they continue in their unsettled and unthrifty habits.

A brief review of the measures in operation which concern their interest and welfare will not, I think, be out of place at a period when important changes in these North American Colonies are in contemplation, and which are designed, among other arrangements, to "include the Indians and lands reserved for the Indians;" and I will therefore proceed: *first*, with a brief notice of the lands which have been secured to them, and the general management of them; *second*, shew the estimated numbers within the Province generally; and *third*, the charitable provision annually made by the Legislature for the aged, sick, and destitute, and how the charity is distributed; accompanying these several divisions with necessary explanations.

I find in the earlier records of the Crown Land Department, that various tracts of land, principally in those parts of the Province where the Indians chiefly resorted, were set apart for their benefit. These lands, with few exceptions, were found at a very late period unoccupied and unimproved by the Indians; a small portion of them, however, were settled upon by some of the white inhabitants, ignorant of the reservation, who had made them of value by their labor, and occupied them as a home. Many instances of similar intrusion and settlement upon the Crown Lands were also found to exist; and after grave consideration the Legislature resolved not to disturb these settlers, but to give them a title to what they possessed, upon payment of a fair valuation of the land in its natural state; the proceeds of the Indian lands to be invested at interest for their benefit, to provide stock and agricultural implements whenever any family should resolve to abandon their roving habits, and devote themselves to the cultivation of the soil. This law has been acted upon; the lots occupied were sold at a fair valuation, and the proceeds are at the credit of the Indians for the above purpose; being one branch of the Provincial liabilities. As regards the remainder of the lands, the title is by law vested in the Commissioner of Crown Lands, in trust for the Indians. They have been, with scarcely an exception, surveyed, although some of the lots may require the lines to be renewed. No further sale is contemplated. Strict orders have been given to the Deputy Surveyors throughout the Province to protect these lands from intruders and trespassers. I believe they are as well looked after and protected as either the Crown property or the unsettled land of grantees. All are occasionally subject to depredations; but in this respect there is little difference between the offenders: the Indians as well as other inhabitants frequently cut and sell the wood off property to which they have no claim. My Report of last year, refers to this subject, and I need not further dwell upon it.

I have prepared and annex hereto an abstract, shewing the extent of these reserves in the several Counties of the Province. Those in Cape Breton are very favorable for settlement; so are some of the tracts in Nova Scotia proper.

It is very difficult to ascertain the precise number of Indians throughout the Province, owing to their frequent change of abode. I have obtained returns from the Agents who distribute the clothing, as well as from the Deputy Surveyors in connection with the Crown Land Department; and from a fair estimate and comparison of these returns, I have arrived at the conclusion that their numbers exceed fifteen hundred. The abstract annexed will shew the different Counties where they resort, with the respective numbers.

There has been no want of exertion to induce the Indians to settle and cultivate the soil for their support. Each head of a family has had the offer of 100 acres of land, to be secured to them in perpetuity, upon the sole condition that he will occupy and improve it; prohibiting, however, the sale of it to any other but one of his own tribe, unless with the special sanction of the Governor in Council. A few have accepted the offer; lots have been surveyed and apportioned among ten families in Cumberland. Sixteen Indians have very recently applied for lots in the County of Victoria, and surveys have been made with the same object in other Counties. These examples may lead to other applications. Some have not waited for a title, but taken possession and gone to work. These possessions will be respected. I have lately heard of instances where their industry has been well rewarded; and although I have not much to report that is very encouraging, I am not without hope that these examples may have a good effect upon others.

With these remarks respecting their lands, and the care taken to protect as well as to encourage the improvement of them, it is scarcely necessary that I should dwell upon a communication not long since made to the Colonial Office by a person in the Island, alleging grievous wrongs inflicted upon the Indians in reference to their lands, including a Burial Ground, which they are accustomed to regard with sacred reverence, and which should be preserved from intrusion. Such complaints, if they had any foundation, would have met with prompt redress from myself as Commissioner, or the Government in case of my neglect. My enquiries lead me to believe that whatever wrongs may have occurred in years long past, the legislation which has taken place, the annual supervision of the legislative committees, and the vigilant oversight exercised, as I have before stated, forbid that such should occur in the present day. I may further add that instances have occurred, and one of a late date, when several Chiefs from Cape Breton were admitted to a hearing before one of the committees, for the purpose of making known their views, to which every attention was shown; and in their Bishops and Pastors they have always found their best guardians and protectors, to whom they are accustomed to appeal, as I can testify from the letters addressed to me on their behalf. It is not possible, therefore, that any serious wrong could be perpetrated without its being made known to them. I may here add, to the credit of the inhabitants of the Province, that they are in general kind and liberal to the Indians. In some localities they give them employment and good wages; and where there is such a want of labor as in the country parts of the Province, an industrious Indian never need be in want. In the use of the axe, assisting in procuring logs for saw-mills, they are active and expert; nor are instances of their success in agricultural labor wanting as a proof that they are capable of earning their own living. Their means of livelihood in other occupations are fast diminishing; and as it has been justly observed, *that one of the greatest blessings conferred by Providence upon man, is the necessity for labor*, it is to be hoped that the same motive may operate to assist the efforts which are made to elevate their condition.

I have the honor to be, Sir,

Your obedient servant,

SAMUEL P. FAIRBANKS, *Commissioner.*

To the Hon. the PROVINCIAL SECRETARY.

*Abstract of Payments and Supplies to Indians, 1866.*

Amount at Credit 31st December, 1865.....	\$69 21
Grant by Legislature.....	1200 00
	\$1269 21

CR.

Paid Messrs. Duffus & Co., per account.....	\$563 60
“ Messrs. Tolson & Eastwood.....	437 80
“ Barrack Department, Coats.....	125 00
“ Fishwick’s account, Freight, &c.....	39 62
“ Messrs. Duffus & Co., 2nd account.....	39 70
“ Sundry Expenses, per account.....	23 05
	1228 77
Balance.....	\$40 44

SAMUEL P. FAIRBANKS,  
*Commissioner Indian Affairs.*

*Blankets and Coats distributed—Autumn and Winter, 1866.*

Names of Agents.	Locality.	Blankets.	Coats.
Murray Dodd, Esq.....	Sydney, C. B.....	86	15
Wm. Kidston, Esq.....	Baddeck.....	40	10
Lachlan McDougal, Esq.....	Whycocomah.....	30	8
Roderick G. Morrison.....	Richmond.....	70	16
Hon. John McKinnon.....	Antigonishe.....	70	10
Rev. Jas. Townshend.....	Amherst.....	10	6
Hon. Alex. McFarlane.....	Wallace.....	10	5
Rev. W. King.....	Parrsboro’.....	14	
Hon. A. Patterson.....	Tatamagouche.....	10	2
Dr. Leslie.....	Annapolis.....	36	10
Peter Burnham, Esq.....	Windsor.....	30	
Lewis Bourke.....	Clare.....	32	8
Donald McDonald, Esq.....	Pictou.....	94	26
Patrick Flynn.....	Liverpool.....	52	10
Dominic Farrell, Esq.....	Dartmouth.....	30	8
Hon. John Creighton.....	Lunenburg.....	26	4
Christopher Jost.....	Guysboro’.....	26	5
James Wallace.....	Port Mulgrave.....	10	2
Mr. Lyons.....	Kentville.....	24	
Robert Allan.....	Bedford.....	6	4
Charles Blanchard, Esq.....	Truro.....	16	2
J. M. Parker, Esq.....	Berwick, Kings... ..	10	2
Cornelius White, Esq.....	Shelburne.....	26	8
Levi W. Eaton.....	Canning, Kings... ..	10	2
James McKeen, Esq.....	Plaister Cove.....	10	2
Joseph Reilly.....	Mount Uniacke... ..	2	1
John Carland.....	Pubnico.....	24	4
Joseph Browner.....	Tangier.....	6	
James W. King, Esq.....	Shubenacadie.....	16	
R. J. Pollock.....	Lower Stewiacke.. ..	8	
Distrib’t’d by self to sundry Indians.....		26	28
<b>Total.....</b>		<b>860</b>	<b>197</b>

S. P. FAIRBANKS,  
*Commissioner.*

*Estimated number of Acres reserved for Indians.*

Counties.	Acres.
Annapolis .....	1400
Antigonish .....	525
Cumberland .....	1000
Hants .....	2100
Halifax .....	900
Lunenburg .....	2000
Queens.....	2175
Shelburne .....	1000
Pictou .....	50
	11150

## ISLAND OF CAPE BRETON.

Miré, Back Lands.....	600
Wagamatcook .....	700
Escasoni .....	4000
Whykokomah .....	1500
Malagarvacht.....	1500
Chapel Island.....	1280
	9580

Nova Scotia Proper.....Acres, 11150  
 Cape Breton.....Acres, 9580

20730

SAMUEL P. FAIRBANKS,  
*Commissioner for Indian Affairs.*

31st December, 1866.

*Return of estimated number of Indians within the Province.*

Counties.	Families.	Estimated Number.
Annapolis .....	14	70
Colchester .....	12	60
Cumberland .....	15	75
Digby.....	13	65
Guysborough .....	20	100
Halifax .....	22	110
Hants.....	18	90
Kings.....	20	100
Lunenburg .....	10	50
Pictou .....	39	195
Queens.....	22	110
Shelburne .....	11	55
Antigonish .....	36	180
Yarmouth .....	10	50
Cape Breton.....	36	180
Inverness.....	14	70
Richmond .....	32	160
Victoria .....	23	115
Estimated at 5 in a family.....	637	1835
Estimated at 4 in a family.....		1468

SAMUEL P. FAIRBANKS,  
*Commissioner for Indian Affairs.*

## APPENDIX No. 7.

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### IMMIGRATION REPORT.

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*Halifax, 24th December, 1866.*

SIR,—

The Report which I have now the honor to present on the transactions of the Immigration Department since February last, for the information of His Excellency the Lieutenant Governor and members of the Legislature, contains a narrative of the most extensive endeavors by any Government of this Province to attract a supply of useful labor, skilled and unskilled, with the results of the measures taken.

In my Report of 17th February, I noticed the Minute of Council by which, in view of the great scarcity of labor for mining and agricultural purposes, and in relation to the construction of our public works, Emigration Agents were appointed in London, Liverpool, and Glasgow, who were to be paid \$10 per head on every able-bodied immigrant sent out by them and landed in the Province. The prospects of demand for labor on the railways, from the continual representations of the farming interest, and also of the coal-mining companies, were then so great that there appeared no risk of immediate remunerative employment being wanting for as many qualified people as the Agents were at all likely to procure. I only cautioned them against sending *too many at a time*; but any number not exceeding three hundred I did not apprehend would be too many: and if there was a tendency to excess, it was easy to check the movements of the Agents.

A serious disappointment was experienced in the falling off in our coal trade, in consequence of the cessation of the Reciprocity Treaty with the Americans, and the heavy import duties imposed by them upon our coals, effectually checking their consumption in the United States. Otherwise there would have been abundant employment for double the number of coal miners who arrived, at the rates of wages that have been given in this Province for more than a year before. They came depending upon these rates; but as they arrived it was found that there was not employment for one-half of their number in the mining, and the only work left for the majority was filling coal at the pit-mouth—a work to which they had not been accustomed, and for which the pay was comparatively obviously low. They were paid by the quantity of coals filled, and by which a man could earn about \$1.25 per day. As regards the mechanics and laborers, all who were able and willing to work very soon got employment at rates equal to, and in some cases higher than, those offered in the Government bill-posters.

In April, when there appeared reason to fear a depression in the coal trade, warning was given to the Agents at home against encouraging any more coal miners to emigrate—stating the reason; and in May this warning was repeated in stronger terms. By immediate following letters from this office, it was intimated that the Government bounty of \$10 per head would be withdrawn on all miners of every description. And on 19th July, by instruction of the Government, the Agents were notified that bounties on every class of immigrants should cease.

The immigrants who entered the Province this year may be arranged in three classes:

*First.* Those who came with the honest determination to work, who were fit to work at their several vocations, and to make Nova Scotia their future home.

*Secondly.* A considerable number who had friends in the United States, and who had more than an idea of going there when they left the British shores; availing of Nova Scotia as a stepping-stone to their intended destination. Resolved that if they did not find this country exceeding their expectations, for high wages and light work, that they would not remain in it.

*Thirdly.* A set of lazy, unprincipled people, who could not thrive in any country, who must have been useless at home, and left under an impression that any change would be for the better.

Little difficulty was experienced with the first class, except with the coal miners, who were greatly discouraged by their disappointment in want of opening for their labor. I have not been able to ascertain the number remaining in the Province; but I am sure that by far the most only remained until they had earned and saved enough money to carry them on to the States, or to return home again. I believe that all the mechanics and laborers of this class are doing well and satisfied, although some encountered difficulties at first. Several of the Cornish miners have done well at the gold fields, where nearly all were employed on arrival. But the most of them having friends and relations in the States, have left to join them; indeed I have been informed of money having been remitted to them, in many cases, to carry them on. Although the wages they obtained were better than these stated in the government poster bill, the complaints were numerous that they were not nearly so high as had been represented to them before leaving England.

With the second class there was a great deal of trouble, and many of the miners are included in it. They were incessantly complaining; saying that they were much better off at home, and attempting to extort money for aid under many pretences. They dropped away gradually: some by way of New Brunswick, some by the packets to Boston, and others by vessels from the coal pits. They appear all to have gone off after a short trial. The third class was the most annoying of all; professing willingness to work, and withdrawing from every work offered, under various excuses, such as that they had not been used to it, but ready to apply to any other that they were fit for. Fortunately this class was *not* numerous. While others were eager to leave the Depot, they would have remained as long as they were lodged and fed; and I was compelled to force them out by suspending their rations. I had no cause to enquire after them.

The first arrival of immigrants from Great Britain was by the steamer "St. Patrick," from Glasgow, in March. They consisted of 2 coal miners, 4 agricultural laborers, 1 joiner, 1 baker, and 3 mariners, (returned to N. S.,) 1 married woman and 3 children. They required no assistance from me. The miners went directly to New Glasgow, where they were immediately employed to their satisfaction.

The next arrival was at the close of the same month, by the ship "Queen," from Liverpool, of 4 laborers, 4 women and 1 child. They made no report of themselves at my office, and on enquiry being made it was ascertained that they had come out at the recommendation and by the assistance of friends and relations in the country, who received and provided for them on their arrival.

The arrival succeeding these was of 10 coal miners in April, via New Brunswick, who came by the steamer "Venezia" from Glasgow to St. John. They all proceeded, without a day's delay, to the coal mines at New Glasgow, where they found good employment at the rates of wages expected by them.

On the 7th May 10 miners and 1 farm laborer, from Wales, arrived by the steamer "Asia." They went to the gold-mining districts; and, as I heard no more of them, I concluded they got satisfactory employment.

On the 9th May the ship "Doctor Kane" arrived with the first large company of immigrants, forwarded from Glasgow by Mr. Alexander Campbell, Emigration Agent there. They consisted of 127 coal miners, 7 mechanics and laborers, with 25 women and 36 children. I found that the demand for coal miners had subsided so much, that there was serious appearance of difficulty in satisfying the men who had come here with the expectations which the condition of the coal business so lately warranted. A number were anxious to go on to New Glasgow, where many had friends and acquaintances—and where all who had previously gone had met

with success. They were clamorous to leave; and accordingly 57 men, with 15 women and 8 children, were forwarded to that destination. Having received notice from Mr. Belloni, of Cow Bay, C. B., in reply to enquiry of him, (as well as of the other Mining Agents,) previous to arrival of the vessel, that he could employ from 50 to 100 men, 40 miners expressed their readiness to go there; and they were forwarded, with 7 women and 8 children belonging to the party, by the schooner "Isabella." 20 miners went to Baddeck, under engagement made here, with 3 women and 9 children; 10 went to the gold mines, 5 laborers to the Pictou Railway, and the others got work in town.

On the 25th May, when the immigrants by the "Doctor Kane" had hardly been disposed of, the first shipment of immigrants from Liverpool arrived by the ship "Mozart," consisting of 141 miners (mostly Cornish men), 64 laborers, 18 tradesmen and mechanics, 8 farmers, 17 women and 19 children. The accounts from the coal mines were now very discouraging, but the small number of coal miners (31) were distributed between Cape Breton, Pictou, and New Glasgow, where they got work on the same terms as these by the "Doctor Kane." The Cornish miners went chiefly to the gold fields, but a few went to the coal mines in Cape Breton. These styling themselves "farmers" were men brought up to agricultural work, who aimed at being *foremen*, or farm superintendents; two or three said that they had been small farmers. The tradesmen and mechanics got employment in town and in the country. The following is a list of their destinations from Halifax:—33 men, 3 women and 10 children to Cape Breton; 33 men and 3 women to Waverley; 7 men and 1 woman to New Glasgow; 26 men and 1 woman to Enfield, 2 men to Pictou; 20 men to Sherbrooke, 69 men and 4 women to country work and Pictou Railway, 1 man, 2 women, and 1 child to Windsor, 4 men to Tatamagouche; 36 men (with 2 women and 1 child) got employment in town, and the rest went to Boston by sailing packets.

On the 16th of July the ship "Havelock" arrived from Liverpool with 120 miners, 56 laborers (of whom about a dozen proved to be of no settled occupation), 3 butchers, 10 engineers, 5 railway carriage builders, 3 clerks, 2 hotel waiters, and 1 file-cutter. The remaining 39 were carpenters, blacksmiths, stone-cutters, shoemakers, and various other trades; 3 female domestic servants, 34 married women, and 58 children under 12 years of age. Of the miners, 37, being colliers, went to the coal mines—7 to New Glasgow, 14 to Pictou, and 16 to Cape Breton. The others, being Cornish men, went to several of the gold districts, and a few to work at the Battery; 11 laborers went to the railway, and the rest to different localities: Windsor, Truro, Antigonish, Shubenacadie, Wallace River, &c. 73 men, chiefly tradesmen, with a few laborers, got employment in town, and the neighbourhood, several in Dartmouth; and the domestic servants were engaged immediately after landing. The married women and children accompanied their husbands and fathers. Several of these immigrants soon left for the States—partly from being discontented with the wages here, but more especially to join their relations and friends there.

The Cornish miners divided themselves into companies of 10 and 12, and deputed two or three of each, as their representatives, to go to the gold districts and select work for each party. These men were furnished with railway passes and two days' provisions. They all made arrangements for work, in due time returned, and went off with their respective parties. On the 6th of August there were only 43 adults, male and female, with 32 children, left in the Depot. These consisted of people for whom it was more difficult to find employment, and partly of the third class of immigrants previously mentioned. The railway carriage builders were engaged at the Railway Depot.

The ship "Queen" arrived from Liverpool in September with 36 immigrants, viz., 19 miners, 7 laborers, 1 shoemaker, 1 carpenter, 4 of other trades, and 4 women. The men were all inserted in the shipping list as laborers, but on landing they stated their occupations. 14 of the miners went to Waverley and Renfrew, and 3 to Cape Breton. The laborers went to Truro, and the others soon found employment in the town and vicinity, with the exception of two that there was difficulty in getting disposed of—one of them a dry goods clerk, and the other a printing compositor; both went ultimately to the States.



Besides all the foregoing, several English and Scotch immigrants, chiefly miners, came into the Province in April, May, and June, from the United States. These received every attention, and were forwarded to places of their choice.

During the whole time, from the first to the last arrival, every means and exertions were used in the Immigration Office to ensure the best disposal of the immigrants, by application to the coal mines and gold districts; to the Deputy Gold Commissioners, as well as to companies and individuals. Previous to the arrival of each vessel, advertisements were inserted in the newspapers of the number and classes of persons expected; and my Deputy, Mr. Outram, was constantly engaged at the office in attendance on the immigrants, and on persons seeking servants for domestic and agricultural purposes.

The confusion was great on the arrival of each vessel. Several of the immigrants by each did not enter the Depot. Those who had friends and acquaintances here went to them; and a few engaged lodgings for themselves. It was with great difficulty that the roll could be called and answered, and that only at meal times or in the evenings; and even at these times numbers were always missing. Another inconvenience arose from a number having shipped or landed under fictitious names, and it was difficult to connect such names in the shipping list with those given on landing. A further annoyance arose from many having designated themselves on shipping as of certain vocations, to which they had no pretensions. Thus we had people styled laborers, who proved to be weavers and other occupations, for whose services there was no demand, and who were unable to fulfill what they undertook to do.

Much disappointment and trouble was occasioned by many of the farmers, and generally by the most of those who applied from the country for the services of laborers and mechanics. They appeared to think that on each arrival of immigrants they should get servants at reduced rates of wages; while, on the other hand, many of the immigrants had formed the expectation of receiving high rates of wages. Persons wrote for servants, and after their being sent, often rejected them on various unwarrantable pretexts; such as being too late of arrival, or not exactly suited for them. This conduct has caused much trouble, expense, and disappointment. A special instance of it occurred in the conduct of a person in Cape Breton, who wrote for three miners and six laborers to be sent to him, specifying the rates of wages to be given. These men were engaged and forwarded to the locality; but, on their arrival, he turned them off penniless, fatigued, and hungry, in a strange country, saying that he had engaged others and did not require them. These men were thrown upon the charity of the people in the neighbourhood, and suffered great privations in wandering to places where they got some assistance. Five got to Antigonishe, where a little money was necessarily sent by this Department for their relief. Six got back to Halifax, and got work at the Batteries; eventually going off to the States.

As far as it is possible to ascertain, the great majority of the coal miners have left the Province,—the most for the States and the others for Europe. The Cornish miners have mostly gone to the States; but a few of the best description remain; some of whom have done very well by contracts for work in sinking shafts at the gold districts. I have certain grounds to believe that a very great many of these Cornish men had friends settled in the States who remitted money to them here to carry them forward as already mentioned. This class was of all others the most clamorous in complaints of disappointment. Many declaring that they had been assured of two dollars per day at the quartz mining, and that they should be immediately engaged at that rate on landing. No such information ever emanated from this office. The reports I received of the labourers forwarded to the railway were disheartening and provoking. Some who had left for this employment were enticed by farmers to desert while on their journey and take service with them,—and the most of those who went forward proved so inefficient and discontented that Mr. Fleming finally refused to be at the trouble and expense of conveying any more immigrants from Halifax to places of employment on the line.

From the experience of this year it appears that special inducements to

miners, mechanics, and labourers tend to bring to the Province a number of undesirable and unworthy people, of indolent inclinations and vicious dispositions; unthriving at home, and prone to think that any change would be for the better, with no higher wish than to live as comfortably as possible with the smallest amount of work or exertion.

It is no doubt essential that the most extensive and minute information of the Province as suitable to agriculturists, artisans, miners, and labourers, should be constantly represented to the British public, through means of agents and the press; and, as in anything else, the labour market will command a sufficient supply.

In the early part of the year several British immigrants, as I have already mentioned, chiefly Scotch, came from the States seeking employment; and so long as labour is as much in demand and so well paid for here as in the States there is little danger of wanting an adequate supply from the British population there, who would prefer living in a British Province to a foreign country. For this reason, I would suggest having information sent monthly to the British Consuls, of the demand and remuneration for labour in the Province,—keeping the Crown Lands for settlement always prominently in view,—by printed poster bills, which could be put up in the Consular offices, and by advertisements in papers circulating amongst the British population. Had it not been for the sudden depression in the Coal trade, already noticed, we should have had many miners *from* the States, besides those who came from England and Scotland, instead of any leaving us *for* the States.

The class of immigrants most desirable, and most worthy of the notice of the Government, is that of mechanics, and especially small farmers, with some little means, who are accustomed themselves to work. People who, as stated in my report of February 1864, have been brought up with industrious habits, and who will in like manner bring up and train their children; who will work themselves, and employ others also. It is well known that generally the farmers of Nova Scotia are too often deficient in practical as well as scientific agriculture, and consequently the lands are in many places tilled in a careless and improvident manner. That our farmers not only endeavour, in many parts of the country, to get along with as little hired labour as possible,—many depending solely on their own and their family's labour,—but that often some of them (to their obvious loss) leave their farms neglected, and hire themselves, with their carts and cattle, to work for others or in road service; while their lands are standing in need of more than all the pains and attention they could bestow upon them. It is therefore evident that little or no reliance can be placed on them for the regular employment of any large number of agricultural labourers. They rarely think hired help necessary but in haying time and harvest, when there is always a great cry for field labour. During the intervening season, and winter, they have no willingness to pay for anything to be done. Hence it is that so many farmers sons go to the States for employment, when their parents' farms could be so much improved and increased in productiveness by their well directed labour. Good practical farmers, men who know what work is required on farms all the year round, who, if not scientific farmers, would readily give their attentions to the suggestions of science, would be most valuable accessions to our provincial community. If lands were laid off in lots, 100 or 200 acres each, with one or two acres on each cleared, and a cheap comfortable log-house built, as formerly suggested, they could be sold to immigrants, even to mere labourers, and by agents at home too, on a credit, at prices that would amply repay the expenditure. And these immigrants (of course paying their passage themselves) knowing that the land was their own, and how to work it, from their previous education, would never think of leaving it unless improved and sold at a profit. It is absolutely necessary for the encouragement of immigrants from Europe, who have no knowledge of breaking up wild lands, to give them some start in their new country; and when they see the commencement made, they would soon acquire the ability necessary to extend their cultivation.

It may therefore be fairly suggested that a moderate sum be appropriated to

prepare by survey and partial improvement, with roads to accommodate, a certain number of such farm lots, with the clearances and log houses requisite for beginning, to be annually ready for parties from Europe who would buy them either with cash or on credit of a term of years, which might become the means of drawing hither a most valuable body of men. This aid being open also to young men of the Province might prevent hundreds of the best of our youths from exiling themselves from their native land.

In conclusion, I have only to remark that very few of the agricultural labourers have left the Province. I have not heard of more than two having gone.

I annex a short tabular statement of the immigrants arrived since February last, and

I have the honour to be, Sir,  
Your most obedient humble servant,  
H. G. PINEO.

*Immigrants arrived in Nova Scotia subsequent to 1st March.*

Whence.	Conveyance.	Men.	Women.	Children.	Total.
Glasgow.. . . . .	St. Patrick.....	11	1	3	15
Liverpool.....	Queen .....	4	4	1	9
Glasgow.....	Venezia.....	10	...	...	10
Liverpool.....	Asia .....	11	...	...	11
Glasgow.....	Doctor Kane.....	134	25	36	195
Liverpool.....	Mozart.....	231	17	19	267
Liverpool.....	Havelock.....	239	68	58	365
Liverpool.....	Queen... ..	32	4	...	36
United States.....	Various .....	24	...	...	24
					932

## REPORT.

BY DUNCAN CAMPBELL.

TO THE HONORABLE CHARLES TUPPER, *Provincial Secretary.*

SIR,—

Having been instructed by the Government, through Mr. Thorne, the Deputy Secretary, to prepare a communication detailing my action in the execution of the commission with which I was entrusted in my visit to the eastern portion of the Province, I now proceed to do so, expressing the hope that as my instructions were not communicated in writing, but were, as conveyed by yourself, Sir, and the Honorable The Financial Secretary, of a verbal and general character—allowing me considerable discretionary power in the performance of my duties—the pointedness and precision so desirable in an official report cannot well be secured; and I would further claim your indulgence if in the observations I may deem it my duty to submit, there should even be the semblance of a censorious or dictatorial disposition, which I am most solicitous to avoid.

One purpose of my mission was to endeavour to establish a regular correspondence between gentlemen in the various industrial centres of each county and the Immigration Office in Halifax, with the view of ascertaining the number and class of immigrants wanted in the respective localities, for the guidance of the Immigration Officer, in giving orders to the Provincial Government agents in the mother country. In effecting this desirable object, it occurred to me that the most satisfactory mode would be to hold public meetings in the various principal towns, securing, if possible, the attendance of gentlemen of position and influence. Anxious to test the practicability of the plan, I first visited the town of Pictou, putting myself in immediate communication with a few of the leading citizens, who, irrespective of political bias, entered heartily into the proposal, the consequence being an influential meeting, and the formal appointment of a committee. Encouraged by my success in Pictou, I visited in succession New Glasgow, Antigonish, Plaister Cove, Port Hood, Whycocomah, Baddeck, Sydney, Cow Bay, and North Sydney, holding a meeting at which a committee was nominated at each of these towns. I attach to this communication a list of the names of the gentlemen appointed in each town, thus to some extent securing a public guarantee that the duties devolving upon them shall be efficiently discharged.

In the appointment of these committees it was assumed that the allowance of ten dollars (warranted by a special minute of Council, founded on a section of the immigration act of 1864) for every able bodied immigrant landed in the Province by the immigration agents in London, Glasgow, and Liverpool, should be continued, the Provincial utility of the experiment not having been as yet sufficiently tested. But the Government have, I think, acted wisely in suspending the said minute in the meantime. Certainly not fewer than one half of the immigrants who landed in the Province last year, have left either for the United States or other countries. But the money expended is not a positive loss to the Province, as those who have remained constitute more than sufficient compensation. Dr. Henry C. Carey, of Philadelphia, an eminent authority, estimates the value of every immigrant landing in the United States at a thousand dollars, independently of the gain in a political and social aspect; and I observe from a letter addressed by the Hon. Chief Justice Chase to the Hon. Francis Gillette, that he is of the same opinion. He says, "I have not at hand the United States immigration returns of last year, but the number of immigrants was probably not far from two hundred thousand persons. The addition to the national wealth made by each

immigrant is commonly set down at a thousand dollars. Taking these estimates as correct, the immigration of last year augmented the national resources by two hundred million dollars." I present these facts as indicating the high value put upon the immigrant by the most influential and gifted Americans; and the systematic measures adopted by Congress for the purpose of attracting him to the States are quite commensurate with the high estimate entertained as to his material worth.

I may state that in travelling I was gratified to find that some of the families—and these certainly not the least respected and energetic of the immigrants—who had patiently submitted at the outset to the inconvenience incidental to new settlement, are now in comfortable circumstances, and prefer Nova Scotia to Scotland.

Various causes have operated in favour of an indiscriminate exodus of the recently arrived immigrants to the United States. In regard to the colliers, the abrogation of the reciprocity treaty caused a great and sudden depression in the coal trade, and a consequent and reasonable disinclination on the part of employers to incur fresh responsibility by the employment of additional hands. Secondly, some one had issued statements in Britain presenting glowing representations as to high wages and ready employment, which the circumstances of the country did not warrant, disappointment being the natural result, and hence a resolution to leave was precipitately formed and immediately acted upon. Many of the immigrants had left their wives and families at home, (intending to bring them out subsequently) depending upon being able to find suitable employment immediately on their arrival, and having been disappointed in this respect they were discouraged, and left the country as speedily as possible.

But why go to the States in such large numbers? One answer to this question is furnished in a short passage which I will take the liberty of quoting from an elaborate report by a committee on immigration appointed in 1860 by the Legislative Assembly of Canada, of which the Hon. Thomas D'Arcy McGee was chairman:—"The fact still remains patent to every traveller, that the vast majority of Europeans are only familiar with one North American Country—the United States—and one North American seaport—New York. The board of Immigration Commissioners established at New York in 1847, by many judicious and far-seeing arrangements have strengthened and deepened this impression, so favourable to their commerce and country; and to that end they have had the invaluable assistance of the Federal Government, exercised through its wide-spread Consular system." The truth is that whilst Canada and the Maritime Provinces have been till recently insensible to the advantages of a wisely considered system of immigration, the highest minds connected with the American Government have been with characteristic ardour and success thoroughly engrossed with the subject;—and what a result! According to the report issued for 1866, by the British Emigration Commissioners, of the entire emigration from Great Britain and Ireland for the last fifty-one years, three million five hundred and ninety-seven thousand, or *sixty-one* per cent of the whole have gone to the United States; and the tide flows on from year to year with undiminished volume. But Canada is beginning to put forth her strength in the same direction, and towards the same end. The action of the influential committee referred to, who had deliberated on seventeen consecutive days, and who published a valuable report, seems to have quickened the senses of the Legislature in regard to the subject, greater earnestness and activity being the consequence. The recommendations and suggestions of the committee seem admirable, so far as the working of the immigration machinery in the colony is concerned, but *extremely defective* as to the means adopted in making the advantages which the country offers to immigrants known in Europe. But the defect is being remedied to some extent, at least so far as Great Britain is concerned, by the monthly publication during the summer of *The Canada Emigration Gazette*, a paper admirably conducted, and devoted exclusively to emigration matters, being circulated to the extent of thirty thousand copies, gratuitously, for the information of home readers.

Here I may remark, that the only British Colonies that give encouragement to immigration from the United Kingdom, by means of their public funds, are the following—Australia, New Zealand, and the Cape of Good Hope.

It may prove both interesting and instructive to refer to the mode in which, and the terms on which the Crown Lands of the contiguous Colonies are disposed of, before I venture to offer practical suggestions, with the reasons on which they are founded, as to the general immigration interests of the Province in which we are more directly concerned.

Crown Lands in the British Colonies generally are, for the most part, disposed of by auction, being put up at a certain fixed price as the *minimum*, and sold to the highest bidder. Payment by instalment was the almost universal practice previous to the year 1842, when it was abolished or discontinued, and payment of a portion of the purchase money at the time of sale, and of the balance within a fixed period, was substituted. In Canada,—whose example as to the conditions on which land is granted, might, I most respectfully submit, be followed in Nova Scotia, to the manifest advantage of the Province, as I will endeavor to shew immediately,—Crown Land is sold for cash at prices ranging from ten pence to four shillings and two pence sterling per acre; sales by auction being quite common. Whole townships can be had at a governmental rate of two shillings sterling per acre. In Nova Scotia the Government pay the expense of survey; but in Canada that devolves upon the purchaser. But in the latter country land is disposed of with certain important restrictions and conditions, to which I shall specially advert when I come to speak of the Crown Lands of Nova Scotia.

With respect to New Brunswick, I deem it only necessary to remark that sales of land take place in each County monthly, at the upset price of two shillings and sixpence sterling an acre; two pence half-penny in addition being charged for survey, and a considerable discount being allowed in cases of cash payments.

With regard to Prince Edward Island, its whole Crown Lands, with the exception of about two thousand acres, were alienated in one day; the Government more recently being under the necessity of re-purchasing them at the price of from four shillings to eight shillings sterling an acre,—a notable example of the great Provincial loss which may be sustained by the too rapid and reckless disposal of land, which is bought to be retained for speculative purposes. If the land had now been in the hands of the Government, what splendid advantages they could present to the British immigrant, and with what eagerness would the whole be occupied by an energetic and industrious farming population! The soil of the Island is eminently clean and productive, but the price demanded for land sends applicants to the American prairies. Nova Scotia will, I humbly submit, be in a similar predicament in regard to the cultivable portion of her land within a short period, unless a change be effected in the principles predominant in the conduct of the business of the Crown Land Department.

Having thus briefly referred to the rules by which our neighbors are guided in the prosecution of this important part of Colonial business, I now proceed to deal with the Crown Lands of Nova Scotia, drawing attention to facts in connection with their disposal which, I humbly submit, call for the serious attention of the Government and Legislature of the Province. I may mention that a few weeks after my arrival in Halifax, I took the liberty of addressing a letter to Mr. Fairbanks, of the Crown Land Office, containing a series of questions, to which he politely and promptly furnished me with clear and satisfactory answers. Before, however, referring to the information I then obtained, as well as to that I have since acquired, I would take the liberty of remarking, that the mere process of conveying land in the Province appears to be as simple and effective—giving little trouble to applicants—as it is possible to make it; and that the price is fixed at so low a rate as to render reasonable cavil impossible. The applicant first presents a petition to His Excellency the Lieutenant Governor, praying for a certain grant, depositing with the petition forty-four dollars for every hundred acres applied for; an order for survey is immediately issued, the Surveyor's report is submitted to the Government, who decide, after perusing also the Crown Land Commissioner's remarks, as to whom the lot shall be conveyed, in

the event of its being claimed by more than one person. The law limits the grant to any one person to five hundred acres, unless with the special sanction of His Excellency the Lieutenant Governor in Council. The rule has been relaxed in many instances, to encourage the erection of saw-mills; not a few applications being made *ostensibly* to carry on the sawing business, but *really* to secure the land.

On the 5th June, 1866, the date of the communication received from the Crown Land Commissioner, the Provincial land already alienated was *five million one hundred and forty-one thousand, one hundred and thirty-two acres*; remaining ungranted, *three million nine hundred and five thousand, six hundred and one acres*. The proportion of the granted and ungranted land struck me as remarkable, considering the smallness of the population, and the undeveloped condition of the country, in an agricultural point of view; but it is a still more startling fact, as illustrative of what has, I presume, been going on for years, that between the 30th September, 1865, and the 30th September, 1866, absolute grants have been made of the enormous quantity of *one hundred and twenty thousand, six hundred and ninety-one acres*. Now, at the same rate of annual disposal, in a few years Nova Scotia will be in the same unhappy predicament as Prince Edward Island, not having an acre of cultivable soil to dispose of. Assuming that every succeeding year finds the Province *minus* the same quantity, in thirty-two years the whole of the Crown Lands, good, bad, or indifferent, will have passed into other hands, the Province being under the necessity of purchasing that of which it should never have allowed the control to pass from its grasp, unless to *bona fide* settlers.

I am quite sensible that a very considerable portion of the land at the disposal of the government consists of tracts that are unsuitable for cultivation, but valuable for the production of lumber. Let it, however, be borne in mind that this description of land is sold at precisely the same price as that which is capable of cultivation. Hence I am justified in inferring that the applicants, for example, to whom the one hundred and twenty thousand acres have been allotted have not been so insanelly insensible to their own interest as to select bad land with possibly inferior wood, to good land with superior wood. Therefore I submit, Sir, that on inquiry it will be found that the very best land in the Province, both as regards capability of cultivation and production of superior quality of wood, is now, as it has been all along under various governments, being rapidly alienated, so that as already indicated Nova Scotia will soon present the spectacle of a land that is governmentally *landless*. That for reasons to which I shall shortly refer, is certainly "not a consummation devoutly to be wished."

Nothing has annoyed me more in the prosecution of my enquiries than to find men, who ought to be better informed, so brim full of prejudice against the Province, from which *they* take care not to emigrate, notwithstanding their systematic depreciation of it, persisting in a notion which experience has exploded, namely, that the country is not adapted for farming operations. Why, when in the neighbourhood of Whycocomah, I found that the Indians had put in potatoe seed among rubbish in a strong soil, and there it grew in rich profusion, requiring no artificial stimulation; and I have found that virgin soil in other parts of the Province is equally productive. Practical farmers, educated men, who have travelled in other countries, vindicate the character of the Province, and declare it destined to become an agricultural country. But if the land be doomed to pass, *unconditionally*, entirely into speculators' hands, then I say farewell to prosperity, in an agricultural point of view, till after the present generation and many succeeding generations have slept with their fathers! No man in his senses would compare the prairie land of America to that of Nova Scotia in point of fertility, and facility of cultivation, but the Province possesses land far more spontaneously fertile than either England, Ireland, or Scotland, and a climate with which the man who is not contented deserves to be transported either to the extremely torrid or extremely frigid zone! Besides, careful enquiry and consultation with persons who have been in Canada, and know that country well, has satisfied me that a practical farmer can invest his thousand pounds of capital in Nova Scotia in such a manner as to secure double

the quantity of superior quality of land which the same sum would procure in Canada. What do gentlemen that literally glow with admiration of other countries, to which distance lends enchantment, say to this undeniable fact?

Here, then, is a country admirably situated geographically, having capacious and well-sheltered harbors, with ample depth of water, unbounded mineral wealth, which is beginning to attract the attention of enterprize in both the eastern and western hemispheres; with a productive soil, and a climate eminently salubrious and bracing. We shall suppose, what indeed is certain to take place, that as the resources of the country become known, and its mineral riches become developed, on a scale of which present operations are merely a beginning, a considerable portion of that living stream that is enriching other parts of this great continent, and of which only a mere dribblet now occasionally refreshes us, is directed to these shores. Well, the immigrants apply for land at the Immigration Office, and are startled by the announcement that no governmental lands exist, unless it be portions of the more densely wooded mountainous regions where bears do most delight to congregate. They next apply to the speculators, who care not a rush for the interests of the Province, and the prices demanded for land so far exceed those of the *prudent* reserves of Canada and the United States, that the immigrant does not for one moment hesitate what course to adopt.

Assuming that the Intercolonial Railway is constructed, for which I find the leaders of both political parties have, in their turn, been earnest advocates, Halifax will undoubtedly become a great city, and as the point of debarkation from Europe for all passengers and goods bound by railway for the west, thousands of people will be arriving monthly in Nova Scotia, with a view to settlement in whatever part of the continent may prove most eligible. This fact ought, I most respectfully suggest, to make the Government doubly cautious as to whom the Crown Lands are sold. If every settler be worth a thousand dollars to the United States, I cannot imagine the process of ratiocination by which it can be proved that he is of less value to Nova Scotia. If the present process of alienation be persevered in, the ultimate loss to the Province will be enormous.

Well, what is the remedy? Here the example of Canada, in a modified form, could be followed with good effect. The law in Upper Canada is, that for all the Crown lands in the newly-surveyed districts, no patent is issued to any person who shall not, by himself or the person or persons under whom the grant is given, have taken possession within six months of the time of sale, remaining at least two years, and having a specified portion of the land under crop. It is clear that if some provision such as this were not adopted, that the finer portions of Canada, like those of Nova Scotia, would be soon *gobbled* up.

When free grants are made in Canada, the lands must be occupied within a year from the time they are ceded; and in the case of townships of land, there must be within ten years one settler for every two hundred acres, otherwise the land becomes forfeited, and reverts to the Crown.

The present condition of the Island of Cape Breton, in an agricultural point of view, strikingly illustrates the evil consequences of large grants of land to persons having no immediate intention of turning them to practical account. The people *in general*—and as my own warm-hearted countrymen I desire to speak of them with becoming respect—are totally ignorant of agriculture. They hold from one hundred to four hundred acres, little of which is under crop, and which there lies useless to themselves, and useless to the Province. But I must refrain here from entering on a subject which may be treated more appropriately in another form. I will refer to the reason of the absence of progressive improvement, when I come to speak of the important subject of education.

Grants of land made by the Government of Nova Scotia are *absolute*, in the very objectionable sense that any one can make his purchase as a speculator, and although tens of thousands of acres remain uncultivated for half a century, his proprietary right is not disturbed. Such is not the case in the United States, or in Canada, and I earnestly affirm that such ought not be the case here.



I have assumed that the demand for land will continue for years, at the same rate in point of quantity by which the past year has been distinguished; but it must be apparent to the dullest observer that in proportion as the mineral wealth of the country becomes known and developed, the speculative demand, on all sorts of pretences, will increase in a vastly greater ratio. Nothing short of a legislative enactment, making occupancy imperative as a condition of possession, will save the Government from being subjected to a pressure from which it is most desirable for the public interest that they should have complete immunity.

I come now to speak of the present law of immigration in the Province, and of at least some of those steps that should be taken in order to promote an influx of the proper kind of people.

I presume the statute of 1864 supercedes its predecessor of 1863. A perusal of the present act shows the *gist* of it consists in the simple fact that legislative provision has been made for immigrants desirous of settling on the land for the easy acquirement of one hundred acres of uncleared ground on very favourable terms, but distant eight or ten miles from a shipping port, to which as yet no road has been made. The tract which consists of a block of five thousand acres is situated between Musquodoboit and Tangier harbours, and up to the time of the survey was unexplored save by the Indian hunter. I have carefully perused the report furnished concerning it by the Deputy County Surveyor, and from that gentleman's representations, which are somewhat pictorial and graphic, I have no doubt as to the ground being very suitable for the purpose for which it has been set apart.

A section of this block then is all that the Government of Nova Scotia at present offers to an agriculturist arriving in the Province without capital,—save himself, who is, according to the American estimate already referred to, worth a thousand dollars;—and his wife and family, should he have such, would certainly bring up the aggregate material value of the group to a considerable sum.

Men of the stamp to which I have just alluded, have called at the immigration office, as I have been assured by Mr. Outram. They had expended their money, save a few pounds, in paying their passages. They were told that there is plenty of land they could have at a small price provided they should only set about clearing it—building a house, making roads to market, and performing other expensive operations—a significant shake of the head being the usual response to these encouraging utterances, not unfrequently accompanied by a deep drawn sigh.

May I be permitted to throw out a few hints as to some considerations that might prove practically useful in taking further legislative action in the matter of immigration.

It is conceded that the Province is really in want of the importation of suitable immigrants, and that if a large country like the United States has its gigantic machinery in motion, so Nova Scotia, possessing according to its size greater resources than any other country on the face of the globe, and its population presenting a remarkable contrast in point of number to what its unrivalled capabilities warrant, ought also to have its little machine in as perfect order as any larger one.

Then the question presents itself what is necessary to secure the class of settlers to which I have adverted? I do not profess to have any new theory to propound in reply to the important question. I would just endeavour to urge the absolute necessity of clearing say five acres of each of the hundred acre lots into which the block selected has been subdivided. Let a house be also erected on each, and a road made to the harbour. Then the Province will have something to present as an inducement to new settlers. The respective lots should be sold on easy terms, payable by instalments. One such sale to an energetic honest man will prove ultimately more profitable to the Province than the disposal of two or three thousand acres to a mere speculator. I am satisfied that the experiment would prove so successful as to induce the government to carry out the scheme on a large scale. My observation of the country has led me to

the firm conviction that no other kind of inducement can prove equally successful. On the assumption that the experiment is opposed, its opponents must at all events acknowledge that it cannot by any possibility accrue in ultimate pecuniary loss to the country. I anticipate objections on the ground of the action of both the United States and Canada, which could be easily combated, my arguments being based on the difference of circumstances obtaining in Nova Scotia as compared with her powerful neighbours.

There are splendid tracts of country capable of cultivation in the Province, but they are being rapidly appropriated. There is, for example, one in the neighbourhood of Whycocomah, through which a gentleman drove me ten or twelve miles. There is also good land adapted for easy settlement in Victoria county, near the Middle River, and also in that *terra incognita*, as indicated by the map, near Cape North. I visited that part of the country purely for the purpose of ascertaining the character of the soil.

The Crown Lands of the Province, as is well known, have not been subjected to a survey with the view of determining the quality of the land, and the extent of it that is cultivable. As there is in each county a Deputy Surveyor whose main duty is at present to survey lands for which special applications are made, I would respectfully submit that an order for such survey should be issued, and that plans of the different tracts should be prepared for the Crown office. Canada has always several millions of acres of surveyed land in the market, and the prices fixed at which intending settlers can acquire them, upon application to the respective Crown Land agents. I am aware that such a survey as I have indicated would cost a very considerable sum of money, but the sum thus expended would be most profitably invested. Until this be done, and such clearances and preparations for settlers as I have mentioned be effected, any other movement for the encouragement of agriculturists of the class specified would be futile.

There is another class of farmers for whom there is a fine opening in the island of Cape Breton. I refer to those who with a capital of from a thousand pounds to fifteen hundred pounds, sterling, occupy comparatively small farms in Scotland, and are struggling to keep their heads above water, being oppressed by heavy rents. A man with an industrious family, commanding the sum named would find himself a landed gentleman in that beautiful island. I am satisfied the advantages presented to this class in Nova Scotia require only to be thoroughly known and understood to cause a considerable immigration of men, who, by their example in farming, would confer an inestimable blessing upon the settlers generally.

Theoretically considered the limitation of grants of Crown Land to five hundred acres, as in this Province, is admirable, but practically, as everybody knows, the clause in the statute is rendered in not a few cases *dead*. If one desire a thousand, or two thousand acres he calls upon certain friends, *if so inclined*, to assist him in the emergency, and the thing is done—another proof that occupancy and cultivation as in Canada are the only effectual checks to evasions of the law. But a man gets up “a shanty” in Canada and affects to cultivate the legal number of acres, said a gentleman to me the other day! I might as well be told by way of argument against the enacting of laws against illicit distillation, that stills of that character actually exist! If it be not competent to enforce law, let not the jurisprudence of the country be made a laughing stock by its enactment.

Even in the present system of disposal of Crown Lands in the Province, a certain check could be applied by the annual publication in the newspapers of the names and addresses of the applicants to whom grants have been made, the extent of these grants, respectively, and the purposes to which they are to be applied. Thus the force of public opinion would at least modify an evil that needs, however, a more radical remedy.

I have experienced great difficulty in coming to a definite decision—necessarily founded on very limited observation of the Province, and therefore not reliable—as to the extent to which the Government ought, in a monetary point

of view, to encourage immigration; It appears to me that experience of the practical working of the principle on which Provincial action has been taken, during the past year, does not warrant its continuance. An indiscriminate importation of artizans, laborers, &c., is to be deprecated. What Nova Scotia wants is a spontaneous immigration—that is, an immigration based on the special advantages which the Province offers to intending settlers;—for, I think it will be found that since the days of Lot—the first emigrant of whom we read—down to the present time, people who remove from one country to another are influenced, in their selection, by a consideration of the benefits which the proposed land of their adoption offers, as compared with those they already enjoy.

May I take the liberty of offering a few hints—and necessarily *only hints*, in the present stage of my enquiries—as to the class of immigrants most suitable for the eastern portion of the Province?

First comes Pictou—a pre-eminently agricultural county, and which, although the earliest peopled by Scotchman, yet remains, comparatively, in primitive barrenness. I had the pleasure of being carried a willing captive by some of the young men of Pictou to the summit of Fitzpatrick hill, having been strictly enjoined not to gaze on the extensive scene until I had gained the highest point, and was rewarded by a prospect which, in its pictorial agricultural magnificence, prospectively considered, far surpassed the somewhat sanguine expectations excited by the representations of previous spectators. It is a characteristic of Nova Scotian land, that the mountain tops are more prolific in the production of cereals and esculents than the valleys. This appears to be satisfactorily accounted for by the fact that the elevation of the land causes it to undergo a natural process of drainage, which ensures a comparatively dry soil, and consequently rapid development. In Britain, any farmer that should calculate upon a good crop without the indispensable condition of deep drainage, would be regarded as not in his senses. Yet here my ears are greeted with absurd *tirades* against the soil and climate, in the absence of those elements regarded in other civilized countries as necessary to secure productiveness.

In Scotland at present good ploughmen and farm-laborers command high wages, and speaking candidly, it is my impression that they would derive no additional benefit, AS SERVANTS, in coming to Nova Scotia. But let the Provincial Government offer this valuable class houses and lands on moderate terms, and they will flock to the country, becoming permanent settlers.

But whilst Pictou is remarkably rich in an agricultural prospect, its mineral wealth is unbounded. Independently of the extensive coal works so long and efficiently in operation, discoveries have been recently made in that valuable mineral, which place the fact beyond question that the County, in point of population, is destined to exceed the whole present inhabitants of the Province. This may appear to the merely Provincial mind as the *dictum* of an ardent imagination, but, notwithstanding, it is the result of deliberate deduction, flowing from inexorable, solid facts.

I may here refer to the language of the author of the article "Manufactures" in the *Encyclopædia Britannica*, in which referring specially to Great Britain he says—"Of all the physical circumstances that have contributed to the advancement of manufactures and arts none have had so much influence as our possession of the most valuable coal mines. They have conferred advantages on us not enjoyed in an equal degree by any other people. Our extraordinary success in the manufacture of iron copper &c. is not owing so much to our possessing the ores of these metals, as to our possessing the coal by the aid of which the ores have been melted and refined."

If this eminent writer be right—as I believe he is—in his estimate of the value of coal his remarks hold *doubly* true in regard to Nova Scotia, which, in that particular mineral, probably surpasses, relatively, in point of extent, every other country in the world.

Here the question occurs;—Are the Government warranted, in view of the mineral wealth of the country in offering a monetary premium for the importa-

tion of coal diggers? I take the liberty of replying emphatically in the negative. If there be a demand for this class of workers supply will be furnished in the absence of any adventitious governmental assistance. I think it will be found that governments, as a general rule, supply but very indifferent crutches in assisting commercial enterprise in the supply of labour.

Of the immigrants that go to Australia and New Zealand a considerable portion of them receive assistance towards their passages. Such assistance is now mainly given in the form of passage warrants or certificates issued in the colonies, on payment of a certain proportion of the expense of passage, to persons desirous of introducing relations or friends. The Imperial Government find it necessary to commit the conduct of immigration business to commercial firms, binding them to furnish passages to all warrant holders at fixed rates. I may here mention that the emigration from Great Britain and Ireland to the Australian colonies amounted in 1865 to thirty-seven thousand souls,—and it is a remarkable fact that whilst the emigration to British North America during 1865 has been only seventeen thousand, that to the United States has amounted to one hundred and forty-seven thousand—this result being occasioned by the effective means taken by the United States Government in making the resources of the country known throughout the civilized world.

Besides presenting remarkable inducements to farmers of small capital Cape Breton furnishes an excellent field for settlement to fishermen. It might be worth the consideration of the Government whether it would not be of advantage to the Province to build houses on the coast, allowing a few acres of cultivable land to each dwelling, as a means for the further development of the fisheries for which the Province is celebrated, by an importation of a hardy and most useful class of men.

Female servants are much wanted in the Province, and I feel convinced five or six hundred of them would find ready employment, at wages higher than are paid in Britain.

Not the least prominent inducement to a very large immigrating class of Scotchmen to make Nova Scotia their adopted country, is the pleasing fact that here there is a system of what is usually designated “national education,” so comprehensive in its plan, and excellent in its working, considering the very recent period of its establishment, that it throws the educational system of Scotland into the shade. When I came to Halifax, I was ignorant of the existence of this beneficent engine; beneficent, as its direct inevitable result will be the gradual improvement of the heart, and the expansion of the intellect of the people, culminating in the increase of material prosperity, and the elevation of the Province, in its political, mercantile, social, and moral interests. Here, to my surprise, I found academic, normal, model and common schools: a system of educational training commanding in its management the able services, as Directors of Public Instruction, of the Executive Council of the Province. It is not my province at present to speak of its mode of support, although I hold very decided views on the subject,—that I leave to others;—but this I will venture to affirm that when the gentlemen who in virtue of the school law, constitute the Council of Public Instruction—no matter to what political party they may belong—sit to consult as to the best means by which the fourteen hundred and twenty-one school sections into which the Province is sub-divided can be supplied with efficient tuition, directing the operations of the thousand teachers employed, and superintending the training of an educational army of about fifty thousand scholars, they are discharging state duties of the highest order. No reflective mind can contemplate the extensive machinery in operation without being affected by its moral grandeur.

Let me glance for a moment at the present condition of Cape Breton, and indicate the change likely to be produced by the schools now in operation. The people are almost all highlanders—either they or their forefathers having emigrated from the Hebrides of Scotland, from which they may be said to have been driven mainly by those periodical seasons of destitution consequent upon the failure of crops or fisheries, or many of them may have been compelled to leave the

isles of their birth by virtue of the conversion of the little properties they occupied into considerable farms; while a still larger number emigrated to other parts of the Continent in consequences of the changes effected after the rebellion of 1745. After the defeat of "Bonnie Prince Charlie" the lands by reason of the prudent exile of many of the Chiefs compromised, were transferred either by purchase, or Government order to "lairds" who had no sympathy with the tenant or his kilt, and thus a radical change was produced—the patriarchal system in all its ancient celtic glory being abolished—leading to the expatriation of many of the natives.

Steam had not been applied when they left their native land to any extent, if at all, to the propulsion of vessels, (I speak, of course, of a period more recent than 1745,) and hence the influences of southern culture had not reached the Hebrides. The original emigrants, and even those that followed them, were consequently ignorant of all the world except that infinitesimal portion of it that came under their immediate observation. The little plot of ground in which they planted a few potatoes or sowed a few oats comprehended the whole field of their agricultural experiments, and their knowledge of men and things was correspondingly circumscribed. In this condition they landed on the island, the more recent settlers being greeted with a Highland welcome on their arrival, by those who had preceded them. Now they occupy a fine country, speaking the celtic language in all its pristine purity, and cultivating just as much of the soil, as a general rule, as yields bare subsistence. They originally "squatted" on the soil, but Mr. Fairbanks, under the direction of the Government, has done much to give them a permanent proprietary right in their "holdings." The number of "squatters" was about twelve hundred, the half of whom now hold legal title deeds, and the property of the remaining number is in process of being legally secured. May I be permitted to say that the tact, care, and good feeling with which the Commissioner of Crown Lands has discharged this duty are highly appreciated by these simple minded people.

But have the Cape Bretonians made marked progress in the cultivation of the soil? A regard to truth compels me to say that they have not. Why? *The solution of the problem is to be found in the fact of their want of education, or in other words their ignorance.* They could neither read nor write, and their families have been, as a whole, trained in the same manner, and continue so till this day. The increase of the population in the island, consequent on the extensive mining operations being carried on, has added to the comfort of the people in the districts where the mines exist, as they obtain a good price for the produce of their farms; but in all other respects they remain essentially the same. I trust no one will imagine from the foregoing remarks that I in the slightest degree depreciate the great strides made in the development of the mineral wealth of the island during the last few years. That is far from my intention: my remarks apply exclusively to the agricultural population.

But the establishment of schools under the school act has inaugurated a new era in Cape Breton. Already the rays of the sun of knowledge are penetrating the gloom of ignorance in which this beautiful island has been too long shrouded—a ruddy glow, all the more cheering as contrasted with the surrounding darkness, streaks on the horizon, the harbinger of advancing day;—the seed has been sown, and already the green tender braid is peeping from the soil, giving promise of an early and abundant harvest. This is not the fancy picture of a fervid imagination but a true living reality as indicated in the intelligent glance and improved bearing of the children who are obtaining the benefits of knowledge at these schools.

The report of the Superintendent of Education for 1865 is a most interesting, as well as valuable public document. The embracing of the reports of the County inspectors is calculated to ensure, in virtue of their intelligence and experience of the working of the system, improvements in its management. In visiting the schools in their respective districts some of these gentlemen undergo considerable fatigue, besides encountering difficulty in reaching their destination. When I was travelling during Autumn in Victoria County I regarded it as a somewhat novel and interesting incident that one of them should be obliged without

vehicle—there being no road—to make his way as he best could to Cape North. His visits are regarded by the people as constituting quite an agreeable periodic phenomenon, and it is to be hoped that he reached the most northern scholastic little luminary in safety. Verily “the Schoolmaster,” in Cape Breton “*is.abroad*” in a highly useful and beneficent sense.

Some people imagine the eradication of the Gaelic language would be beneficial to the people. I cannot apprehend how. A language when once acquired is certainly not felt as an incubus, nor does it act as such on the mental faculties. Its acquisition rather promotes than impedes progress in the avenues that lead to the different departments of knowledge. The mental training incidental to the mastering of any language, if it do not forge a key by which to enter into the precincts of other tongues, at least smoothes and facilitates the way—imparting a scholastic and intellectual tension to the mind. The Gaelic is a noble language—noble in its unknown antiquity, its originality and graphic power—thus presenting a startling contrast to its weaker, and more youthful mongrel relative, the English. But it sometimes occurs that the more ignorant certain people are of a language the more dogmatically do they declaim against it! Whilst I would not recommend the language in which Ossian sung, and possibly Adam spoke to be taught in the Cape Breton schools, I certainly think no impediment should be put in the way of its acquirement.

But to return to the subject of immigration every effort should be directed to the encouragement only of that class who are likely to make this rich and beautiful country their permanent home—not masses of men who being unable to obtain on their arrival congenial employment begin to plume their feathers for flight to the United States. To the influx of any number of people to this country, who come without receiving government bounty there can be no possible objection, for an important residue of such must remain, by whom the country will be materially benefitted, and who, from the circumstance of Nova Scotia being the region of their free choice will be all the more ready to combat those difficulties incidental to new settlement. After a few thousand of the right sort settle here, a steady and healthy flow of immigration will set in—an immigration prompted by the settlers themselves, and with which no wise government will interfere—allowing it to take its natural course;—and however deep and broad the stream, after a portion of it has been appropriated in enriching this country through which it first passes, it will ultimately find its natural level in the wide expanse of the North American Continent.

Let me suppose then that the legislature have determined upon earnest action in this matter—that sales of cultivable land in the meantime cease, except to a very limited extent—that parties prosecuting the lumber business are permitted to take possession of the wood, but not of the soil—that a systematic survey, as well as plans of the different sections are ordered—that the principle of purchase with guaranteed settlement, and cultivation within a reasonable distinctly specified period are adhered to—that a considerable tract of land adapted by situation and quality of soil for occupancy is to be cleared, roads made and houses built;—the next step is to take equally vigorous and energetic action in making the resources of the country, and the advantages it offers to intending immigrants known in Great Britain. Part of the machinery necessary for that purpose is happily already in operation. I refer to the exhibitions in London and in Dublin, with one now in prospect in Paris of the products of the Province—mineral, agricultural, and industrial. The practical effect of these exhibitions, although it may not in the meantime appear prominently, is, according to my apprehension, mainly the impregnation, if I may use the term, of the educated minds of Europe with just conceptions of a country whose climate has been maligned, and whose capabilities and resources have been misrepresented—respecting which, in short, profound ignorance has prevailed. How then are these impressions to be removed, or that ignorance dispelled? I answer *by means of both the platform and the press*. The absolute necessity of action in this direction is apparent to all, but the length to which this communication has extended prevents my enlarging here on the theme. Suffice it to say that lectures in the principle towns, reported in *extenso* in the

local papers, would prove the most effectual mode of securing the desired object.

I hear people in the Province, from time to time, earnestly expressing the wish that manufacturers would come to Nova Scotia—men of skill, enterprize, and capital—and establish works in the Province, and so promote its prosperity. Now, I think that the history of the development of that department of human industry in Great Britain and the United States will prove—I had almost said demonstrate—that its progress is, as a rule, according to the increase of population. Until local demand for manufactured goods arise, to such an extent as to cause a start, there is little hope of any remarkable progress. Nova Scotia is in the element referred to, in advance of the mark of her population. There is, for example, Cow Bay, having all the appearances of a thriving little town, with its respectable looking shops—not one of which was there, I presume, a few years ago. Let it continue to flourish, and increase in population—as I feel assured it will—and it will have its manufactures, just as it now has its shops. The manufacturer having made a start, and succeeded in supplying the local demand, casts his eyes to other lands, and finding he can produce ten times the present quantity of manufactured goods, at relatively lower cost, he extends his operations, and so prosperity becomes the order of the day!

I come now briefly to deal with the system of immigration existing in the United States. Although through its extensive Consular agency and other State instrumentalities this great power had made itself felt throughout the civilized world, so as to induce to its shores a flow of population unparalleled in the history of the world, yet, it was reserved for the year of grace 1864, when the States were heaving with a convulsion, which, in the estimation of many Europeans, threatened their dissolution, calmly to usher into existence an immigration organization, which had not previously been attempted in any country on the same philosophical and commercial principles. I refer to the starting of the American Emigration Company in New York, chartered for the purpose of procuring and assisting immigrants from foreign countries to settle in the United States. The authorized capital is a million dollars, five hundred and forty thousand of which is paid up. The men at the head of this splendid organization prove it to be of a truly national character. When I mention the name of S. P. Chase, Chief Justice; Gideon Welles, Secretary of the Navy; Charles Sumner, and Henry W. Beecher, I indicate the quality of brain in which the organization originated as well as the national position in which it stands. Indeed it bears the impress of genius. It is a magnificent immigration bantling whose parentage might be inferred from its anatomical characteristics, just as Cuvier has scientifically determined the conformation of such animals as the mastodon—founding the base of the structure on a single bone.

The first step taken in the formation of the association was the passing by Congress of an act in July 1864, entitled an act to encourage immigration. By this act a special commissioner of immigration was appointed, at a liberal salary, his whole time being devoted to the duties prescribed by the act, which, in the first place, renders any money advanced to immigrants for the purpose of enabling them to remove to the United States recoverable there from the product of their labour, or constituting the sum a "lien" upon any land acquired by them—thus making the association pretty sure of repayment in case of advances, as an encouragement to immigration. The third section absolves the immigrant from compulsory enrollment for military services "during the existing insurrection," unless he renounce his allegiance to the country of his birth, and declare his intention to become a citizen of the United States. The act besides appoints a superintendent whose duty is to see the provisions of the passenger act carried out at New York.

The way being thus cleared, the American Emigrant Company starts immigration machinery of which I can only give an imperfect outline, but which for its completeness and efficiency, must excite the admiration of all who study it. Agents have been appointed at each of the principal sea ports of Europe, under the control of whom a system of sub-agencies is organized through all European countries. By these means the entire labour market of Europe is thrown open to



the United States, and an order for one man, or for ten thousand, can be executed with the same facility, and almost the same despatch.

But the company not only take orders for men in the same way that a mercantile firm would do for goods—including artizans and mechanics of every description, but they undertake the human carrying trade to the United States to any extent. They accept the risk of guaranteeing the delivery of men whose passages are paid through its agency, such delivery to be made to the employer or his order in New York, or, upon a special agreement to that effect at their final place of destination; they undertake to make such equitable and binding contracts as may be practicable for the engagement of the workmen for a certain period, and for the repayment of the advances made to them, and profess to use all possible diligence in the effort to procure men of the descriptions and in the numbers ordered, and exercise all possible care in their selection, both with regard to their capacity and character.

I have taken the liberty of directing attention to this phase of American management, not for imitation in Nova Scotia, but because it embodies principles, which might, in a modified form, be made useful in any system which may be adopted, and especially as proving the earnest interest which the leading men in America take in the subject of immigration. May I be permitted to express the hope that the time is not distant when the leaders of the people of all political sections will cordially unite in framing a measure for the Province, which will at once keep the Crown Land under the control of the government, and secure a steady and healthy immigration.

The importance in which the subject of immigration is held in the United States, and the extent to which it has taken hold of the political leaders of the country, are unmistakably indicated by the official steps taken in regard to it.

The President made specific allusion to it in his message in 1863, that part of it being referred to a special committee of the House. This committee addressed a communication to the Hon. W. H. Seward, the Secretary of State, requesting his views as to immigration. The reply of Mr. Seward is so able, and, as I humbly submit, contains matter so important to Nova Scotia, that I take the liberty of attaching it as part of an appendix to this report, together with the Congress committees' report, and a communication bearing on the same subject from the United States land office.

But another, and not the least important object of my mission to the eastern portion of the Province, remains to be mentioned—and only mentioned—and that relates to the collection of material for a series of systematic letters on the Province, with the view to their publication, and extensive circulation in Great Britain. I have set myself, I hope with some degree of earnestness, to the work, so far as the means placed at my disposal have enabled me.

Considering the importance of the subject of immigration, as bearing on the development of the resources of the Province and its general prosperity, I would humbly submit, that the most effectual mode of removing obstacles, and clearing the way for legislative action of a comprehensive kind, would be that adopted in other countries—the appointment of a special committee of the House to report on the whole subject.

I beg gratefully to acknowledge the promptitude with which the Heads of Departments, to whom I had applied for information, on my arrival as a stranger in the Province supplied me with it; and I am indebted to the courtesy of the Hon. the Financial Secretary for a perusal of the Report of the Commissioner of Crown Lands for 1866, previous to its formal presentation to the House.

I may, in conclusion, mention that since my arrival in the Province I have written a considerable number of fragmentary letters, which have appeared mainly in the "Glasgow Sentinel," and which in conjunction with the articles of the Editor of that widely circulated paper, have made Nova Scotia a "household word" particularly amongst the miners of Scotland.

I have the honour to be, Sir,

Your obedient, humble servant,

DUNCAN CAMPBELL.

HALIFAX, 31st January, 1867.



## APPENDICES TO DUNCAN CAMPBELL'S REPORT.

## APPENDIX A.

Since writing the annexed report, I have read the Crown Land reports for 1863, 1864, 1865, and 1866. As indicative of the increased pressure on the Crown Land Department for grants—to which I have adverted elsewhere—I may state that the number of acres applied for in 1862-3, was 49,531; in 1863-4, the applications numbered 97,383—the latter year being thus in excess of the previous 47,855. In 1864-5 the quantity applied for was 105,759 acres; but I have satisfaction in stating that the aggregate quantity granted to the three hundred and forty-four successful applicants amounted to the comparatively limited quantity of 47,157 acres—thus shewing that the average grant to each applicant was only 137 acres, proving, I am bound to add, commendable discretion—so far as the present system admits of its exercise—in point of average conveyance. As stated in the Report for 1866, now before me, a fact referred to in my own report, the quantity of land granted from 30th September, 1865, to 30th September, 1866, was 120,691 acres—the number of grants being 677—presenting an average grant to each applicant of 178 acres. Whilst it is pleasing to note that the average grants are so exceedingly moderate, the fact does not in the slightest degree modify the opinion I have already expressed as to the fatal Provincial consequences that must ensue if the present system of land management be continued.

Here I will venture to refer—at the hazard of incurring the charge of presumption—to a political evil, most detrimental to the interests of the Province, that has flowed, now flows, and will continue to flow from the present system if it be persevered in, till all the cultivable land is disposed of. As land advances in value—the price continuing at the present nominal rate—applications, as I have proved, will increase; and the importunities of parties who fancy they have special claims on account of earnest political support accorded to the existing government—for as a rule, it will be found here, as elsewhere, that the most clamant beggars of governmental favours are those that least deserve them—will intensify in a still greater degree. Now, however pure and disinterested a government may be, however ardently desirous of being actuated in its decisions by a regard to the public interest, what more natural than they should be disposed to favour their own supporters, in this matter, in a greater degree than their virulent opponents;—and after all, any government in power must offend many of their friends who are like the daughter of the horse leech, constantly crying “give, give.” Thus that narrow spirit and personal rancour, and Lilliputian sectional crotchets which are the bane of the country, and of which it is so desirable to get quit, are nourished and perpetuated.

I cannot refrain from alluding in a few additional words to the importance I attach to some scheme of partial clearance of, and house-erection on, the five thousand acres set apart for immigrants, being adopted by the legislature. Is it, I earnestly and most respectfully repeat, in accordance with the dictates of reason or common sense, to imagine that an able-bodied man with his wife and family can be expected to penetrate a forest, in which there is neither house to dwell in, nor road to travel on, and set himself to clear ground from which for a year at least he can obtain no subsistence? But gentlemen say that the providing a house, and partial clearance of the land would be a premium on idleness. It would, I submit, on the ordinary principle of self-interest characteristic of human nature, have the very contrary effect. The man would work with might and main to make the place his own. Every man, whether rich or poor, regards with peculiar

complacency *his own* property, and the desire to acquire property in that sense is deeply rooted in human nature.

But that is not the kind of human stuff that Nova Scotia wants! it wants men of capital. Very good! let them come, and they shall be made very welcome. Why? Just because they, by means of their capital, will be instrumental in bringing to the country men of the very class who are said not to be suitable for the country. If a rich man come merely to live in a fine house—keeping his money in his pocket—an industrious working man will do more good to Nova Scotia than he. The class alluded to are the class that Canada invites—that the United States invite. The soil of the Province is so pre-eminently adapted for the growth of wood, that it flourishes everywhere, even on the margin of the sea; and is so thickly studded with it, that if the Government do not make a beginning—“putting in the small end of the wedge”—that progress in population which its unrivalled resources demand, and without which it will never become a great country, will be indefinitely postponed.

*But neither Canada nor the United States provide for immigrants in the way I recommend! True:—but let it be remembered that tens of thousands of people from Great Britain and Ireland have already gone to these countries, each living individual of whom acts as a powerful human magnet to attract his relations and friends, who, on their arrival are welcomed, and their comfort and accommodation provided for. How different the case of those who are invited to make this beautiful country their home! They arrive, as I did myself, without being cheered by the greetings of numerous friends, and are cordially invited to go to a forest in which neither houses nor roads are to be found, and there make themselves as comfortable as possible!*

D. C.

## APPENDIX B.

## CIRCULAR ADDRESSED TO COMMITTEES

*In connection with Government Immigration in Pictou, New Glasgow, Antigonish, Plaister Cove, Port Hood, Baddeck, Sydney, North Sydney, Cow Bay, and Whycomah.*

HALIFAX, 21st February, 1867.

SIR,—

In view of the early assembling of the Provincial Parliament, and the possibility of the subject of immigration becoming a topic for legislative consideration, I have been instructed by the Government respectfully to suggest that a meeting of the committee appointed at the public assembly held in August should immediately take place.

Without presuming to dictate to the Committee any specific line of action in the conduct of their deliberations, I would venture to suggest, that information respecting the topics embodied in the following questions might prove useful to the Province :

1st. What class of immigrants are best suited for your district ?

2nd. Have you any practical suggestions to offer in reference to general governmental action in the important matter of immigration ?

Hoping the committee will address themselves earnestly to the consideration of the subject, and to be speedily favored with a formal statement of the result,

I have the honor to be, Sir,

Your obedient servant,

DUNCAN CAMPBELL

## LIST OF COMMITTEES

*Appointed to correspond with the Immigration Department of the Government of Nova Scotia.*

PICTOU.—W. H. Harris, Sheriff; Daniel Fraser, Esq., M. P. P.; Thomas Donald, C. Dwyer, W. Pender, Esquires; S. H. Holmes, *Secretary*.

NEW GLASGOW.—Jesse Hoyt, J. F. Hudson, R. G. Haliburton, J. W. Carmichael, and James Fraser, Esquires; Robert McConnell, *Secretary*.

ANTIGONISH.—H. McDonald, W. J. Beck, T. M. King, Adam Kirk, Esquires, and Dr. McIntosh.

PLAISTER COVE.—J. G. McKeen, A. B. Skinner, and J. Archibald, Esquires.

PORT HOOD.—Samuel McDonnell, Esq., M. P. P.; A. S. Adams, and James McDonald, Esquires.

WHYCOCOMAH.—L. McDougall and John McKinnon, Esquires.

BADDECK.—Charles Campbell, Esq., M. P. P.; Wm. Kidston, Custos, and David McCurdy, Esquires.

NORTH SYDNEY.—Thomas S. Brown, John Forbes, and L. Robertson, Esquires.

SYDNEY.—J. McKeagney, N. L. MacKay, Henry Davenport, W. Turnbull, and Thomas LeCras, Esquires.

COW BAY.—R. Belloni, S. S. B. Archibald, Samuel Archibald, and John McDonald, Esquires.

## APPENDIX C.

## REPORT ON UNITED STATES EMIGRATION.

The special committee, to whom was committed so much of the President's message as referred to foreign emigration, report:

The President of the United States, in his last annual message, called the attention of Congress to the expediency of establishing a system for the encouragement of emigration. The following is an extract from his message:

"I again submit to your consideration the expediency of establishing a system for the encouragement of immigration. Although this source of national wealth and strength is again flowing with greater freedom than for several years before the insurrection occurred, there is still a great deficiency of laborers in every field of industry, especially in agriculture and in our mines, as well of iron and coal as of the precious metals. While the demand for labor is thus increased here, tens of thousands of persons, destitute of remunerative occupation, are thronging our foreign consulates and offering to emigrate to the United States if essential but very cheap assistance can be afforded them. It is easy to see that under the sharp discipline of civil war the nation is beginning a new life. This noble effort demands the aid, and ought to receive the attention and support, of the government."

That part of the message above quoted was, on the 15th day of December, 1863, referred to a special committee of the House by the following resolution:

"*Resolved*, That so much of the President's message as refers to foreign emigration be referred to a special committee, to consist of five members."

That committee being duly appointed, entered upon its duties and gave the subject such attention as its importance seemed to demand, and have the honor to submit a bill upon the subject to accompany this report.

The subject of immigration, always important, and which has largely attracted the public attention, has now become of such great national interest as to demand the early attention of Congress. The vast number of laboring men, estimated at nearly one million and a quarter, who have left their peaceful pursuits and patriotically gone forth in defence of our government and its institutions, has created a vacuum which is becoming seriously felt in every portion of the country. Never before in our history has there existed so unprecedented a demand for labor as at the present time. This demand exists everywhere. It exists in the agricultural districts of the northwest; in the central States; in New England, and among the shipping interests of the lakes and the seaboard, and is felt in every field of mechanical and manufacturing industry. The dearth of laborers is severely felt in the coal and iron mines of Pennsylvania; in the coal mines of Ohio, Indiana, and Illinois; in the lead mines of Galena, and in the gold and silver mines of California, Nevada, Idaho, and Colorado. There are twenty railroads now in process of construction or under contract in the west alone, which would furnish employment for twenty thousand laborers. The construction and repair of railroads in other sections of the country will give employment to ten thousand more. It is believed that the demands for laborers on our railroads alone will give employment for the entire immigration of laborers in 1863.

In view of the fact that the industrial population of the loyal States has been reduced more than one million of men, who constituted so large a proportion of the able-bodied men of those States between the ages of eighteen and thirty-five, it becomes a matter of the highest importance that their loss should be supplied, and that the labor which they have performed, and which has added so much to the aggregate wealth of the nation, should be replaced. It can only be replaced by the labor of the immigrant who shall come to our shores. The health, contentment, and prosperity of the millions of immigrants who have made their homes in the United States, show how favorably our country is regarded by those of the

Old World who seek new homes in this country of free institutions, where land is cheap, food is plenty, and labor remunerative.

Notwithstanding the present disturbed condition of our country, the information of your committee is, that there has never been a time when the industrial classes of Europe have had their attention so much directed to the subject of emigration as the present time. Such being the state of public feeling in Europe upon this subject, taken in connexion with the great and imperative demand for labor in this country, the committee have sought to ascertain what is the best method to be pursued to obtain and increase emigration to the United States. As it was known to your committee that the Department of State had given much attention to this subject, and had derived much information in regard to it from our representatives abroad, your committee addressed a communication to the Hon. William H. Seward, the Secretary of State, asking his views in regard to the project of the law of Congress to facilitate immigration. The Secretary responded to the committee in a communication of great ability, which is made a part of this report. Many of the suggestions of the Secretary are embodied in the bill which is now presented to the House. Your committee also ask leave to embrace in their report an able and interesting letter on the measure as treated of by the State Department, addressed by the Hon. J. M. Edmunds, Commissioner of the General Land Office, to the Hon. J. P. Usher, Secretary of the Interior. They omit that portion of the letter which treats of a bill which was referred to your committee, but never favorably considered by them.

In the bill which your committee present for the consideration of the House, they do not propose the establishment of any independent bureau, but provide for the appointment of a Commissioner of Immigration, who shall be subject to the direction of the Department of State. The said commissioner is authorized to employ not more than three clerks, of such grades as the Secretary shall designate. The second section provides that contracts may be made whereby emigrants shall pledge the wages of their labor to repay the expenses of their emigration, and further provides for the enforcement of the contracts, and that it shall operate as a *lien* upon any land acquired by the emigrant when recorded in the county where the land is situated. In view of reducing the price of passage money of the emigrants, the third section provides that the Secretary of the Treasury, under the direction of the President, may reduce the tonnage duties on vessels which shall bring in emigrants.

To prevent any misunderstanding or misrepresentation, it is declared in the fourth section that no immigrant to the United States, who shall arrive after the passage of the act, shall be compulsorily enrolled during the existing insurrection.

The fifth section provides that there shall be established in the city of New York an office to be known as the United States emigrant office, to be filled by a superintendent of immigration, who shall have an annual salary of two thousand dollars, and shall be provided with a clerk at an annual salary of twelve hundred dollars. The said superintendent is directed, under the orders of the Commissioner of Immigration, to make contracts with the different railroad and transportation companies of the United States for transportation tickets to be furnished to such immigrants, and to be paid for by them; and shall, under such rules as may be prescribed by the Commissioner of Immigration, protect such immigrants from imposition and fraud, and shall furnish them such information and facilities as will enable them to proceed in the cheapest and most expeditious manner to the place of their destination. And such superintendent of immigration shall perform such other duties as may be prescribed by the Commissioner of Immigration.

The sixth section provides that baggage and personal effects of every kind may be pledged to the commissioner for the purpose of covering the expense attending the emigration of any person, and authorizes their sale in case such baggage and personal effects were not redeemed, in accordance with the terms for which they were pledged.

The seventh section provides that no person shall hold office under the act who shall be directly or indirectly interested in any operation having lands for sale to

immigrants, or in the carrying or transportation of immigrants either from foreign countries to the United States and its Territories, or to any part thereof, or who shall receive any fee or reward, or promise thereof, for any services performed, or any benefit rendered to any person or persons in the line of his duty, under this act; and he shall, upon conviction, be fined one thousand dollars, or be imprisoned not to exceed three years, at the discretion of a court of competent jurisdiction, and forever after be ineligible to hold any office of honor, trust, or profit in the United States.

Section eight provides that said Commissioner of Immigration shall, at the commencement of each annual meeting of Congress, submit a detailed report of the foreign immigration during the preceding year, and a detailed account of all expenditures under this act.

Section nine provides that the sum of twenty-five thousand dollars, or so much thereof as may be necessary, in the judgment of the President, is hereby appropriated, out of any money in the treasury not otherwise appropriated, for the purpose of carrying the provisions of this act into effect.

Your committee recommend the early passage of the bill, as herewith reported.

[LETTER FROM THE HON. WILLIAM H. SEWARD.]

DEPARTMENT OF STATE,  
*Washington, March 30, 1864.*

SIR: I have the honor to acknowledge the receipt of your communication of the 25th ultimo, in which you inform me that a select committee on the subject of immigration has been appointed, and request the co-operation of this department in maturing a plan which may meet the approval of Congress, and secure an early and large accession to the laboring population of the United States.

It is hardly necessary for me to say that I cordially concur with the House of Representatives in their estimate of the importance of encouraging immigration as an essential element of national prosperity and progress. I have carefully examined the several projects of acts framed with a view to promote the object which you have done me the honor to lay before me.

With great deference to the authors of these bills, I think the measures proposed in them want something of directness, efficacy, economy, and prudence in regard to foreign relations. My reasons for this opinion will appear from a brief statement of the actual condition of the great national interest which is concerned. At the present moment we have a very active and increasing immigration. The fields of industry on the eastern continent are either so much exhausted or so much over-crowded that many more persons who yet remain upon them are desiring to emigrate therefrom. The vacant fields of industry here have been so fully explored and laid open, and have at the same time been made so free of access, that those who are ready to leave the Old World very generally prefer the United States in seeking new homes. Nevertheless, not all of those come hither who desire to come, nor so many as we are ready and anxious to receive. What is the difficulty in their way? Our commercial representatives answer the question in part when they say that the consulates are thronged with persons desirous to emigrate, but destitute of means to incur the expense of the voyage. Such persons, when they maintain good moral character, are manifestly the subjects most worthy of the special attention of Congress. Being entirely dependent on labor, they would necessarily become on their arrival in the United States, and for a time, at least, remain laborers, and they would sagaciously seek the fields here which offer them the most abundant fruits. If expense must be incurred in inducing Europeans to immigrate, the most economical and effective system of expense must be one which should afford passage money to those who are waiting for that passage money only, and not for any other or further inducement to become our fellow-citizens. The first element, then, of any new system must be the increase of the means of transportation from Europe to the United States. The result of this policy, however, would not be confined to the removal hither of those who are now ready and waiting to come. That number would, of course, be rapidly increased, as immigration to the United States should be perceived to become constantly easier, cheaper, safer, and its rewards become at the same time better understood and more attractive. Moreover, persons who are exempt from want, and who could bring with them wealth, capital, art, and skill, would soon be seen to follow the humbler laborers into a field so inviting to enterprise.

How, then, shall we facilitate immigrant transportation? This, I think, is the problem that Congress has to solve. Shall Congress appropriate a fund to that object? How large must that fund be? Let us suppose that we desire to bring 100,000 needy immigrants. I understand the present fare of an immigrant passenger is fifteen dollars. We should then need an appropriation of a million and a half of dollars. I shall not say that the end is not worth that cost. The end is not at all to be valued in coin. Nevertheless, I could not recommend such an appropriation. Because, first, the money must now be raised by loan, and I think that at present we ought to use our credit exclusively for the expenses of the war in which we are engaged; secondly, a discrimination between immigrants,

by paying the expenses of one half and refusing to pay the expenses of the other half of the immigrants, would produce jealousies destructive of the whole system; thirdly, although the direct and effective application of money from the treasury in the manner suggested would probably stimulate the navigation interest, and so tend to cheapen transportation, yet at first it would be liable to be perverted to all sorts of frauds and speculation, without sensibly reducing the cost of transportation; fourthly, I think it by no means certain that foreign powers could be expected to regard with indifference a direct employment of the national wealth and power to the removal of their citizens and subjects on a scale of such magnitude: at least, I hazard little in saying that this government would look with much distrust upon such a proceeding on the part of other states.

If, then, we reject the policy of direct appropriation from the treasury, what means shall be adopted to defray or reduce the cost of transportation? The question seems to me practically a commercial one. The end may be partially effected by an increase in the number of vessels engaged in the conveyance of immigrants, and in part by adopting some system which would enable the immigrant to make the passage by the use of credit under an effective obligation to repay the cost out of the early avails of his labor when he shall have reached the United States. Taking this practical view of the question, I may observe that there are three parties concerned in immigration: first, the community which is to derive a benefit from the immigration; secondly, the immigrant, who is to derive a benefit from the removal to a new field of labor; thirdly, the merchant, who assumes the charge of the removal.

While our whole country ultimately derives incalculable advantages from every considerable accession to its population, it is equally manifest that the State in which the immigrant establishes his home derives immediately the most practical and direct advantage. The truth of this position will become manifest if we consider that the industrial class which the immigrant enters on arriving on our shores profits directly and immediately by his accession. The agricultural class prevails in most of the States, and as far the largest portion of European emigrants belong to that class, it is most obviously interested in promoting immigration. Hitherto the supply of agricultural labor in the older States has been so nearly adequate to the demand, that immigrants have generally sought homes and citizenship in the new States and Territories. Recently, however, the demand has rapidly increased in the old States, so that it may be assumed that immigrant laborers would now be largely absorbed on the old States. The change from the system of compulsory to that of free labor in many of the slaveholding States is likely to bring those States for the first time into competition with the new free States and Territories in the matter of inciting agricultural immigration.

But it is not the agricultural interest alone that needs labor; manufactures are becoming, and so long at least as our national debt remains large, must continue to be an increasing interest. With abundance of capital and inexhaustible supplies of material, we want only cheaper labor and skill to establish our manufacturing interest on a firm and enduring foundation. The mineral ores of the United States, equally those required for mechanical uses and the precious metals, are now discovered to have unprecedented richness and expansion. The fiscal, material and social interests of the country require as rapid an improvement of all these resources as can possibly be secured. Internal improvement is the employment of a large and effective class of capitalists in every State and Territory of the American Union, and this class is urgently demanding re-enforcements of laborers. Manifestly, capitalists owning lands and others engaged in culture have a direct motive to stimulate immigration of agricultural laborers. Capitalists engaged in manufactures have a like motive to favor the immigration of mechanics and artisans, and those who are engaged in mining already know that they must make very unsatisfactory progress if they do not secure a very large number of miners from the Old World. The case is the same in regard to internal improvements. Emigrants fit for all these classes, as we have seen, are intensely anxious to come, and are intensely



wanted. In other words, the merchant does not find an adequate remuneration in bringing them out at the prices which the immigrants are able to pay. At the same time these classes of capitalists, as well as the governments of the States and Territories, may be regarded as ready and anxious to co-operate with the federal government in the great purpose of increasing immigration.

It would seem that the remedy for this inconvenience would be found in some form of legislation which would tend to bring these influential agencies into activity, under the direction of the government of the United States. Besides this proceeding, it might be expedient to provide some system by which the emigrant could pledge a portion of the wages which he expects to earn after his arrival in the country. The homestead law offers a farm and a home to every emigrant who becomes an actual and permanent settler upon the public domain. It has been suggested that a certificate might be issued which would entitle the immigrant to a warrant for an allotment under the homestead law only on his performance of the condition of actual settlement, which certificate might be assignable by him to a party who should advance the means of emigration. The plan seems to be a feasible one, and if attended with proper securities for the treasury and the emigrant, an unobjectionable one.

It is hardly to be doubted that merchants, miners and manufacturers, farmers and land-owners, would advance money to the immigrant on such certificate to defray the expense of his emigration. Tonnage duties on vessels which bring in immigrants may be reduced with good effect.

Beyond these special provisions there are some of a more general nature, which it is hardly necessary to submit to the consideration of Congress, namely, whether the naturalization laws may not be amended so as to shorten the probationary period of candidates for citizenship; whether the emigrant now coming into the country should not be exempt from involuntary military service either during the war or for such a period as he is securing to himself a home upon the public lands or elsewhere.

Should Congress pass any special law upon the subject, it would be proper that the execution of it, and the general superintendence of the interest of immigration, should be devolved upon an officer specially charged with those duties and authorized to combine the agencies of States, corporations and individuals in promoting emigration, and at the same time having power to secure the immigrant against fraud. The agent might be called a Commissioner of Immigration, and ought to be appointed by the President of the United States, with the advice and consent of the Senate. The agent might be authorized to employ two clerks, or three clerks if necessary. In one view his office would constitute a bureau in the Department of the Interior. But he must have correspondents, and possibly occasionally an agent abroad. Consuls could properly and economically be employed as such correspondents and agents.

It must be also expected that foreign countries would regard our policy in this respect with much jealousy and apprehension. Mismanagement might produce serious embarrassment. The new policy must, therefore, be conducted with the utmost directness and good faith with respect towards foreign states, and this consideration may be sufficient to incline Congress to subject the office of immigration to the supervision of the Department of State.

I transmit a draft of a bill containing the most material provisions herein suggested.

In connection with the subject, a communication from the Commissioner of the General Land Office, and a draft of another bill mentioned therein, are herewith enclosed, and the papers which accompanied your letter are herewith returned.

I am, Sir, your obedient servant,

WILLIAM H. SEWARD.

Hon. E. B. WASHBURNE,

*Chairman of the Committee of the House  
of Representatives on Immigration.*

## [LETTER FROM THE HON. J. M. EDMUNDS.]

GENERAL LAND OFFICE, March 23, 1864.

SIR: I have the honor to return herewith the following papers you referred for the views of this office:

1. Projét of a bill from the State Department to encourage immigration, accompanied by a proposed communication from the Secretary of State to the House Committee on Immigration.

2. A bill "to assist foreign emigrants in their emigration to and settlement in the United States."

The first-mentioned bill is an efficient statesmanlike measure—practical in its details, yet so comprehensive as to promise a complete realization of its object. It is destined, if matured into law, gradually, under the care and protection of this government, to draw forth from the crowded masses of northern, central, and southern Europe, millions of active able-bodied men, bringing with them their families to spread them over the vast interior between the Mississippi and the Pacific, or mingle with our people in the public land States which lie east of that river, extending from the great lakes on the north to the Gulf of Mexico; eastward to the western outline of the Atlantic slope, rounding, in an extreme southeastern direction, to and embracing Florida, down to the southern tropic.

The government of the United States has dealt with the great landed inheritance of the nation in the spirit of enlarged public policy, looking to its rapid conversion into homesteads by sales at low rates, by pre-emption, donation; then in aid of internal improvements, of educational and humanitarian purposes, and in bestowing rewards upon our patriotic defenders.

To these ends the government has, by sale, disposed of, in round numbers, one hundred and fifty-seven millions and a half of acres; has granted forty million seven hundred and fifty thousand acres to build railroads; forty-four million seven hundred thousand to reclaim swamp lands; nine million and a third for agricultural and mechanical colleges; one hundred and seventeen million seven hundred thousand for schools and universities; forty-five thousand to deaf and dumb institutes; thirteen million for general works of internal improvement; sventy thousand for seats of local government and public buildings; fifty-seven million six hundred thousand acres in place of bounties for military service; besides grants of salines, reservations for companies, corporations, individuals, confirmation of foreign titles, yet leaving intact and undisposed of one thousand millions of acres, open to home and foreign emigrants, found in every latitude. Already we have supplied homes to six millions of foreign immigrants, who have mingled with the American race. We now open up these fields in every latitude to the Scandinavian and the Anglo-Saxon, who can have farus of the richest soil in the latitudes of their old homes, adapted to cereals and esculents in every variety; to the cultivation of fruits, whilst abounding in wood, water, coal, and the useful metals; to the Latin races of central and southern Europe, equally adapted to the production of corn, wheat, rye, barley, of tobacco, and the richer fruits of more southern latitudes, being eminently suitable for the culture of the grape, the production of which, in New Mexico, Arizona, and California, is no longer an experiment, but promises to make it the staple of these political divisions, the yield of the vintage of 1863, for California alone, being estimated at nine millions of gallons of wine; the capacity of the three counties of Los Angelos, San Bernardino, and San Deigo being equal to 100,000,000 of vines, with an annual yield of a hundred million of gallons of wine of every variety and richest flavor.

Then, too, this domain is everywhere interspersed with the richest metals, and abounds with coal, for domestic purposes, for the machine shop, home and foreign navigation; with a gold field equal to an area of a million of square miles.

Let it be understood, too, that immigrants are invited not to a wilderness, but to mingle with the great American community, where arts and sciences are in a high state of development; where our country, east of the Mississippi, is everywhere open to easy access by the railway, which has already passed westward of the Mississippi and is advancing to the central plains, whilst slanting from the Pacific side with the same rapid means of communication, will eventually meet and complete the railway system, already equal to 35,000 miles, at a cost of thirteen hundred million dollars. In these "broad acres" the bill invites immigrants to acquire homes either by ordinary private purchase at low rate, by pre-emption, or under the homestead law for *nothing*, beyond an inconsiderable fee to aid in liquidating expenses of local land administration, the general government looking to the strength, vigor, power, and wealth created by the labor and industry of such grantee.

It is with these eventualities in view that the far-seeing and wise policy of the distinguished Secretary of State of the United States favors the project now under consideration.

The proposed communication from the State Department, whilst stating the fact "the homestead law offers a home and a farm to every emigrant who becomes an actual and permanent settler upon the public domain," remarks that it "has been suggested that a certificate might be issued which would entitle the emigrant to a warrant for an allotment under the homestead law only on his performance of actual settlement, which might be assignable by him to a party who should advance the means of emigration;" and adds that "the plan seems to be a feasible one, and if attended with proper securities for the treasury and emigrant, an unobjectionable one."

To realize the spirit and intent of the views thus expressed, it is submitted, as the preferable course, that the emigrant shall make actual entry, as the homestead law now requires, first filing his declaration of intention to become a citizen.

The paper in the nature of a receipt, (form on page seven of Homestead Circular,) herewith becomes the inceptive evidence of title; then let the contract, proposed in 2nd section of bill No. 1, embrace a stipulation that there shall be a lien on the consummated homestead, or on land otherwise acquired by the emigrant, as a guarantee for the payment of the advance for expenses. This payment will avoid the evils incident to a system of warrants or floats, and will afford security to the United States treasury, or to individuals making advances.

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With great respect,

J. M. EDMUNDS, *Commissioner.*

Hon. J. P. USHER, *Secretary of Interior.*

## APPENDIX No. 8.

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### REGULATIONS RELATING TO PUBLIC HEALTH.

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(CIRCULAR.)

*Downing Street, 15th June, 1866.*

SIR,—

I transmit to you, herewith, for your information, a copy of a Report addressed to the Earl of Clarendon, from Constantinople, by the British Cholera Commissioners, dated the 25th May, 1866, reporting the conclusions at which they had arrived on some of the most important points relating to the propagation of Cholera.

I have the honor to be, Sir,  
Your most obedient, humble servant,  
E. CARDWELL.

His Excellency the LIEUTENANT GOVERNOR of Nova Scotia.

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THE BRITISH CHOLERA COMMISSIONERS TO THE EARL OF CLARENDON.

(Received June 6.)

*Constantinople, May 25, 1866.*

MY LORD—

In our despatch, No. 20, of the 22nd instant, we informed your Lordship that the "Commission Plénrière" of the Cholera Conference, appointed to report upon the first and second groups of the programme, had finished their labors, and that their Report would be submitted to the Conference immediately after being printed.

We should have deferred any further notice of the above mentioned Report until the Conference had decided upon it; but as we have observed in the public prints just received that England is threatened with an invasion of cholera from neighbouring Continental ports, and that some difference of opinion appears to exist as to the measures to be adopted, we think the emergency justifies us in departing from the ordinary course, and in forwarding at once to your Lordship the conclusions of the "Commission Plénrière," bearing upon the most important points of the propagation of the disease.

We may observe that the "Commission," whose conclusions are embodied herein, is composed of three of the diplomatic and of all the medical delegates, comprising altogether twenty-four out of the thirty-six members of the Conference, and that with the exception of one medical delegate, who was absent on duty during the latter half of the discussions, the sense of the conclusions numbered 1 to 6 was unanimously adopted. We have reason to believe that the absent delegate would have voted with the rest of his colleagues. On the 7th there was some difference of opinion.

The conclusions comprise the following points:—

1. That cholera is communicable from the diseased to the healthy.
2. That it may be communicated—

(a.) By persons in the state of developed cholera ;

(b.) By persons suffering from choleraic diarrhœa, who can move about, and who are apparently in health for some days during the progress of the disease.

These last, from their passing unquestioned and unsuspected, are the most dangerous to the communities amongst whom they may move.

3. That the discharges of those in a state of developed cholera, or in a state of choleraic diarrhœa, become the chief means by which the cholera poison escapes from the system, and by mingling with air or water, diffuses the disease.

4. That cholera may be transmitted by exposures of persons to the atmosphere of buildings, places or vessels which have been occupied by cholera patients, and to the emanations from clothes, bedding, or other articles which have been in contact with diseased individuals, or which may have become soiled by their discharges.

5. That when infected articles or places are shut up and excluded from free air, they preserve their dangerous qualities for an indefinite length of time, and, on the other hand, the freer the exposure to ventilation, the more rapidly they become innocuous.

6. That there is no reason to suppose that cholera is communicable by actual contact between individuals.

7. That the period of incubation, counting from the time of the reception of the poison to its manifestation in some form or other, is short. That the disease may show itself in two ways : first, by inducing fully developed cholera decidedly and rapidly ; secondly, by producing slight disturbances, among which diarrhœa may be considered the chief, and which may sooner or later pass into some more or less decided choleraic manifestation. The " Commission " consider that the incubation in the acute form is generally rapid, and that it seldom or never extends beyond a few days from the moment of infection. There was some difference of opinion as to the duration of choleraic diarrhœa, and as to the time that it may continue to be infectious, the great majority of the " Commission " considering that persons with diarrhœa which has lasted eight full days from the commencement of the period of observation, without showing any indications of a choleraic nature, may be excluded from the class of cholera patients. The minority think that the choleraic and infectious diarrhœa may last for several weeks.

In mentioning the views of the Commission upon some of the most important points in the history of cholera, we beg to lay before your Lordship our own opinion of their practical bearing. We have little doubt that the Conference will recommend measures of restriction of intercourse between the sick and the healthy ; but as it has not yet entered upon the measures to be taken, we must be considered as representing our own views only in stating that we believe that it logically follows from the above conclusions that if we wish to prevent the spread of cholera, or its introduction into places free from it, measures should be taken to restrain communication between those suffering from cholera and the healthy.

Examples taken from the history of the present epidemic most strongly support the opinion of the great advantage of such measures. We may mention that Sicily and Greece completely escaped the disease which was raging around them in 1865. Sicily entirely cut herself off from all communication with diseased places. Greece caused all arrivals from infected localities to perform severe quarantine at four islands—Delos, Pondiconyssi (Salamis), Skiathos, and Vido, and held no intercourse with infected places.

The good results of isolation in the cases of Sicily and Greece are hardly negatived by the examples of what occurred in other places said to be invaded in spite of restrictive measures. The quarantines enforced at Marseilles and some other ports of the Mediterranean were ineffective, either from their incompleteness or from their having been established too late, that is, after direct communication with infected ports had taken place.

It seems to us that in the case of ships or passengers arriving from infected neighboring ports, the following measures might advantageously be adopted :—

1. No persons should be allowed to land previous to efficient inspection by medical men appointed for the duty.

2. The healthy passengers should be removed from the ship, and isolated for a period not to exceed five days, at the end of which time they should be again inspected, and if found without choleraic symptoms should receive pratique.

3. All persons with cholera or diarrhoea at the time of arrival, or at any period of the detention, should be isolated from the rest, and removed to a separate place. Cases of diarrhoea should be retained under observation till the diarrhoea is cured, or until the medical officer in charge is satisfied, from the features of the disease, that it is not of choleraic nature.

We think that the time of observation in such cases of diarrhoea should not be less than eight days from the commencement of seclusion.

Persons having a medical certificate of being sufferers from chronic or symptomatic diarrhoea, should follow the rule of the healthy, subject, however, to the discretion of the medical officer in charge.

As the time occupied in the voyage between England and the neighbouring ports is short, we have not included it in the period of observation.

We further think that the complete disinfection of the effects of persons coming from contaminated places should be insisted on, and that the period of isolation of the persons should be from the time that they are separated from their suspected property.

All persons (including medical officers) employed in the Quarantine Department who in any way come in contact with the ships, passengers, crews, or effects, that have arrived from contaminated places, should follow the same rules as the arrivals themselves.

With respect to persons detained in the sick departments of the quarantine stations, the destruction or disinfection of all articles used by them should be imperative.

The application of chemical disinfectants to the discharges, the disposal of these below the surface of the soil, if on shore, and beyond the possibility of contaminating water used for drinking purposes, are indispensable.

The above measures would require the following conditions at each quarantine station:—

1. An establishment for the reception of the healthy, capable of completely isolating successive parties of arrivals in distinct classes, well separated from each other.

2. An establishment for the reception of the sick, with an isolated convalescent establishment.

Each of the above should be provided with latrines, having moveable receptacles, which should be daily emptied and purified.

3. An establishment for the purification of effects.

The establishments required would certainly be large, but a small number of them placed on a few points of the coast would suffice, if all ships carrying passengers from infected ports were made to pass through them before receiving free pratique.

We consider that islands lying at some distance from the coast would be the most desirable spots for the institution of quarantine stations. On these, wooden or, still better, iron—constructions might be rapidly raised. In summer weather isolated camps with tents, might be formed.

In the event of islands not being available, it would be well to select some place on shore capable of complete isolation, and at a considerable distance from any inhabited quarter, or hulks moored at some distance from the land, but never within rivers. It will be obvious that several ships at each station would be necessary for the efficient working of the plans proposed.

The principle of isolation, adapted to special circumstances, should, we think, be carried out within the country when the disease has found a footing on shore.

We cannot too strongly urge the necessity of excluding from workhouses and general hospitals any forms of choleraic disease.

The sick poor should be cared for in special and isolated institutions.

We have based the suggestions which we have taken the liberty of submitting to your Lordship upon the supposition that all the agents employed shall be of an

intelligent and upright class; that they shall be specially instructed to watch attentively, and without exciting their suspicion, the persons placed under observation, and report to the medical officers every visit made by any one to the latrines. Without the aid of intelligent and trustworthy agents, it would hardly be possible to limit safely the period of observation to so short a time as above stated.

While convinced that all personal effects should be thoroughly disinfected, we do not think it necessary to extend the measure to mails or to ordinary merchandise.

At this distance we forbear to enter into the question of the possibility of practically enforcing the foregoing measures for general passengers in the narrow seas, though, if applied, we do not doubt of their advantage, in a medical point of view. We feel confident, however, that they could be readily carried out in the cases of masses of persons, as in those of the German emigrants who conveyed the disease from Rotterdam to Liverpool.

We also abstain from entering into special details upon measures of restriction and matters of general hygiene, which we consider are none the less called for because we hold the disease to be capable of transmission.

We therefore limit ourselves to repeating generally that, whatever other important measures are taken, among the most essential should be reckoned, at all times and in all places, those which recognize the possible communicability of the disease; the necessity of complete isolation of all choleraic patients from healthy individuals; the destruction or disinfection of all wearing apparel that may have been in any way contaminated by the sick; the complete disinfection, by chemical means, of all discharges derived from them; the evacuation, if possible, of contaminated ships and habitations of all kinds, and their complete purification.

We beg to observe that, while recognizing the communicability of cholera, we consider that, with due precautions as to ventilation, scrupulous cleanliness, and attention to the disposal of clothes and other effects, and of the discharges of the sick, the patient can be handled without undue risk to those employed, and that, therefore, nursing in cholera is less dangerous than in some other contagious diseases.

We are well aware that measures similar in character to those which we suggest have already been recommended by Dr. Budd and others. We do not, therefore, present them as new; but having had the honor of being appointed by your Lordship to attend the Cholera Conferences, the main object of which is to prevent the spread of the disease, and having been obliged by the nature of our duties here to direct special attention to all that relates to it, we hope that we shall not be considered as going beyond our province if, in this actual crisis, we add our voices to those who advocate restrictive measures, and state our conviction that these would be most effective in their result if employed early with vigor and completeness.

We have, &c.

(Signed)

W. STUART.  
E. GOODEVE.  
E. D. DICKSON.

(CIRCULAR.)

*Downing Street, 22nd August, 1866.*

SIR,—

In consequence of the prevalence of Cholera in this Country, Her Majesty's Government have considered it necessary to advise the Queen to exercise the power vested in Her Majesty by the 59th Clause of the Passenger Act of 1855, and to cause an Order in Council to be passed, requiring that, from and after the 20th instant, every Passenger Ship to which the said Act extends, carrying more than Fifty Passengers, shall have on board a duly qualified Medical Practitioner.

I have the honor to transmit to you Six Copies of this Order, and to request that you will cause it to be made public within the limits of your Government, and that you will give such further directions as may be requisite for ensuring the due observance of its requirements.

I have the honor to be, Sir,  
Your most obedient, humble servant,  
CARNARVON.

His Excellency the LIEUTENANT GOVERNOR of Nova Scotia.

(COPY.)

At the Court at Osborne House, Isle of Wight, the 9th day of August, 1866.

PRESENT :

The QUEEN'S Most Excellent Majesty in Council.

Whereas by the Passengers' Act, 1855, it is enacted that it shall be lawful for Her Majesty, by any Order in Council, to prescribe such rules and regulations as to Her Majesty may seem fit, for certain purposes in the said Act specified, and, amongst others, for requiring duly qualified medical practitioners to be carried in passenger ships, in cases where they would not be required to be carried under the provisions of the said Act. And such Order in Council from time to time, in like manner, to alter, amend, and revoke as occasion may require.

And whereas from the prevalence of choleraic diseases in certain parts of the United Kingdom, it has become expedient that Her Majesty should exercise the discretion and authority so vested in Her as aforesaid :

Now, therefore, Her Majesty, by and with the advice of Her Privy Council, and in pursuance and exercise of the authority vested in Her by the said Passengers' Act, 1855, doth hereby order as follows ; that is to say :

From and after the 20th instant, and so long as this Order shall continue in force, every passenger ship, carrying more than 50 passengers on any voyage to which the said Act extends, shall, whatever be the duration of the voyage, and subject to the provisions of the 42nd section of the said Act, carry a duly qualified medical practitioner, who shall be rated on the ship's articles.

To prevent all doubts in the construction of this Order in Council, it is hereby further ordered, that the terms "passenger," and "passenger ship," shall have the same significations as are assigned to them respectively in the said Passengers' Act, 1855, and unless inconsistent with the context words of one number shall import both numbers.

And the Right Honourable the Earl of Carnarvon, one of Her Majesty's Principal Secretaries of State, is to give the necessary directions herein accordingly.

ARTHUR HELPS.

(CIRCULAR.)

*Downing Street, 26th January, 1867,*

SIR,—

I have the honor to transmit to you, for your information, the accompanying copies of Orders and Regulations, which have been made by the Lords of the Privy Council, relating to the Public Health, and of Directions and Regulations issued by the Board of Supervision in Scotland under their Lordship's Order of the 4th of June last, putting in force the provisions of part 2 of the Nuisances Removal (Scotland) Act, together with copies of three memoranda, which have been drawn up by the Medical Officer of the Privy Council.

I have the honor to be, Sir,  
Your most obedient humble servant,  
CARNARVON.

His Excellency the LIEUTENANT GOVERNOR of Nova Scotia.



At the Council Chamber, Whitehall, the 10th day of January, 1867.

By the Lords of Her Majesty's Most Honorable Privy Council.

PRESENT :

Lord President; Mr. Secretary Walpole; Mr. Corry; Mr. Gathorne Hardy.

Whereas by the "Diseases Prevention Act, 1855," it is, amongst other things, enacted that, whenever any part of England appears to be threatened with, or is affected by, any formidable epidemic, endemic, or contagious disease, the Lords and others of Her Majesty's Most Honorable Privy Council, or any three or more of them (the Lord President of the Council, or one of Her Majesty's Principal Secretaries of State being one), may, by Order or Orders, to be from time to time made, direct that the provisions therein contained for the prevention of diseases be put in force in England, or in such parts thereof as in such Order or Orders respectively may be expressed, and may from time to time, as to all or any of the parts to which any such Order or Orders extend, and in like manner, revoke or renew any such Order; and that, subject to revocation and renewal as aforesaid, every such Order shall be in force for six calendar months, or for such shorter period as in such Order shall be expressed; and that every such Order of Her Majesty's Privy Council, or of any members thereof as aforesaid, shall be certified under the hand of the Clerk in Ordinary of Her Majesty's Privy Council, and shall be published in the London Gazette; and such publication shall be conclusive evidence of such Order, to all intents and purposes:

And whereas in an Act passed in the twenty-third and twenty-fourth years of Her Majesty's reign, chapter seventy-seven, certain provisions are contained as to what shall be the Local Authority for executing the said Diseases Prevention Act:

And whereas the provisions of the above-recited Acts were, by an Order of the Lords of Her Majesty's Most Honourable Privy Council, of the 14th day of July, 1856, put in force within the whole of England:

And whereas by a certain other Order of the Lords of Her Majesty's Most Honourable Privy Council of the 25th day of August last, after reciting the said Order of the 14th July, and the 11th Section of the "Diseases Prevention Act, 1855," and that it appeared expedient to enlarge the application of the said Order, so that the same should extend to parts and arms of the sea lying within the jurisdiction of the Admiralty, their Lordships did, in exercise of the powers in them vested, as in the said Order mentioned, order that the said recited Order of the 14th day of July last should extend, and the same was thereby extended to all parts and arms of the sea lying within the jurisdiction of the Admiralty within three miles of the coasts of England:

And whereas the said Orders will, unless renewed, expire on the 14th day of January, 1867, and it is deemed expedient that the said Orders should be renewed, and that the provisions of the said Acts should be continued in force as hereinafter mentioned:

Now, therefore, the Lords of Her Majesty's Most Honourable Privy Council do hereby, in exercise of the powers given by the said Act, and all other powers enabling them in that behalf, order and direct that the provisions contained in the said Acts for the Prevention of Diseases shall, from and after the date of this present Order, be and be continued in force within the whole and every part of England, and all parts and arms of the sea lying within the jurisdiction of the Admiralty, within three miles of the coasts of England, for the period of six calendar months from the date of this Order, and that the said recited Orders shall be renewed accordingly for such period as aforesaid.

(Signed)

EDMUND HARRISON.

At the Council Chamber, Whitehall, the 10th day of January, 1867.

By the Lords of Her Majesty's Most Honourable Privy Council.

PRESENT:

Lord President; Mr. Secretary Walpole; Mr. Corry; Mr. Gathorne Hardy.

Whereas the Lords of Her Majesty's Most Honourable Privy Council, by an Order made this 10th day of January, 1867, in exercise of the powers given by "The Diseases Prevention Act, 1855," and the Amending Act of the twenty-third and twenty-fourth years of Her Majesty, chapter seventy-seven, and of every other power enabling them in that behalf, did order and direct that the provisions contained in the said Acts for the prevention of diseases should, from and after the date of that Order, be and be continued in force within the whole and every part of England and all parts and arms of the sea lying within the jurisdiction of the Admiralty within three miles of the coasts of England, for the period of six calendar months from the date of that Order, and that certain recited orders then in existence and therein more particularly referred to, should be renewed accordingly for such period as aforesaid:

And whereas the Lords of Her Majesty's Privy Council have thought fit, under the authority conferred upon them by the said first cited Act and all other Acts in such behalf, to issue certain directions and regulations, to be in force in all Unions and Parishes of England not within the Metropolis, and in all parts and arms of the sea lying within the jurisdiction of the Admiralty, so long as the provisions aforesaid shall be in force under the said Order:

Now, therefore, in exercise of the powers conferred upon them by the above-named Acts, the Lords of the Council order, and it is hereby ordered, as follows, that is to say:—

I.—*Preliminary.*

Forthwith on the issuing of the present Regulations, the Clerk of every Board of Guardians shall summon a special meeting of the Board, in order that the present Regulations may be brought before them, and that the Board may make, as they are hereby required to do, such preliminary arrangements as will enable them, if sudden need shall arise, to carry the following regulations into immediate effect; and the Board at such meeting shall direct the Clerk, by instructions to the Medical Officers, and by circular letters of request addressed to all legally qualified Medical Practitioners in the Union or Parish, and in such other ways as the Board may think necessary, to take measures for causing the Board to be made acquainted with any presence of Cholera or unusual amount or severity of Diarrhoea in the Union or Parish, or any part of it, if such be existing or should thereafter exist: and the Board if apprised of any such presence of Cholera or Diarrhoea shall thereupon forthwith, so far as the circumstances require, do the several things hereinafter ordered.

II.—*When Cholera is in an Union or Parish.*

1. Every Board shall make arrangements for meeting, in districts where the disease is actually prevailing, daily, either in a body or in one or more Committees, according to the exigencies of the district, for the purpose of exercising the powers conferred upon them by the Act.

2. The meetings may be held at the ordinary Board-room, and, where necessary, at such other places as shall appear to be most convenient for dealing with the disease, and the Board shall cause proper minutes of all proceedings to be made and duly recorded.

3. Where the Union or Parish forms part of any town of more than 60,000 inhabitants, or contains a town of more than 40,000 inhabitants, according to the report upon the last Census, or where several parts of the Union or Parish are at one time suffering from Cholera, the Board shall appoint some legally qualified Medical Practitioner to attend at the meetings, and render his advice thereat, and

superintend all the medical arrangements for preventing and treating the disease.

4. In each district in which Cholera is present, or, if the quantity of work to be done renders it desirable to subdivide the district, then in each of such subdivisions, a legally qualified Medical Practitioner shall be put in charge of the district or subdivision for the medical purposes of these Regulations; and to each such Medical Practitioner shall be allotted all needful Medical Assistants and such other Assistants as the Board see fit.

Such District Medical Practitioner, or one of his Assistants, shall at once least daily visit those parts of the district which are inhabited by the poorer classes, and wherein the disease is, and shall there inquire at every house as to the existence of Diarrhoea or Cholera, and shall enter in a book to be kept for the purpose the facts as to all cases he may meet with, and shall without delay give, or take the proper steps for causing to be given, all necessary medical assistance to the sick. And the Medical Practitioner or Assistant shall, when visiting the part assigned to him, be provided with medicines for immediate administration in urgent cases, and shall be held to be in medical charge of all cases of Diarrhoea or Cholera with which he may meet until he is relieved by such other provision for their medical attendance as may be made or sanctioned by the Board.

5. Such Medical Practitioner shall, by transmitting his above-required book, or otherwise, report daily to the Board of Guardians, or to the Committee of the district for which he acts, the result of his own and his Assistants' inquiries, and shall make such suggestions as to the state of the district as he shall deem advisable.

6. In places where the Board of Guardians are not the Nuisances Removal Authority, the Board shall, without delay, cause report to be made to such Authority, and if the Board see fit, shall complain to the Justices, of every case where any Committee, Medical Practitioner or Assistant, employed by the Board, shall find any nuisance injurious to health existing in any premises visited by them.

7. The Visitors shall, where they find it expedient, communicate to the Relieving Officer of the district any case of destitution requiring relief, which is not entered in his relief list, and such officer shall forthwith visit the same and give such relief as in his judgment the case shall require.

8. The Board shall provide a sufficient number of Dispensaries to be open night and day, at convenient places within their district, with an adequate supply of such medicines, medical appliances and disinfectants, as their Medical Adviser shall recommend, and with a legally qualified Medical Practitioner or skilled Assistant always in attendance at each; and such medicines, medical appliances and disinfectants, shall be dispensed without charge by such Medical Practitioner or Assistant to persons bringing orders for the same from the District Medical Practitioners and to other persons who apply for immediate medical treatment. And the names and addresses of all such applicants shall be sent to the District Medical Practitioner of the place in which they reside.

9. In every case of Cholera or Diarrhoea, where the patient is not under medical care and treatment, the Board shall cause medical assistance to be rendered with the utmost expedition, and such aid and comfort, nourishment and accommodation, as the circumstances of the case will admit, with the object of restoring health.

10. The Board shall provide competent Nurses to aid every District Medical Practitioner in his attendance upon the patients suffering from the disease.

11. When the Medical Adviser recommends, the Board shall, with as much despatch as practicable, provide fit and proper accommodation for the reception of such patients as have no home, or cannot properly be treated at home, and may with advantage to themselves be removed, and shall cause the same to be provided with all appliances, medicines, furniture, and other things necessary for the emergency, and shall appoint a legally qualified Medical Practitioner, with or without Assistant, as the case may require, to attend to the same.

12. If Cholera or Choleraic Diarrhoea exists in any dwelling whereof the Medical Practitioner reports that the sick and healthy cannot therein be properly sepa-

rated, the Board shall forthwith cause adequate accommodation to be procured for the reception of the healthy; and, when the Medical Practitioner recommends that the sick person shall not be removed, but that the healthy shall be removed, from the same room in which the sick person is lying, the Board shall cause the other inmates of such room to be removed to some convenient place of reception.

13. The Board shall, in dwellings where Cholera or Diarrhoea exists, cause proper disinfectants to be used in sufficient quantities for the purpose of disinfecting the discharges from the sick, and the bedding, clothing, and other things thereby infected, and the utensils and privies in which such discharges may have been received.

14. The Board shall cause every article of clothing, bedding, or furniture which shall have been infected with any such discharge, and which they shall find incapable of being speedily disinfected, to be forthwith destroyed; the Board within a reasonable time replacing all such articles, or paying the reasonable value to the owner.

15. If it be shown to the Board that any drinking-water used in their district is polluted, they shall take measures with as much expedition as possible, for procuring wholesome water to be supplied in its stead, so far as the case requires, to the inmates of the houses in their district, and for preventing, as far as possible, the further use of the polluted water. And every Board owning or having possession of any waterworks for the supply of water shall cause the reservoirs, cisterns, pipes, pumps and other apparatus belonging thereto, to be carefully examined, cleansed, and purified, and other necessary measures to be taken, so that the water may be supplied without impurity.

16. The Board shall make due arrangements with undertakers, and with the proper authorities of the churchyards, burial-grounds, and cemeteries of their district, so that coffins may be ready to be supplied immediately on demand, and interments speedily take place in the cases of deaths arising from Cholera or Diarrhoea, and the Board shall, when informed of any such death, cause the corpse to be buried with the earliest possible despatch.

17. Where any death shall occur from Cholera or Choleraic Diarrhoea, no collection of persons shall assemble in the room where the corpse is, and no "waking" of the dead shall be allowed.

18. The Board shall cause the immediate removal, from any room which living persons inhabit, of the corpse of every person dying from Cholera or Choleraic Diarrhoea until the time of its interment, and shall cause such means to be adopted for preventing the spread of infection from the corpse as their Medical Adviser shall recommend.

19. The Clerk of the Board shall every Monday send by post to the Medical Officer of the Privy Council, a Return of the number of new cases of Diarrhoea or Cholera which have during the week ended on Saturday midnight last come under the cognizance of the Board, and of the number of recoveries, and the number of deaths, with such other particulars as such Medical Officer shall from time to time require. The Return shall be in the following Form, or to the like effect:—

————— *Union or Parish.*

*Weekly Return of Cases of Cholera or Diarrhoea for the Week ending on Saturday last.*

New Attacks during the Week . . . . .  
 Deaths during the Week . . . . .  
 Recovered during the Week . . . . .  
 Total number of Cases now under treatment . . . . .

Date \_\_\_\_\_ 1867.

(Signed) \_\_\_\_\_ *Clerk to the Board.*

20. The Board shall, from time to time, as they shall find expedient, issue, publish, and distribute in placards, hand-bills, or other communications, such admonitory notices to the owners and occupiers of property within their district as to the provisions of the Acts for the Removal of Nuisances as shall appear to be requisite, and in a like manner publish all such medical advice and such directions and

instructions as in their judgment shall be necessary to afford aid to persons attacked with Cholera or Diarrhœa, or for the carrying of these regulations into execution, and inform the public what special arrangements have been made for affording medical or other assistance in the district.

21. All Officers, Assistants, and Servants of the Board are ordered, and all Medical Practitioners and other persons inhabiting within the district of the Board, are requested to supply information and give their aid to the utmost of their ability to the Board in the execution of these regulations and directions.

22. In Parishes and Townships not comprised in a Union or under a separate Board of Guardians, the Clerk, Governor, or the Overseers, as the case may be, shall, so far as they can according to the extent and circumstances of their Parish or Township, carry the foregoing Regulations into execution.

23. The word "Union," as used herein, shall be taken to include not only a union of parishes formed under the provisions of an Act passed in the fifth year of the reign of His late Majesty King William the Fourth, entitled "An Act for the Amendment and better administration of the Laws relating to the Poor in England and Wales," but also any union of parishes incorporated or united for the relief or maintenance of the poor under any Local Act of Parliament.

And the word "Guardians," as used herein, shall be taken to include not only Guardians appointed or entitled to act under the provisions of the said last-mentioned Act, but also any Governors, Directors, Managers or Acting Guardians entitled to act in the ordering of relief to the poor from the Poor Rates under any Local Act of Parliament.

(Signed)

EDMUND HARRISON.

At the Council Chamber, Whitehall, the 10th day of January, 1867.  
By the Lords of Her Majesty's Most Honourable Privy Council.

PRESENT :

Lord President, Mr. Secretary Walpole, Mr. Corry, Mr. Gathorne Hardy.

Whereas by an Act passed in the sixth year of the reign of King George the Fourth (chapter seventy-eight), "to repeal the several laws relating to the performance of quarantine, and to make other provisions in lieu thereof," (section six), the Lords and others of Her Majesty's Privy Council, or any two or more of them, are empowered, in case of any infectious disease or distemper appearing or breaking out in the United Kingdom, to make such orders and give such direction in order to cut off all communication between any persons infected with any such disease or distemper and the rest of Her Majesty's subjects as shall appear to the said Lords or others, or any two or more of them, to be necessary and expedient for that purpose; and it is by the same section provided that all such Orders so made by the Lords or others of the Privy Council, or any two or more of them, as aforesaid, shall be as good, valid, and effectual to all intents and purposes, as well with respect to the Commander, Master, or other person having the charge of any vessel, and all other persons on board the same, as with respect to any other persons having any intercourse or communication with them, and to the penalties, forfeitures, and punishments to which they may respectively become liable, as any Order or Orders made by Her Majesty, Her heirs or successors, by and with the advice of Her or their Privy Council, concerning quarantine, notified by Proclamation, or published in the London Gazette.

And whereas by "The Diseases Prevention Act, 1855," it is, (among other things), enacted (sections five, six, and eleven) as follows:—

V. "Whenever any part of England appears to be threatened with, or is affected by, any formidable epidemic, endemic, or contagious disease, the Lords and others of Her Majesty's Most Honourable Privy Council, or any three or

more of them (the Lord President of the Council, or one of Her Majesty's Principal Secretaries of State being one), may, by Order or Orders to be by them from time to time made, direct that the provisions herein contained for the prevention of diseases be put in force in England, or in such parts thereof as in such Order or Orders respectively may be expressed, and may from time to time, as to all or any of the parts to which any such Order or Orders extend, and in like manner revoke or renew any such Order; and subject to revocation and renewal as aforesaid, every such Order shall be in force for six calendar months, or for such shorter period as in such Order shall be expressed; and every such Order of Her Majesty's Privy Council, or of any members thereof as aforesaid, shall be certified under the hand of the Clerk in Ordinary of Her Majesty's Privy Council, and shall be published in the London Gazette; and such publication shall be conclusive evidence of such Order, to all intents and purposes."

VI. "From time to time after the issuing of any such Order as aforesaid, and whilst the same continues in force, the General Board of Health may issue directions and regulations, as the said Board may think fit—

"For the speedy interment of the dead:

"For house to house visitation:

"For the dispensing of medicines, guarding against the spread of disease, and affording to persons afflicted by or threatened with such epidemic, endemic, or contagious diseases such medical aid and such accommodation as may be required:

"And from time to time, in like manner, may revoke, renew, and alter any such directions and regulations as to the said Board appears expedient, to extend to all parts in which the provisions of this Act for the prevention of disease shall for the time being be put in force under such Orders aforesaid, unless such directions and regulations be expressly confined to some of such parts, and then to such parts as therein are specified; and (subject to the power of revocation and alteration herein contained,) such directions and regulations shall continue in force so long as the said provisions of this Act shall, under such Order, be applicable to the same parts."

XI. "Orders in Council issued in pursuance of this Act for putting in force the provisions for the prevention of disease in the said Nuisances Removal and Diseases Prevention Acts contained, in Great Britain, may extend to parts and arms of the sea lying within the jurisdiction of the Admiralty; and the Board of Health for England may issue under this Act directions and regulations for cleansing, purifying, ventilating, and disinfecting, and providing medical aid and accommodation, and preventing disease in ships and vessels, as well upon arms and parts of the sea aforesaid as upon inland waters."

And whereas, by "The Public Health Act, 1858" (subsequently made perpetual), it is (among other things) enacted (sections one and seven) as follows:

I. "In addition to the powers vested in Her Majesty's Most Honourable Privy Council for the protection of the Public Health, all powers now vested in the General Board of Health under 'The Diseases Prevention Act, 1855,' shall, upon the discontinuance of the said Board, be vested in the said Privy Council, and the provisions of the said Act having reference to the General Board of Health, and the regulations and directions issued by them, except section thirteen, shall be construed as referring to such Privy Council, and the regulations and directions issued by them:

VII. "All powers vested in the Privy Council by this Act may be exercised by any three or more of the Lords and others of the Privy Council, the Vice-President of the Committee of the said Privy Council on Education being one of them, and all Orders, Regulations, Directions, and Acts of the Privy Council under this Act shall be sufficiently made and signified by a written or printed document, signed by one of the Clerks of the Privy Council, or such Officer as may be appointed by the Privy Council in this behalf; and all Orders, Regulations, Directions, and Acts made or signified by any written or printed document purporting to be so signed, shall be deemed to have been duly made,

issued, and done by the Privy Council, and every such document shall be received in evidence in all Courts, and before all Justices and others, without proof of the authority or signature of such Clerk or other Officer, or other proof whatsoever, until it be shewn that such document was not duly signed by the authority of the Privy Council.

And whereas by "The Sanitary Act, 1866," it is (among other things) enacted (section fifty-two) as follows:—

LII. "Every vessel having on board any person affected with a dangerous or infectious disorder shall be deemed to be within the provisions of the Act of the sixth year of King George the Fourth, chapter seventy-eight, although such vessel has not commenced her voyage, or has come from or is bound for some place in the United Kingdom; and the Lords and others of Her Majesty's Most Honorable Privy Council, or any three or more of them (the Lord President of the Council or one of Her Majesty's Principal Secretaries of State being one), may, by Order or Orders to be by them from time to time made, make such rules, orders, and regulations as to them shall seem fit, and every such Order shall be certified under the hand of the Clerk in Ordinary of Her Majesty's Privy Council, and shall be published in the London Gazette, and such publication shall be conclusive evidence of such Order to all intents and purposes; and such Orders shall be binding and be carried into effect as soon as the same shall have been so published, or at such other time as shall be fixed by such Orders, with a view to the treatment of persons affected with cholera and epidemic, endemic, and contagious disease, and preventing the spread of cholera and such other diseases, as well on the seas, rivers, and waters of the United Kingdom, and on the high seas within three miles of the coasts thereof, as on land; and to declare and determine by what Nuisance Authority or Authorities such Orders, Rules, and Regulations shall be enforced and executed; and any expenses incurred by such Nuisance Authority or Authorities shall be deemed to be expenses incurred by it or them in carrying into effect the Nuisances Removal Acts."

And whereas, by an Order dated the 14th day of July, 1866, the Lords of the Council ordered that the provisions contained in the Acts for the Prevention of Diseases, therein described, should, from and after the date of that Order, be put in force within the whole and every part of England:

And whereas, by an Order dated the 25th day of August, 1866, the Lords of the Council ordered that the said Order of the 14th day of July, 1866, should extend, and the same was thereby extended to all parts and arms of the sea lying within the jurisdiction of the Admiralty, within three miles of the coasts of England:

And whereas the Lords of Her Majesty's Most Honourable Privy Council did, by an Order bearing date this 10th day of January, 1867, order and direct that the provisions contained in "The Diseases Prevention Act, 1855," and the Act passed in the 24th and 25th years of Her Majesty's reign, cap. 77, for the prevention of diseases, should, from and after the date of that Order, be and be continued in force within the whole and every part of England, and all parts and arms of the sea lying within the jurisdiction of the Admiralty, within three miles of the coasts of England, for the period of six calendar months from the date thereof; and that the said Orders of the 14th day of July, 1866, and the 25th day of August, 1866, should be renewed accordingly for such period as aforesaid.

And whereas, cholera having broken out in England, it seems to the Lords of the Council expedient to make provision in pursuance of the recited enactments:

Now, therefore, the Lords of Her Majesty's Most Honourable Privy Council, by virtue of the powers in this behalf by the recited enactments or otherwise in them vested, do order, and it is hereby ordered, as follows:—

1. In this Order—

The term "ship," includes vessel or boat:

The term "master," includes the officer or person for the time being in charge or command of a ship.

The term "cholera," includes choleraic diarrhoea :

The term "Nuisance Authority," has the same meaning as in "The Sanitary Act, 1866."

2. The Master of every ship within the district of a Nuisance Authority, having on board any person affected with cholera, or the body of any person dead of cholera, or anything infected with or that has been exposed to the infection of cholera, shall, as long as the ship is within such district, moor, anchor, or place her in such position as from time to time the Nuisance Authority directs.

3. If at any time a Nuisance Authority is informed that cholera exists, or within three days previously has existed, in a ship within its district, such authority shall cause the ship to be forthwith visited, inspected, and otherwise dealt with (according to the circumstances of the case), in like manner as nearly as may be as if the ship were a house within the district of such authority, and shall give all such medical and other directions with reference to the persons therein, as seem to such authority requisite or proper for preventing the spread of the disease therefrom, and for disinfection or disposal of anything infected, or that has been exposed to infection therein or therefrom.

(Signed) EDMUND HARRISON.

*Memorandum of the Medical Officer of the Privy Council, on the Precautions to be taken against Cholera, under the Regulations recently issued by the Lords of the Council, and otherwise.*

1. Asiatic Cholera, which for more than a year past has again been affecting in succession many parts of continental Europe, has recently shown some disposition to spread in a few parts of England. It is probable that henceforth, for some weeks or months to come, the disease will be seen, in more or less considerable groups of cases, in other parts of this country. It is possible that in some such parts, amid pre-disposing conditions, the disease may suddenly become of great local importance. And under these circumstances, the Lords of Her Majesty's Council have seen fit (by Order dated July 14th) to put in force the provisions of the Diseases Prevention Act, 1855.

2. Also, their Lordships have seen fit to issue Regulations under the Act. Those Regulations (contained in two Orders of Council, dated respectively the 20th and the 21st July) direct the appointed local authorities to do in their respective districts, so far as necessary, certain things which are chiefly of the nature of Medical Relief. The Authorities who have to give effect to those Medical Relief Regulations are as follows:—First, within the Metropolis, with exception of the city of London, the respective *Vestries* or *District Boards* of the several parishes or districts; secondly, outside the Metropolis, and also in the three Unions of the city of London, the *Boards of Guardians* or *Overseers of the Poor* of the several Unions, parishes, and places respectively. The main objects for which the Regulations purport to provide are briefly, and in the words of the Statute, as follows:—"for the speedy interment of the dead; for house to house visitation; for the dispensing of medicines, guarding against the spread of disease, and affording to persons afflicted by or threatened with such epidemic, endemic or contagious diseases such medical aid and such accommodation as may be required." In order that these objects should be promptly and adequately fulfilled in any district where Cholera may show itself, it is necessary that all Authorities who will be responsible for fulfilling them should betimes, in their respective districts, pre-consider and pre-arrange the measures which, in case of need, are to be taken. Therefore the Regulations require, that in all cases (not only in cases where Cholera is actually present within the jurisdiction) an immediate meeting of the Authority shall be held, and certain



preparatory directions be given. But, except to this extent, no action under the Diseases Prevention Act is required of any district, unless Cholera be actually present there.

3. There are other respects, however, in which local action has to be taken against Cholera, and in which the interests of the public health require, above everything, that the action should be taken from beforehand. This precautionary action against Cholera (as against many other diseases) is an object for which the Nuisances Removal Acts enable local provision to be made. The Authorities who have to administer these Acts are in many places the same, but in many other places (chiefly wherever there are Town Councils, Improvement Commissioners, or Local Boards of Health) are not the same, as the Authorities who have to act under the Medical Relief Regulations. The Lords of the Council have no authority to issue regulations or orders for any purposes of the Nuisances Removal Acts. But a year ago, in anticipation of the danger which now threatens the country, their Lordships drew the attention of Nuisance Authorities, and of the public generally, to the renewed presence of Asiatic Cholera in Europe, and suggested the precautionary proceedings which under the circumstances were called for. It was their Lordships' hope, that, after this warning, the interval which might elapse before a re-appearance of Cholera in England would be vigorously used by the Nuisance Authorities of the country in preparing their respective districts for the contingency which has now come. The paper which was circulated on the above occasion by the Lords of the Council (the "General Memorandum, on the proceedings which are advisable in places attacked or threatened by epidemic disease") is now again commended by their Lordships to the consideration of Nuisance Authorities and of the public. And, on the present occasion, parts of it must be specially insisted on.

4. In relation to Asiatic Cholera, as now threatening us, there are two principal dangers against which extreme and exceptional vigilance ought to be used. First, there is the danger of drinking water which is in any (even the slightest) degree tainted by house-refuse or other like kinds of filth; as where there is out-flow, leakage or filtration, from sewers, house-drains, privies, cesspools, foul ditches, or the like, into streams, springs, or wells, from which the supply of water is drawn, or into the sub-soil in which the wells are situate; a danger which may exist on a small scale, as at the pump or dip-well of a private house, or on a large scale, as in the sources of supply of public water-works. And secondly, there is the danger of breathing air which is made foul with effluvia from the same sorts of impurity. Information as to the high degree in which those two dangers affect the health in ordinary times, and as to the extreme degree of importance which attaches to them at times when any diarrhoeal disease is epidemic, has now for so many years been set before the public, by this Department and otherwise, that the larger works of drainage and water-supply by which the dangers are permanently obviated for large populations, and also the minor structural improvements by which separate households are secured against the dangers, ought long ago to have come into universal use. It is to be feared that on a very large scale this wiser course has not been adopted, and that even yet, in very many instances, temporary security has to be found in measures of a palliative kind. So far as such is the case, attention is most earnestly called to those parts of the General Memorandum which relate to the matters in hand. All chief sources of the one danger may be held in check, as follows:—By immediate thorough removal of every sort of house-refuse and other filth which is now accumulated; by preventing future accumulations of the same sort; by attention to all defects of house-drains and sinks through which offensive smells are let into houses; by thorough washing and lime-whiting of uncleanly premises, especially of such as are densely occupied; and by disinfection, very freely and very frequently employed in and round about houses, wherever there are receptacles or conduits of filth, wherever there is filth-sodden porous earth, wherever anything else, in, or under, or about the house, tends to make the atmosphere foul. As

provision against the other danger, it is essential that immediate and searching examination of sources of water-supply should be made in all cases where the source is in any degree open to the suspicion of impurity; examination both of private and of public supplies; and that where pollution is discovered, everything practicable should be done to prevent the pollution from continuing, or if this object cannot be attained, to prevent the water from being drunk. The examination of sources of water-supply should of course extend to all receptacles of water storage, such as the tanks and reservoirs of public supply, and the butts and cisterns of private houses.\*

5. That such precautions as the above (never unimportant where human health is to be preserved) are supremely important when the spread of Cholera is to be prevented, is a truth which will best be understood when the manner in which Cholera spreads is considered. Happily for mankind, Cholera is so little contagious, in the sense in which small-pox and typhus are commonly called contagious, that, if proper precautions are taken where it is present, there is scarcely any risk that the disease will spread to persons who nurse and otherwise closely attend upon the sick. But Cholera has a certain peculiar contagiousness of its own, now to be explained; which, where sanitary circumstances are bad, can operate with terrible force, and at considerable distances from the sick. It appears to be characteristic of Cholera—not only of the disease in its developed and alarming form, but equally of the slightest diarrhoea which the epidemic influence can produce, that *all matters which the patient discharges from his stomach and bowels are infective*; that the patient's power of infecting other persons is represented almost or quite exclusively by those discharges; that they, however, are comparatively non-infective at the moment when they are discharged, but afterwards, while undergoing decomposition, acquire their maximum of infective power; that, if they be cast away without previous disinfection, they impart their own infective quality to the excremental matters with which they mingle, in filth-sodden earth, or in depositaries and conduits of filth, and to the effluvia which those excremental matters evolve; that, if the infective material, by leakage or soakage from drains or cess-pools, or otherwise, gets access, even in the smallest quantity, directly or through porous soil, to wells or other sources of drinking-water, it can infect, in the most dangerous manner, very large volumes of the water; that the infective influence of choleraic discharges attaches to whatever bedding, clothing, towels, and like things, have been imbued with them, and renders these things, if not disinfected, capable, as the cholera-patient himself would be capable, under the same conditions, of spreading the disease in places whither they are sent for washing or other purposes; that, in the above described ways, even a single case of disease, perhaps of the slightest degree, and perhaps quite unsuspected in its neighborhood, may, if local circumstances co-operate, exert a terrible infective power on considerable masses of population. "If local circumstances co-operate," however, is the stated condition for that possibility; and it will be observed that the essence of the sanitary precautions, which have been recommended to Nuisance Authorities and others, is to annihilate those "local circumstances." The choleraic infection does not seem able largely to injure any population unless a filthy state of things be pre-supposed. It is pre-supposed that the atmosphere or the drinking-water of the population is impure with the most loathsome of impurities,—that the infective material has had opportunities of action which decent cleanliness would not have afforded

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\* If unfortunately the only water which for a time can be got should be open to suspicion of dangerous organic impurity, it ought at least to be boiled before it is used for drinking, but then not to be drunk later than twenty-four hours after it has been boiled. Or, under medical or other skilled direction, water, in quantities sufficient for one day's drinking in the house, may be disinfected by a very careful use of Condy's red disinfectant fluid. This should be added to the water (with stirring or shaking) in such number of drops that the water, an hour afterwards, shall have the faintest pink colour which the eye can distinctly perceive. Filtering of the ordinary kind cannot by itself be trusted to purify water, but is a good addition to either of the above processes. It cannot be too distinctly understood, that dangerous qualities of water are not obviated by the addition of wine or spirits.

it,—that, in inefficient drains or cess-pools or other like depositories, it has had time to develop its own infective power, and to render other stagnating filth equally infective with itself,—and that from such foci of infection, the disgusting leaven of the disease has spread, in air or water, to be breathed or swallowed by the population. In this view of the case, it will be understood that works of sewerage, house-drainage, and water-supply, properly executed and properly used, give to town populations an almost absolute security that Cholera, if introduced among them, can have no means of spreading its infection. And equally it will be understood that, in the absence of those permanent safeguards, no approach to such security can be got without incessant cleansings and disinfections, or without extreme vigilance against every possible contamination of drinking-water.

6. It is highly important that the public should not be under any misapprehension as to the course by which the above-defined sanitary objects, so far as the law provides for them, may be attained. The administration of the Nuisances Removal Acts is a matter of exclusively local jurisdiction. Over the various Nuisance Authorities, in whose hands it is vested, neither the Privy Council, nor any other department of Her Majesty's Government, is empowered to exercise control. The authorities in question are elective bodies, chosen as their constituencies will; and each constituency, in exercising its electoral right, has, in effect, the means of deciding for itself whether the district which it inhabits shall be wholesomely or unwholesomely kept. The Lords of the Council have no other function appointed for them in this matter than to inquire, and afterwards report to Parliament, what, so far as the public health is concerned, is the working of that system of administration. Incidentally to the performance of that function, their Lordships have before them the result of much former experience, in this country and elsewhere, as to the circumstances by which the spread of Cholera is determined; and having this experience, their Lordships have seen fit that its more important conclusions should be so set forth as to give to Nuisance Authorities the best assistance which this department can supply towards the task of locally dealing with the removable causes of the disease. But here their Lordships' power terminates. Their Lordships can only hope that Nuisance Authorities, having undivided and sole responsibility in the matter, will justify that very ample trust which the Legislature has seen fit to repose in them. And for the inhabitants of places where the Nuisance Authorities do not take proper measures for the protection of the public health, the Lords of the Council, in the present state of the law, can only suggest that voluntary associations should, as far as practicable, endeavor to supply the defect. Where nuisances on private premises require to be summarily dealt with, complaint may be laid by any inhabitant of the parish or place before any Justice of the Peace having jurisdiction there; but complaints addressed to this or any other Government office cannot lead to coercive interference, and may involve loss of valuable time. Of course, too, it must be remembered that, however active may be the authority or any committee acting in its stead, every householder ought at least to be vigilant as to the state of his own premises and water-supply.

7. Personal precautions against Cholera consist essentially in avoiding the unwholesome circumstances which have been described: and where that avoidance can be secured, there need not be further thought on the subject. Even where Cholera seems imminent, the danger is quite conspicuously one which ought not to give occasion to panic. Intelligence and cool decision are wanted against it. The case is no longer that of a mysterious pestilence coming (like the plagues of past centuries) on ignorant and but half-socialized populations; it is the case of a distinct and measurable attack against which definite precautions can be taken with success; and power to enforce those precautions is in the hands of the local authorities throughout the country. But individual security cannot be promised apart from the security of districts; and for selfish safety, no less than for the general good, it is expedient that every man should do his utmost to promote where he dwells a vigorous sanitary administration

over the largest possible area. Those who know that such an administration is at work around them need have but little apprehension as to the result.

8. As to personal precautions, in a narrower sense of the words, only one general rule can be laid down: a rule, however, which is most important for persons who unfortunately find themselves in the midst of local outbreaks of Cholera, and which each individual must apply according to his experience of his own bodily habits: the rule of living as strictly as possible on that system which commonly agrees best with the health; to guard, as far as practicable, against all exhausting influences of privation, fatigue, exposure, and the like; and, as regards diet, especially to avoid all acts of intemperance, and all such eating and drinking as are likely to disturb the stomach or bowels.\* But while faults of the latter kind are peculiarly apt to be hurtful, it must not therefore be supposed that the customary healthful habits need be changed. For instance, there is no reason to suppose that fruits and vegetables, of such kinds and in such states as would be wholesome in ordinary seasons, are unwholesome when Cholera is present; nor (subject to what will directly be said about premonitory diarrhoea) is there any reason to believe that persons in good health ought in Cholera times, with a notion of fortifying themselves against the disease, to take drugs or drams which they would not take in ordinary times. Anything to be wisely done in this direction ought to be done under the advice of skilled medical practitioners, and except with such advice, people ought to be most chary both of drugging themselves and of taking such pretended preservatives as are extensively offered for sale.

9. In places where Cholera is present or threatening, one particular bodily ailment requires exceptional vigilance. The ailment is Diarrhoea. For the most part in this country Cholera begins somewhat gradually; so that, for some hours or even days before the symptoms become alarming, a so-called "premonitory diarrhoea" may be observed. Where Cholera is tending to be epidemic, there always exists, side by side with it in the district, a large amount of epidemic Diarrhoea, representing in part the earlier stages, in other part the slighter degrees of the same insidious and infectious malady. This Diarrhoea (painless and apparently trivial though it be) may in any case suddenly convert itself into Cholera; and, apart from the very serious significance of the symptom as regards the patient himself, it must be remembered that every such diarrhoeal patient may be a well-spring of infection to others. It also seems probable that accidental Diarrhoea, originally independent of the epidemic influence, is, of all known personal conditions, the one on which the Cholera infection can most easily fix itself. And thus on all accounts it is of the most essential importance that no looseness of bowels should be neglected in places where Cholera exists. A very important part of their Lordships' Medical Relief Regulations enjoins the making of local arrangements by which this object shall be secured for all the poorer inhabitants of infected districts; and other classes of the population are warned to be also vigilant for themselves. In any infected district, every looseness of bowels, or sickness of stomach, ought, as quickly as possible, to be brought under skilled medical treatment: and if the symptoms begin at all sharply, or if they (however mild) do not very promptly yield to treatment, the patient ought invariably to remain in bed.

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\* Precautions against causing such disturbance to oneself by errors of diet will vary somewhat with different individuals. Every person of ordinary discretion knows the habits of his own body, and can be tolerably confident, within certain limits of food, that he gives himself no occasion of such illness. Apart from personal peculiarities (where each man must judge for himself) the chief dangers of diet appear to lie as follows:—first, in those mere excesses of diet which (especially under circumstances of fatigue) occasion sickness to the stomach, or an increased labor of digestion; secondly, in taking food, solid or fluid, which is midway in some process of chemical transition—half-fermented beer and wine, water containing organic impurities, meat and game and venison no longer fresh and not completely cooked, fish and shellfish in any state but the most perfect freshness, fruit or vegetables long-gathered or badly kept, and the like; thirdly, in the excessive or unseasonable use of refrigerant drinks or ice; fourthly, in partaking largely of those articles of diet which habitually, or by reason of imperfect cooking, pass unchanged through the intestinal canal; and fifthly, in the indiscreet use of purgative medicines, or in taking any article of diet which is likely to produce the same effect.

10. Too much importance cannot be attached to the duty of thoroughly disinfecting, without delay, with chloride of lime, or otherwise all discharges from the stomach and bowels of persons under the epidemic influence, as well as all bedding, clothing, towels, and the like, which such discharges may have imbued. And measures, as advised in section 4, for keeping all privies and like places in a thoroughly clean and uninfected state, become more and more important in proportion as the discharges in question are likely to have access to the places. [For detailed advice on Disinfection, see the Office Memorandum on that subject.]

11. With reference to the medical care of the sick, and to all such other kinds of medical action and organization as the circumstances of infected districts may require, the Lords of the Council have every hope and belief that the appointed Medical Relief Authorities of the country will be duly conscious of the very grave responsibility which is thrown upon them by the Diseases Prevention Act and the Regulations thereunder issued, and will be anxious to acquit themselves of the responsibility in a manner commensurate with its importance. But if unhappily any particular district should suffer a sudden and extensive epidemic, it may be that the Authority, though with every disposition to discharge its duty, will have difficulty in providing for all requirements of the case, and will be in danger of finding itself overtaken. It is to be hoped that in any such crisis, if anywhere it should arise, voluntary local assistance will not be wanting to the Authority. Among the duties which would have to be discharged, some do not require skilled officers, but may with equal propriety be devolved on any discreet and intelligent persons; and it might be of great local service that such persons, in Committees or otherwise, should be ready to co-operate with the Authority. Especially the Authority would then be enabled to extend, beyond limits which would else be possible, that system of House-to-House Visitation which in various ways may be the most important of local agencies for stopping the progress of an epidemic: not only as providing for the prompt medical treatment of the sick, but equally as spreading information and exercising influence against conditions which tend to multiply the disease. Apart from action which may be wanted to supplement any inaction of the Nuisance Authority, the room for voluntary work in aid of the Medical Relief Authority may, in the supposed circumstances, be very great:—the local arrangements for medical relief have to be told and explained; the proper use of disinfectants has to be taught and enforced; many other sorts of useful information have to be given; unreasonable alarm has to be quieted; the less educated and the destitute parts of the population have to be led and assisted to do what is needful for their safety. The larger the staff of competent visitors who can be employed in any infected district, the easier will be this task. And any educated person who would wish to take part in it can easily qualify himself to render in case of need, a really important service to his neighbourhood.

By direction of the Lords of the Council.

(Signed)

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*July 24th, 1866.*

## PRIVY COUNCIL OFFICE.

*General Memorandum on the Proceedings which are advisable in Places attacked or threatened by Epidemic Disease.*

1. Wherever there is prevalence or threatening of cholera, diphtheria, typhus, or any other epidemic disease, it is of more than common importance that the powers conferred by the Nuisances Removal Acts, and by various other laws for the protection of the public health, be well exercised by those in whom they are vested.

2. If the danger be considerable, it will be expedient that local authorities, in taking measures against it, avail themselves of the best medical advice which their district or its neighbourhood can supply.

3. Proper precautions are equally proper for all classes of society. But it is chiefly with regard to the poorer population, therefore, chiefly in the courts and alleys of towns, and at the labourers' cottages of country districts, that Local Authorities are called upon to exercise vigilance, and to proffer information and advice. Common lodging-houses, and houses which are sub-let in several small holdings, always require particular attention.

4. Wherever there is accumulation, stink, or soakage, of house refuse, or of other decayed animal or vegetable matter, the nuisance should as promptly as possible be abated, and precaution should be taken not to let it recur. Especially all complaints which refer to sewers and drains, or to foul ditches, and ponding of drainage, or to neglect or scavenging, should receive immediate attention. The trapping of house-drains and sinks, and the state of cesspools and middens, should be carefully seen to. In slaughter-houses, and other places where beasts are kept, strict cleanliness should be enforced.

5. In order to guard against the harm which sometimes arises from disturbing heaps of offensive matter, it is often necessary to combine the use of chemical disinfectants with such means as are taken for the removal of filth; and in cases where removal is for the time impossible or inexpedient, the filth should always be disinfected. Disinfection is likewise desirable for unpaved earth close to dwellings, if it be sodden with slops and filth. Generally, where cholera or typhoid fever is in a house, the privy requires to be disinfected.

6. Sources of water-supply should be well examined. Those which are in any way tainted by animal or vegetable refuse, above all, those into which there is any leakage or filtration from sewers, drains, cesspools, or foul ditches, ought no longer to be drunk from. Especially where the disease is cholera, diarrhoea, or typhoid fever, it is essential that no foul water be drunk.

If unfortunately the only water which for a time can be got should be open to suspicion of dangerous organic impurity, it ought at least to be boiled before it is used for drinking, but then not to be drunk later than twenty-four hours after it has been boiled. Or, under medical or other skilled direction, water in quantities sufficient for one day's drinking in the house, may be disinfected by a very careful use of Condry's red disinfectant fluid; which should be added to the water (with stirring or shaking) in such number of drops that the water, an hour afterwards, shall have the faintest pink color which the eye can distinctly perceive. Filtering of the ordinary kind cannot by itself be trusted to purify water, but is a good addition to either of the above processes. It cannot be too distinctly understood, that dangerous qualities of water are not obviated by the addition of wine or spirits.

7. The washing and lime-whiting of uncleanly premises, especially of such as are densely occupied, should be pressed with all practicable despatch.

8. Overcrowding should be prevented. Especially where disease has begun, the sick-room should, as far as possible, be free from persons who are not of use or comfort to the patient.

9. Ample ventilation should be enforced. It should be seen that window-frames are made to open, and that windows are sufficiently opened. Especially where any kind of infective fever has begun, it is essential, both for patients and for persons who are about them, that the sick-room and the sick-house be constantly well traversed by streams of fresh air.

10. The cleanliest domestic habits should be enjoined. Refuse-matters which have to be cast away should never be let linger within doors; and things which have to be disinfected or cleansed, should always be disinfected or cleansed without delay.

11. Special precautions of cleanliness and disinfection are necessary with regard to infective matters discharged from the bodies of the sick. Among discharges which it is proper to treat as infective, are those which come, in cases of small-pox, from the affected skin; in cases of cholera and typhoid fever, from the intestinal canal; in cases of diphtheria, from the nose and throat; likewise, in cases of any eruptive or other epidemic fever, the general exhalations of the sick. The caution which is necessary with regard to such matters must, of course, extend to whatever is imbued with them; so that bedding, clothing, towels, and other articles, which have been in use by the sick, do not become sources of mischief, either in the house to which they belong, or in houses to which they are conveyed. Moreover, in typhoid fever and cholera, the evacuation should be regarded as capable of communicating an infectious quality to any night-soil with which they are mingled in privies, drains, or cesspools; and this danger is best guarded against by thoroughly disinfecting them before they are thrown away; above all, they must never be cast where they can run or soak into sources of drinking-water.

12. All reasonable care should be taken not to spread infective disease by the unnecessary association of sick with healthy persons. This care is requisite, not only with regard to the sick-house, but likewise with regard to day-schools and other establishments wherein members of any different households are accustomed to meet.

13. Where dangerous conditions of residence cannot be promptly remedied, it will be best that the inmates, while unattacked by disease, remove to some safer lodging. If disease begins in houses where the sick person cannot be rightly circumstanced and tended, medical advice should be taken as to the propriety of removing him to an infirmary or hospital. In extreme cases, special infirmaries may become necessary for the sick, or special houses of refuge for the endangered.

14. Privation, as predisposing to disease, may require special measures of relief.

15. In certain cases, special medical arrangements are necessary. For instance, as cholera in this country almost always begins somewhat gradually in the comparatively tractable form of what is called "premonitory diarrhoea," it is essential that, where cholera is epidemic, arrangements should be made for affording medical relief without delay to persons attacked, even slightly, with looseness of bowels. So again, where small-pox is the prevailing disease, it is essential that all unvaccinated persons (unless they previously have had small-pox) should very promptly be vaccinated; and re-vaccination should also be offered, both to persons above puberty who have not been vaccinated since childhood, and to younger persons whose marks of vaccination are unsatisfactory.

16. It is always to be desired that the people should, as far as possible, know what real precautions they can take against the disease which threatens them, what vigilance is needful with regard to its early symptoms, and what (if any) special arrangements have been made for giving medical assistance within the district. Especially in case of small-pox or of cholera, such information ought to be spread abroad by printed hand-bills or placards. In any case where danger is great, house-to-house visitation by discreet and competent persons may be of the utmost service, both in quieting unreasonable alarm, and in leading or assisting the less educated and the destitute parts of the population to do what is needful for safety.

17. The present Memorandum relates to occasions of emergency. Therefore the measures suggested in it are all of an extemporaneous kind; and permanent provisions for securing the public health have not been in express terms insisted on. It is to be remembered, however, that in proportion as a district is habitually well cared for by its Sanitary Authorities, the more formidable emergencies of epidemic disease are not likely to arise in it.

18. For detailed advice on Disinfection, see the Office Memorandum on that subject.

JOHN SIMON.

*Medical Department of the Council Office; }  
July, 1866.*



## PRIVY COUNCIL OFFICE.

*Memorandum on Disinfection.*

N. B.—It is to cleanliness, ventilation, and drainage, and the use of perfectly pure drinking water, that populations ought mainly to look for safety against nuisance and infection. Artificial disinfectants cannot properly supply the place of those essentials: for, except in a small and peculiar class of cases, they are of temporary or imperfect usefulness. That no house-refuse—not only no excremental matter, but also no other kind of dirt or refuse, should remain on or about inhabited premises, is a first rule against infection. That the air within the house should never in any part of the house be stagnant, but should always be in course of renewal from without by uninterrupted and abundant supplies of fresh air, is a condition of equal importance. And that all water meant to be used for drinking or cooking should be drawn from sources which cannot have been polluted by any kind of refuse-matter, is a third most important rule for the avoidance of infection.

If dwelling-places have within them any odor of drainage, particular examination should be made (1) whether the filth which house-drains are meant to carry away is retained in or near the premises in ill-made drains, or sewers, or cesspools, or perhaps is leaking from house-drains within the house; and (2) whether, inside the house, the inlets of drains and sinks are properly trapped; and (3) whether the drains and sewers are sufficiently ventilated outside the house. All water-closets within houses should have free openings for ventilation from and into the outer air. Of a cesspool, the only true disinfection is to abolish it. In country-places, where proper drainage is not provided, the nuisance of open privies may be best avoided by the use of the so-called earth-closet.

If a sewer is much complained of, as stinking into the public way, generally the presumption is, that, from original ill-construction, or some other cause, it does not properly fulfil its object, but has filth accumulated and stagnant in it: and such a sewer, besides occasioning nuisance in the public way, may be the source of serious danger to the inhabitants of houses which drain into it. It is most important that all sewers should be well ventilated at points where their effluvia will be least injurious; and ordinary drain-pipes may be used to conduct the effluvia to a distance.

[For convenience, in this memorandum, the word "disinfectants" is used to cover, not only those true disinfectants which permanently destroy infected matter, but also those agents which merely arrest the process, or absorb the offensive products, of organic decomposition.]

For artificial disinfection on a large scale, *the agents which most commonly prove useful* are—quick-lime, chloride of lime, carbolic acid, sulphate of iron, perchloride of iron, and chloride of manganese. The following are also efficient disinfectants, but, as being dearer, are less suited for large operations: sulphate of zinc, chloride of zinc, chloride of soda, and permanganate of potash. In certain cases, chlorine gas, or nitrous acid gas, or sulphurous acid gas, may advantageously be used; and in certain other cases, powdered charcoal or fresh dry earth.

*Quick-lime* ought to have been recently burnt, and may be used, either in the form of dry powder, or, stirred up with about ten times its bulk of water as milk of lime. *Chloride of lime* is best used with water, and thoroughly mixed with it, in the proportion of a pound to the gallon; or, of the solution, as commonly sold, about two pints may be mixed with a gallon of water. *Carbolic acid* (in the fluid form in which it is commonly sold) should be dissolved in about eighty times its volume of water, with which it must be mixed by strong shaking in a closed vessel. *Sulphate of iron* should be dissolved in ten times its weight of water; a solution which is best effected by employing hot water, and stirring. Of *perchloride of iron* and *chloride of manganese*, the common concentrated solutions may be used, diluted with ten or twelve times their bulk of water. *Sulphate of zinc* should be dissolved in about ten times its weight of warm water. Of *chloride of zinc*, the common concentrated solution may be diluted with eight or ten times its bulk of

water.\* Of *chloride of soda*, the common solution may be used like that of chloride of lime. Of *permanganate of potash* an ounce may be dissolved in a gallon of water.†

All disinfectants must be used in *quantities proportionate* to the amount of matter or surface to be disinfected. When the matters requiring to be disinfected have an offensive smell, the disinfectant should be used till this smell has entirely ceased; and as often as the smell recurs, the disinfectant must again be used.

1. During the *emptying of privies and cesspools*, and whenever else temporary disinfection is required for them, carbolic acid, or sulphate of iron, or perchloride of iron, or chloride of manganese, or chloride of zinc, will be found available. A dilute solution (as above) of one of those agents should be poured into the privy or cesspool, from a quart to a pailfull at a time, till the desired effect is obtained. Especially where cholera or typhoid fever is present, privies and cesspools ought to be very frequently flooded in this manner. The best test of their being adequately disinfected, is the entire absence of faecal or ammoniacal odor.

2. *Heaps of manure or other filth*, if it be for the time impracticable or inexpedient to remove them, should be covered, to the depth of two or three inches, with a layer of freshly-burnt vegetable charcoal in powder. Freshly-burnt lime may be used in the same way, but is less effective than charcoal. If neither charcoal nor lime be at hand, the filth should be covered with a layer, some inches thick, of clean dry earth. For a *privy which has only solid contents*, the same sort of treatment is applicable. *Earth near dwellings*, if it has become offensive or foul by the soakage of decaying animal or vegetable matter, should be treated on the same plan.

3. If *running sewage*, about to be used in agriculture, require to be disinfected, the chloride of manganese, or perchloride of iron may be best used;‡ but if the sewage is to pass into a river, or into any pond or canal, where it might again become offensive, chloride of lime is to be preferred; and in this case a pound of good chloride of lime will generally suffice to disinfect 1000 gallons of the sewage. For foul ditches and other stagnant drainage, chloride of lime is also the proper disinfectant.

4. Where it is desirable to disinfect, before throwing away, the *evacuations from the bowels of persons suffering from cholera or typhoid fever*, some of the disinfectant (which here may best be chloride of lime) should be put into the bedpan or other vessel before it is used by the patient, and some more should be added immediately after. Its thorough mixture with the evacuation should be ensured. Care should also be taken that portions of the discharges do not remain about the patient's body, or in his dress.

5. *Linens and Washing Apparel* requiring to be disinfected may be set to soak in water containing per gallon about an ounce either of the common clear solution of chloride of lime, or that of chloride of soda. Or the articles in question may be plunged into boiling water, and afterwards, when at wash, be actually boiled in the washing-water.

6. *Wollens, Bedding or Clothing*, which cannot be washed, may be disinfected by exposure for two or more hours, in chambers constructed for the purpose to a temperature of F. 210°-250°. When this cannot be done, the natural disinfecting process of prolonged exposure of air, sun, and rain, ought to be had recourse to.

7. For the disinfecting of the *interior of houses*, the ceilings and walls should be washed with warm quick-lime water. The wood-work should be cleansed with soap and water, and subsequently washed with water containing in each gallon about two ounces of the clear solution of either chloride of lime or chloride of soda.

\* Or the preparations respectively known as Burnett's and Crewe's disinfectant solutions may be employed.

† Or Condry's disinfectant fluids, which contain manganic and permanganic salts, may be used.

‡ In some such cases McDougall's process, as practised by him at Carlisle, may be applicable. And his powder may also be applicable to cases mentioned in §1.

8. *A room no longer occupied* may be disinfected by chlorine gas, or nitrous acid gas, or sulphurous acid gas. And for this purpose the gases may be produced in the room as follows:—*chlorine gas*, by pouring over a quarter of a pound of finely powdered black oxide of manganese, contained in a jar, half a pint of muriatic acid previously mixed with a quarter of a pint of water, or by pouring over a quarter of a pound of chloride of lime, contained in a jar, a quarter of a pint of muriatic or dilute sulphuric acid;—*nitrous acid gas*, by pouring over an ounce of copper shavings or turnings, contained in a deep jar, three ounces of concentrated nitric acid;—*sulphurous acid gas*, by burning an ounce or two of flower of sulphur in a pipkin. The process of disinfecting a room by any of these gases requires several hours; and while it is going on, all doors, chimneys, and windows of the room must be kept carefully closed. Precautions to this effect should have been taken before the chemicals are mixed, as the person who starts the process (having to avoid the gasses) must not afterwards loiter in the room. When the process is at an end, doors and windows should be fully opened.

9. *Ships* (except the class of cattle ships, for which special treatment is required) may be disinfected on the same plan as houses. The process should be conducted as distantly as may be from the shore and from other vessels. All the compartments of the ship should first be fumigated with some disinfectant gas, best with chlorine or nitrous acid, and then all the accessible wood-work (in and out) should be washed with a solution of chloride of soda or lime. The bilges require particular attention, and before they are first pumped, some pounds of chloride of lime in water, or some gallons of solution of perchloride of iron should be poured into them, for the purpose of disinfecting the bilge-water. All permanent shingle and small-grained ballast should be replaced by fresh.

It is most frequently with reference to the infection of yellow fever that ships require to be disinfected, and generally in such cases the cargo requires the same treatment as the ship. So far, therefore, as the cargo has not been completely disinfected in the course of the disinfection of the ship, and so far as is practicable, it ought, before it is landed, and part by part as it is removed, to be disinfected by free sprinklings with the solution of chloride of lime or soda. Also in these cases it is to be remembered that persons from on board the infected ship (especially those who have been most in its hold) may carry infection about their persons—in precaution against which danger it is desirable that the persons should have complete baths of soap and water, and that their clothes should partake of the general fumigation of the ship. The person who conducts the fumigation of a ship (especially where there is question of yellow fever) ought not at first to enter the hold, but merely to hang down the hatches, or otherwise place within the hold, the vessel which contains his chemical mixture.

JOHN SIMON.

*Medical Department of the*  
*Privy Council Office,*  
*July, 1866.*

## APPENDIX No. 9.

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### STEAMSHIP "ENGLAND."

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[TO MR. SECRETARY CARDWELL.]

(No. 28.)

*Halifax, 12th April, 1866.*

SIR,—

I have the honor to report for your information the arrival in this port of the emigrant steamer "England," E. M. Grace, master, from Liverpool, Great Britain, *via* Cork, bound for New York, U. S.

This vessel left Cork with 1260 passengers and a crew of 100 men, and it appears that not many days after her departure several cases of Cholera broke out among the passengers, and at last she was compelled to put into this port on account of the violence with which the epidemic was raging, and which rendered it doubtful whether the Captain, whose Engineers had been attacked, would be able to navigate her successfully to New York.

As far as I have been able to ascertain, over 150 deaths have occurred on board this steamer from this disease, and no less than 56 since her arrival in this port. She is now lying at anchor in the quarantine ground, and such assistance as can be rendered to her unfortunate inmates is being willingly supplied by the local authorities. Many of the passengers have been transferred to the receiving ship "Pyramus," and the rest landed on Meagher's Beach, McNab's Island, where accommodation has been provided for them.

I have also the honor to enclose the printed regulations which have been published, and I need scarcely add that the importance of the subject is so great and so nearly affects the welfare of the entire population of this city, that the strictest precautionary measures will be most rigidly enforced to prevent the spread of the disease among our own population.

I however consider it my duty to call the attention of the Imperial authorities to the circumstances connected with the emigrant steamer "England," and although Imperial Statutes may have been complied with, there can be no doubt that the crowded state of the vessel and the necessarily confined and impure atmosphere, in which so many human beings were compelled to live, was the primary cause of the breaking out of the epidemic, and I would very respectfully beg to suggest that it hardly appears safe or wise to allow such numbers to be crowded into one vessel as to require them to be packed or huddled together deck upon deck, so that the tainted atmosphere breathed by those below must of necessity affect those above.

It may be that the mathematical proportion of cubic feet of space for each individual has been in this case allowed; but without ports of sufficient size as in ships of war, or means of ventilation of any kind, and when battened down, as was necessarily the case in bad weather, such allowance of space is not to be considered the criterion by which during the voyage the health of the passengers can be secured, and no better example of the truth of these remarks can be adduced than the one which I now have the honor of reporting.

I have, &c.,

(Signed)

W. F. WILLIAMS.

Right Honorable EDWARD CARDWELL.

[TO MR. SECRETARY CARDWELL.]

(COPY.)

(No. 31.)

*Halifax, N. S., 26th April, 1866.*

SIR,—

With reference to my Despatch, No. 28, of the 12th inst., regarding the arrival in this port of the steamer "England" with a large number of emigrants on board affected with Cholera, I have now the honor to inform you that on the 18th inst. the above steamer left this port with the convalescent portion of her crew and passengers for New York, having been previously thoroughly cleansed, fumigated, and rendered fit for their reception.

It is gratifying to me to be able to state that the epidemic is now almost extinct, and that the few remaining patients are rapidly improving in health with but few fresh cases among them. I have also much pleasure in bearing testimony to the heroic conduct and indefatigable energy in their attendance to the wants and necessities of the sufferers of Dr. Slayter, the Health Officer of the port, Dr. Garvie, and his brother, a medical student, the Rev. Mr. Isaac, a Roman Catholic Priest, and three Sisters of Charity, who volunteered their service in the quarantine station. During the stay of the steamer in this port no less than two hundred deaths occurred from this fatal contagion, and it is with deep regret that I have to record the death of Dr. Slayter who died on board the steamer from this disease while nobly performing his duty in endeavouring to alleviate the sufferings of others. As an acknowledgement of his services, which have deservedly won for him respect and esteem, as well as the regret of the whole community, the Legislature has unanimously voted the sum of two thousand dollars to his bereaved widow.

While on shore on McNab's Island, many of the male emigrants were the occasion of much trouble and difficulty, in seizing the food and tents of the women and children, and it became necessary to send a detachment of the 2nd Batt., 17th Regiment, to preserve order and keep the emigrants within quarantine bounds. Several had, however, previously escaped; and it is my intention to move the Government to pass an enactment making such offenders liable to all the penalties for felony.

I hope, moreover, that in a short time huts will be erected on McNab's Island, which will afford a permanent lazaretto in case of a similar visitation.

In the mean time I would respectfully suggest that the Emigration Officers at Liverpool and Cork be admonished to perform their duties thoroughly, and that every possible precaution be taken to prevent a similar occurrence.

I have, &amp;c.,

(Signed) W. F. WILLIAMS.

Right Honorable EDWARD CARDWELL.

(Nova Scotia, No. 23.)

*Downing Street, 5th May, 1866.*

SIR,—

I have the honor to acknowledge the receipt of your Despatch No. 28, of the 12th of April, reporting the arrival in the port of Halifax of the steamer "England," with cholera on board.

I referred your Despatch to the Emigration Commissioners, and I enclose, for your information, a copy of their Report, which appears to show that no blame in the matter is imputable to the owners of the ship, or to the Emigration officers by whom she was cleared.

I have the honor to be, Sir,

Your most obedient,

Humble servant,

(Signed) EDWARD CARDWELL.

Lieutenant-Governor

SIR W. F. WILLIAMS, Bart., K. C. B., &c., &c., &c.

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[MR. MURDOCH TO MR. ELLIOT.]

(COPY.)

*Emigration Board, 26th April, 1866.*

SIR,—

I have to acknowledge your letter of 23rd instant, with a Despatch from Sir W. F. Williams, the Lieutenant-Governor of Nova Scotia, reporting the arrival in the port of Halifax of the steamer “England,” with cholera on board. Sir W. F. Williams reports that 150 deaths are said to have occurred on board the ship, and he desires to call the attention of the Imperial authorities to the circumstances connected with the ship, whose arrival has, he says, “through the cupidity of her owners, unfortunately endangered the lives of a large and populous community.” He further remarks that it is not “safe or wise to allow such numbers to be crowded together into one vessel, as to require them to be packed or huddled together on one deck above the other, so that the tainted atmosphere breathed by those below must of necessity also affect those above.”

2. Immediately on hearing of the mortality on board the “England,” we called on Captain Prior, the Emigration Officer at Liverpool, and Admiral Kerr, the Emigration Officer at Queenstown, by whom she was cleared, to report as to her capacity, ventilation, &c. I enclose, for Mr. Cardwell’s information, copies of the answers we have received. I beg to add the following observations.

3. The Passengers’ Act, 1855, section 14, determines the number of “Passengers” that a ship may carry in proportion to her deck area. That number is, on her upper passenger deck, one statute adult for every 15 clear superficial feet of deck; on her lower passenger deck, one statute adult for every 18 clear superficial feet of deck,—or, if the ventilation be below a certain proportion, one statute adult for every 25 feet of deck. It will be seen from Captain Prior’s letter, that the area of the upper passenger deck of the “England” was 11,041 feet, which, at 15 feet each, would allow of her carrying 736 statute adults; and the area of her lower passenger deck was 7579 feet, which, at 18 feet each, would allow of 420½ statute adults; making a total of 1156½ statute adults. She had on board when she left Queenstown, 1202 souls, equal to 1080 statute adults, besides 15 cabin passengers and 120 crew. Her number was, therefore, within her legal compliment, and the Emigration Officers had consequently no authority, if they had thought it desirable, to interfere in respect to the numbers on board. Neither, I think, can the owners be justly accused of “cupidity,” so long as they put on board no more than the number which Parliament had expressly authorised them to carry. If blame attaches anywhere, it is scarcely to the owners, still less to the Emigration Officers. It is to the Imperial Legislature that it must attach, for sanctioning the carriage of passengers on two decks, and for placing no other limit on the numbers to be carried than the space that the ship affords

4. But I would venture to submit that no blame can in reality be attached to any one on this account. It is well known that the “Himalaya” and other troop-ships carry as large numbers as were on board the “England,” with perfect safety and comfort. But setting aside troop-ships, the peculiar circumstances of which give them advantages over emigrant ships, the experience of former years will, I think, prove that at least on short voyages, such as that to the American continent, an increase in the number carried does not, in ordinary circumstances, add to the mortality. With this view, I annex two tables shewing, the first the sailing ships, the second the steamers, which have sailed in the years 1863 and 1864 (our returns for 1865 are not complete), with more than 600 passengers on board, with the mortality, so far as we have been able to ascertain it, in each. It will be seen that during those years the mortality even in sailing vessels was very small, and in steamers still smaller. From the comparative shortness of the voyage in the latter, the risk of sickness among the emigrants must always of course be proportionately less.

5. I believe that the present is the first case of cholera on board a passenger ship from the United Kingdom since the year 1854. It is possible that no more such cases may occur. But in anticipation of such cases, it is provided by the Passengers Act, 1855, section 59, that Her Majesty may, by Order in Council, prohibit emigration from any port, at any time when choleraic or other epidemic disease may be prevalent in the United Kingdom; or may reduce the number of passengers to be carried in proportion to space, either throughout the United Kingdom or from a particular port. No doubt the exercise of this power would be attended with great loss to the owners of large ships built for the passenger trade, and especially to the Company to which the “England” belongs, who have recently brought into the business seven steamers, varying in tonnage from 2939 to 2415 tons. Nor could it, I apprehend, be exercised unless cholera were prevalent in the United Kingdom. In the present instance the cholera seems beyond doubt to have been taken on board in a latent state by the German passengers, who probably had not been above a day or two in the United Kingdom. Against the risk of the introduction of the disease by this means, it is, I fear, impossible to guard. No vigilance on the part of Emigration Officers or Medical Inspectors can prevent it; and we can only hope that if the disease should prevail on those parts of the continent from which emigrants commonly come to British ports to embark for America, the interest of ship-owners will lead them to discontinue the acceptance of such passengers. The Government, I take for granted, have no power, under any circumstances, to prevent the resort of foreigners to this country for the purpose of taking passage to America.

6. In conclusion I would only beg to call attention to the careful manner in which the “England” has been fitted for the conveyance of passengers, as described by Admiral Kerr. It will be seen that the lower passenger deck is ventilated by separate ventilating shafts, which are cut off from communication with the upper passenger deck; so there was no possibility that those on the upper passenger deck should, as Sir W. F. Williams apprehends, be affected by the “tainted atmosphere breathed by those below.” It will be seen likewise that the lower passenger deck is upwards of eight feet high, and is ventilated besides her hatchway and cowls, by ports or scuttles capable of being kept open in almost any weather. No doubt these advantages only tend to prove the irresistible nature of the disease when it makes its appearance among a body of people necessarily in near and constant contact. But they suggest a doubt whether any restriction which would throw the larger class of vessels out of employ, and force the emigration back into sailing vessels or small steamers, would in practice reduce the mortality among the whole body of emigrants.

I have, &c.,

(Signed)

F. W. C. MURDOCH.

T. FREDERICK ELLIOT, Esq., &c., &c.

1863.

*Mortality in Sailing Vessels carrying upwards of six hundred Passengers, which cleared from Liverpool for the United States during the year 1863 (so far as Reports have been received.)*

Name of Ships.	Voyages.	Number Embarked.	Deaths on the Voyage.
Thornton.....	1st Voyage...	690	3
".....	2nd "...	698	2
Orient.....	1st "...	791	3
".....	2nd "...	623	
Bridgewater.....	1st "...	695	3
".....	2nd "...	639	3
Adelaide.....	1st "...	801	
".....	2nd "...	753	
Benjamin Adams.....		638	2
James Foster, Junr.....		683	3
F. A. Palmer.....		639	
John Bright.....		706	
Guy Mannering.....		722	2
Victory.....		646	3
Cutwater.....		720	
Aurora.....		764	3
General McLellan.....		775	1
Monarch of the Seas.....		886	3
Harvest Queen.....		727	
Emerald Isle.....		762	
N. American.....		719	3
New World.....		621	
Neptune.....		750	2
Ellen Austin.....		810	1
Jeremiah Thompson.....		867	
Resolute.....		717	1
Ontario.....		746	
Lucy Thompson.....		725	3
B. S. Kimball.....		632	
Isaac Webb.....		742	4
Chancellor.....		865	2
Calhoun.....		851	
Australia.....		689	2
Cynosure.....		744	12
Webster.....		781	1
Joseph Gilchrist.....		774	1
Belle Wood.....		735	14
Great Western.....		607	
Wm. Tapscott.....		759	3
<b>Total.....</b>		<b>28492</b>	<b>80</b> =.21 per ct.



1863.

*Mortality in Steamships carrying upwards of six hundred Passengers, which cleared from Liverpool for the United States during the year 1863 (as far as Reports have been received.)*

Name of Ship.	Voyages.	Number Embarked.	Deaths on the Voyage.
City of Washington.....	1st Voyage...	701	1
".....	2nd ".....	758	
".....	3rd ".....	688	
".....	4th ".....	657	
City of New York.....	1st ".....	626	1
".....	2nd ".....	727	
".....	3rd ".....	655	
".....	4th ".....	620	
City of Baltimore.....	1st ".....	605	
".....	2nd ".....	697	
".....	3rd ".....	694	1
City of Manchester.....	1st ".....	694	1
".....	2nd ".....	626	1
Edinburgh.....	1st ".....	743	
".....	2nd ".....	686	
".....	3rd ".....	657	
Kangaroo.....	1st ".....	626	
".....	2nd ".....	655	
City of London.....	1st ".....	695	
".....	2nd ".....	603	
Adriatic.....	1st ".....	689	
".....	2nd ".....	679	
Great Eastern.....		829	
Virginia.....		673	1
Total.....		16283	6 =.03 per ct.

1864.

*Mortality in Sailing Ships carrying upwards of six hundred Passengers, which cleared from Liverpool for the United States during the year 1864 (as far as Reports have been received.)*

Name of Ship.	Voyages.	Number Embarked.	Deaths on the Voyage.
General McLellan	1st Voyage...	697	
"	2nd " . . .	791	
Great Western	1st " . . .	705	2
"	2nd " . . .	751	7
Webster		799	3
Chancellor		632	1
John Bright		739	2
Aurora		788	16
Neptune		782	21
Benjamin Adams		667	2
Universe		619	4
Belle Wood		739	14
Orient		791	7
Harvest Queen		799	5
Guy Mannering		740	1
William Tapscott		788	4
City of New York		819	15
Australia		715	
Cultivator		735	9
Jeremiah Thompson		871	
Thornton		734	3
Victory		673	2
Ellen Austin		779	2
North America		701	
Resolute		730	5
Calhoun		841	
Ne Plus Ultra		670	7
Gratitude		752	3
James Foster, Junr		611	
Hibernia		690	2
Adelaide		823	6
Tonawanda		729	1
Tuscarora		671	2
Total		24371	146 =.59 per ct.

1864.

*Mortality in Steamships carrying upwards of six hundred Passengers which cleared from Liverpool for the United States during the year 1864 (as far as Reports have been received.)*

Name of Ship.	Voyages.	Number Embarked.	Deaths on the Voyage.
Pennsylvania.....	1st Voyage...	639	1
".....	2nd ".....	950	2
".....	3rd ".....	755	1
".....	4th ".....	709	
".....	5th ".....	886	
City of Washington.....	1st ".....	674	
".....	2nd ".....	686	1
".....	3rd ".....	866	
Virginia.....	1st ".....	952	2
".....	2nd ".....	1005	1
".....	3rd ".....	1041	1
City of London.....	1st ".....	671	2
".....	2nd ".....	693	1
City of Baltimore.....	1st ".....	656	
".....	2nd ".....	694	
Edinburgh.....	1st ".....	747	
".....	2nd ".....	797	
Glasgow.....		696	2
Louisiana.....		850	
Erin.....		971	
Total.....		15938	14 =.08 per ct.

[CAPTAIN PRIOR TO MR. WALCOTT.]

(COPY.)

*Government Emigration Office,  
Liverpool, 24th April, 1866.*

SIR,—

In reply to your telegram of this date, I beg to inform you that the "England" is a screw steamer of 2596 tons register, 400 horse power, owned by the National Steam Navigation Company, and quite a new ship. She left this port on her first voyage on the 7th February of this year with passengers, this present being her second voyage. Her ventilation consists of 5 very large hatchways, 5 skylights—these hatchways and sky-lights are divided part to lower and part to passengers' deck—6 tubes, and large side ports 14 inches diameter all around the ship at every 12 feet. Her area for passengers is, on the lower deck,  $117\frac{1}{2}$ —420 $\frac{3}{8}$  adults; passenger deck,  $119\frac{1}{2}$ —736 $\frac{1}{2}$ . Average height, lower deck, 8 feet 3 inches; passenger deck, 7 feet 6 inches.

I consider the "England" one of the best ventilated steamers out of the port.

I have, &amp;c.,

(Signed)

T. H. PRIOR, Commander R. N.,  
Chief Emigration Officer.

S. WALCOTT ESQ., &amp;c., &amp;c., &amp;c.

[CAPTAIN ROBERTS TO CAPTAIN PRIOR.]

(COPY.)

*Government Emigration Office,  
Liverpool 24th April, 1866.*

SIR,—

In reply to the Commissioners' letter of the 23rd inst., I beg to inform you that the steamship "England" was cleared by me on the 28th of March last for New York, *via* Queenstown, with 807 souls, equal to 720 $\frac{1}{2}$  adults, consisting of

175 English.  
21 Scotch.  
142 Irish.  
465 Foreigners, chiefly German, with a few French.  
15 Cabin Passengers, and  
120 Crew.

Her measurement is as follows :

	Feet.	Adults.
Main Passengers' Deck,—		
Total Space.....	11041	736 $\frac{1}{2}$
Lower Passengers' Deck,—		
After Compartment.....	1473	81 $\frac{1}{2}$
Main do. ....	2188	121 $\frac{1}{2}$
Second Main do. ....	1930	106 $\frac{1}{2}$
Fore do. ....	1988	110 $\frac{1}{2}$
Total.....	18620	1156

Average height main deck, 7 feet 6 inches; do. lower deck, 8 feet 3 inches.

I have, &amp;c.

(Signed)

P. B. ROBERTS, Staff Commander R. N.,  
Government Emigration Officer.

To CAPTAIN PRIOR, R. N., &amp;c., &amp;c., &amp;c.

[ADMIRAL KERR TO MR. WALCOTT.]

(COPY.)

*Government Emigration Office,  
Queenstown, April 24, 1866.*

SIR,—

In compliance with your directions as contained in your telegram received this day, I now beg to forward to you the particulars of the height between decks, ventilation, &c., of the S. S. “England,” which sailed from here on the 29th March last, for New York, having fitted out in Liverpool, but called in here to embark emigrants and complete her numbers.

The “England” was, or rather is, an iron vessel of 2596 tons, quite new, this being only her second voyage, and well adapted in every respect for carrying emigrants, having two passenger decks, main and orlop, and belonging to the National Steam Navigation Company. She left Liverpool on the 28th March, arriving here on the 29th, having embarked there 807 souls, equal to 720½ adults, having room on both decks for 1100. She embarked here 395 souls, equal to 360 adults, so that she had still room for about 20 more, her provisions being laid in for 1100. Her height on the main deck was 7 feet 6 inches; on lower one, 8 feet 3 inches, being in fact a first rate passenger ship. Her ventilation, too, was complete in every respect, that for each deck being independent of the other, having large ventilators about 8 feet square carried from the orlop right up to the upper deck. In addition, she had about 40 ports or scuttles, about 9 inches diameter, capable of being kept open in almost any weather. She had fore-hatchways, all very large—three about 10 feet square, and two 10 feet by 16 feet, so that her orlop deck was as light and cool as many other vessels’ main decks. She had two large hospitals, that for females abaft on the port side of the main deck, and that for males forward. In fact I may say that it is impossible to find a vessel having on the whole better accommodation for emigrants, with more light and air on her orlop deck.

As to the number of Germans she had on board I am unable to give any information, they having all been embarked at Liverpool. But most certainly when I visited and went over every part of her, accompanied by the Master and Doctor of the vessel, there was not the slightest symptom of sickness on board, nor anything likely to produce it, so that I conceive the passengers must have brought the latent infection with them from Germany.

I have only to add that I mentioned in my letter yesterday that there were two medical men on board, I having seen both, but I now find that there was a third, an American gentleman, a cabin passenger, so that no doubt his services would be available also. It must be apparent that if with three medical men, the ship was obliged to put into Halifax for medical assistance, how fearfully badly she would have been off had they only had one, and how totally inadequate to minister to the wants of such a number of sick. Trusting this explanation may be deemed sufficient.

I have, &amp;c.,

(Signed)

ROBERT KERR, Rear Admiral,  
Government Emigration Officer,

Queenstown.

S. WALCOTT, Esq., &amp;c., &amp;c., &amp;c.

(Nova Scotia, No. 28.)

*Downing Street, 25th May, 1866.*

SIR,—

With reference to your Despatch No. 31, of the 26th April, and to mine of the 5th May, No. 23, I have the honor to transmit to you, for your information, the copy of a further Report from the Emigration Commissioners respecting the recent outbreak of cholera on board the "England."

I have the honor to be, Sir,

Your most obedient,

Humble servant.

(Signed) EDWARD CARDWELL.

His Excellency the LIEUTENANT-GOVERNOR of Nova Scotia.

[MR. MURDOCH TO MR. ELLIOT.]

(COPY)

*Emigration Board, 21st May, 1866.*

SIR,—

I have to acknowledge your letter of 8th instant, with a Despatch from the Lieutenant-Governor of Nova Scotia, reporting the departure for New York of the "England," which had put into the port of Halifax with cholera on board, and the number of deaths which had taken place there.

2. The number of deaths Sir F. Williams states at "no less than 200," which, added to 40 deaths which are said to have occurred before the vessel reached Halifax, would make a total of 240 deaths out of 1202 emigrants, equal to a mortality of 20 per cent. I apprehend, however, that the above numbers cannot be taken as absolutely accurate. In addition to the deaths among the emigrants, was the death of Dr. Slayter, the Health Officer of the port, who contracted the disease while in attendance upon the emigrants.

3. Sir W. F. Williams states that the emigrants landed on McNab's Island caused so much trouble that it was necessary to send a detachment of the 17th Regiment to keep them in order, but that several had previously escaped; and that he proposed to obtain the passing of an Act to make such offenders "liable to all the penalties of felony." I think it right to draw attention to this intimation.

4. Sir F. Williams further suggests that the Emigration Officers at Liverpool and Cork should be admonished to do their duty thoroughly. There is no ground for doubting that those officers, and the Medical Inspectors who act under their orders, will do everything in their power to see that emigrants when they embark are in a fit state to proceed on their intended voyages. But in the cases of the "England" and the "Virginia," cholera did not make its appearance till the ships had been at sea five or six days; and it is unnecessary to point out that it is impossible by any medical inspection to discover the disease while in this latent form.

I have, &amp;c.,

(Signed) T. W. C. MURDOCH.

T. FREDERICK ELLIOT Esq., &amp;c., &amp;c., &amp;c.

*Halifax, Nova Scotia, 6th June, 1866.*

SIR,—

Without remarking on the general tone of the despatches from the Emigration Office on my report of the S. S. "England," I will only add in answer to the letter forwarded by your despatch, No. 28, of the 25th ult., that the number who died on board that unfortunate vessel was understated at 240, and has since been ascertained to be 280.

I do not enter into the question of troops and emigrant ships, between which I conceive there is no real comparison, inasmuch as the one embarks in a state of cleanliness, and under perfect discipline, the other totally the reverse; and I consider that the letters of Admiral Kerr and Captain Prior (stating the "England" received a thorough inspection by them) fully bear out the opinion I have expressed as to the culpability of allowing such large shipments of that class of human beings as were placed on board the steamships "England" and "Virginia."

I would therefore respectfully urge that the attention of the Emigration Office be called to this point, and so render to Her Majesty's Government that assistance as will enable them to prevent or modify a recurrence of so fearful a mortality, and the diffusion of such a dangerous and contagious disease.

I have, &c.,

(Signed)

W. F. WILLIAMS.

MR. SECRETARY CARDWELL.

(No. 44.)

*Downing Street, 23rd June, 1866.*

SIR,—

I have the honor to acknowledge the receipt of your Despatch No. 46, of the 7th inst., offering further remarks on the S. S. "England."

The number of emigrants which can be carried in an emigrant ship is regulated by the express provisions of an Act of Parliament, called the Passengers' Act. On the one hand, it is desirable that the number admissible should not be so large as to engender sickness; on the other hand, it is important that it should not be needlessly restricted, lest the price of conveyance be so enhanced as to prohibit the humbler classes from removing to those places where their industry commands the highest remuneration; for this would not be a benefit, but an injury to those classes. Nearly 3½ millions of people have been conveyed from this country to North America in the last 20 years, with, for the most part, a very moderate rate of mortality. This vast experience proves that in ordinary seasons the space provided for emigrants by law is not incompatible with health.

In case of the prevalence of an epidemic disease in the United Kingdom, the Crown possesses certain exceptional powers of reducing the number of passengers, which Her Majesty's Government would be prepared to exercise if they should see sufficient reason. At present, happily, cholera does not prevail as an epidemic in this country. Means have been taken to arrest the transport of emigrants from Germany.

With regard to your allusion to the Emigrant Commissioners, I have merely to explain to you that they have no power to act otherwise than according to law, and that in the present case they have discharged the duty entrusted to them by the law.

I have, &c.,

(Signed)

EDWARD CARDWELL.

His Excellency the LIEUTENANT-GOVERNOR of Nova Scotia.

## APPENDIX No. 10.

### ST. PETER'S CANAL.

*Halifax, N. S. March, 1867.*

SIR,—

I have the honor to submit, for the information of the Legislature, the following Report of the progress which has been made on the St. Peter's Canal, C. B., during the year ended 31st December, 1866.

To expedite this work to the fullest possible extent, tenders for the various services outside of Messrs. Brooks, Foster & Co.'s contract, required for the final completion of the Canal, were called for in May last; and that of Mr. Patrick Purcell being considered by the Government as the most desirable one submitted, it was accepted, and operations were commenced immediately.

The plan thus adopted placed the work in a most favorable position, for by it two contracts were in existence, each so arranged as to offer not the slightest interference with the other; thus materially hastening the progress of the work.

Although Brooks, Foster & Co.'s contract expired in June, their work was not fully completed until December, owing to the difficulties with which they had to contend: they being unable to procure a sufficient force in the early part of the year, and the almost unprecedented rainfall during the summer months precluding the possibility of the work being carried on vigorously, except at a positive loss.

The work laid out by Mr. Perley in 1865, embraced a quantity of 65,000 cubic yards of earth, and 25,000 cubic yards of rock, making a total of 90,000 cubic yards of excavation; but as it was soon found that there would be little or no rock to remove (in the working of which the greatest profit existed), the contractors sought to be relieved of their engagement, and to have their contract modified so that they might not be compelled to excavate more earth than that upon which, as they stated, their tender had been based, viz., 65,000 cubic yards.

This proposal was objected to, as a different opinion of their obligations was entertained, which, upon explanation, they accepted as correct.

The amount of material excavated by them during the year 1866, is 54,253 cubic yards of earth, and 1453 cubic yards of rock, covering an outlay of \$18,770.37.

The total quantity of earth removed under their contract is 93,223 cubic yards, and 1677 cubic yards of rock, embracing an expenditure of \$31,458.05.

In July last a steam pump was placed on the work near St. Peter's Bay, to admit of the under-water excavation being commenced, since which time it has been worked continuously day and night; and early last month a second engine and pump of increased power were added to provide for the discharge of the immense accumulation of water in the pits during heavy rains, and also from the innumerable springs which cover almost every square yard of the Canal.

An average force of 100 laborers, with a proportionate number of teams, has been engaged the whole winter, while as many as 200 men were employed during a portion of the summer and fall; and the contractor has opened two quarries within a few miles of the work, from which stone of a very superior description is obtained for the retaining wall now under construction.

Taking into account the numerous advantages which the Island of Cape Breton must ultimately derive from the possession of so direct a means of communication with the valuable timber lands and coal fields situate on the Bras d'Or Lake, and the fact that the largest class of coasting vessels will make frequent use of the



Canal, I am induced strongly to recommend the propriety of increasing the width of the lock four feet, as I find upon enquiry that the dimensions assumed by Messrs. Talcott & Laurie would accommodate only the smallest class of vessels, and would, if adhered to, render the large expenditure which is annually being made in the construction of this work, of no possible service to that class of vessels which would most require the use of the Canal; while the addition of a few feet to the width, the cost of which would be inconsiderable, compared with the largely increased accommodation which would be afforded, without any additional increase in the depth of water, would enable vessels of large tonnage to pass through the Canal at pleasure.

The following statement will shew the expenditure incurred during the year ended 31st December, 1866.

*Brooks, Foster & Co.'s Contract:*

54,253 cubic yards earth excavated.....	\$17,360 96
1,453 cubic yards rock excavated.....	1,409 41

*P. Purcell's Contract:*

38,565 cubic yards earth excavated.....	\$23,139 00
250 cubic yards stone retaining wall.....	1,250 00
Allowance for pumping, materials delivered, &c.....	1,866 00
Engineering and Superintendence.....	1,502 32
<b>Total.....</b>	<b>\$46,527 69</b>

From the certificates which have been issued in favor of Mr. Purcell, the sum of \$2,625.50, equivalent to 10 per cent., has been retained as security for the due performance of his contract.

I have the honor to be, Sir,

Your obedient servant

ALEXANDER McNAB,

Chief Engineer Public Works.

Hon. CHARLES TUPPER, Provincial Secretary.

## APPENDIX No. 11.

### RAILWAYS—COMMISSIONER'S REPORT.

NOVA SCOTIA RAILWAY,  
*Commissioner's Office, Halifax, October 31st, 1866.*

TO THE HON. THE PROVINCIAL SECRETARY :

SIR,—

I have the honor to submit for the information of His Excellency the Lieutenant-Governor and the Legislature, the following Report upon the operations of the Nova Scotia Railway, for the fiscal year ending 30th September, 1866.

The operations of the year have been marked by an almost entire absence of casualties endangering life or property; and by a considerable increase in the traffic and receipts of the road.

The following in brief is the result of the year's operations :

Total Receipts . . . . .	\$199739 19
Working Expenses .. . . .	165571 89

Net Revenue. . . . .	<u>\$34167 30</u>
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The result of the operations of 1865 stood thus:

Total Receipts . . . . .	\$183953 82
Working Expenses. . . . .	159068 88

Net Revenue. . . . .	<u>\$24884 94</u>
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Increase of Net Revenue 1866 . . . . .	\$9282 36
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It will thus be seen that the gross receipts for 1866 exceed those of 1865 by the sum of. . . . . \$15785 37

While the working expenses have increased . . . . .	6503 01
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Increase of Net Revenue as above .. . . .	<u>\$9282 36</u>
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The Report of the Superintendent of Traffic gives full particulars as regards the various sources from whence the Revenue of the year has been derived, and the improvement which has taken place in each respectively; by which it appears that the percentage of increase in the different branches of traffic has been as follows :

Passenger Traffic. . . . .	8.08
Horses and Waggon do . . . . .	2.04
Freight do . . . . .	<u>9.92</u>

Or an average on aggregate receipts of. . . . . 8.30

Subjoined is a comparative statement of yearly earnings since the opening of the Lines :

1859.	1860.	1861.	1862.	1863.	Nine Months. 1864.	1865.	1866.
\$102877 57	\$112470 92	\$116028 19	\$132699 33	\$144651 34	\$119602 72	\$130739 45	\$195734 26

It will thus be seen that the earnings of 1866 exceed those of 1859 by \$92856 69.

The cost of maintenance and management has been large; but could not well have been less, with a proper regard to the safety and character of the Road.

The condition of the Rolling Stock and Permanent Way will, I am satisfied, compare favorably with any former period, as almost entire freedom from accidents of any kind would seem to indicate.

During the year, 38,386 sleepers have been put into the Road, and at this rate the entire track would be laid anew in about five years. The number of Sidings put in, and the Station Buildings erected at "Enfield" and "Ellershouse," with various other improvements, show the attention which has been given to meet the demands of the year, and the convenience of the public.

The past season having been unusually wet, the expense of clearing out the ditches, and properly draining the Road, was proportionally heavy. Last winter was an unusually trying one for the description of chair or fastening used on the greater portion of the Railway, and on or about the 20th of January last a great number of these chairs were broken in a single night; and a large outlay has been required to replace them. The chair in use on the Nova Scotia Railway is an exceedingly expensive one, and as new rails are laid down, it should be dispensed with for some cheaper fastening, and of a kind better suited to the exigencies of the climate.

Two miles of new rail were ordered from England in August last, and these will be laid down, probably, before the end of the year. When these are laid down, some other fastening will be substituted for the present cumbersome, expensive, and ill-adapted chair.

Somewhat extensive rock excavations have been made during the season at Richmond, and by this means, and by widening the embankment running along the dock, which was done with material excavated, considerable additional space for general purposes of traffic has been gained, which will greatly facilitate the shunting of engines and movement of trains.

There is great need of additional wharf accommodation at Richmond, and it will be indispensable to make provision at an early day for the extension of the present loading wharf across the dock, southerly, nearly to or in line with the wharf upon which the freight or lumber store stands. This would give fair facilities for the shipment of lumber, spars, deals, &c., which are being now largely exported, and which add so materially to the traffic of the Railway.

While referring to this subject, I may state that it will be necessary to provide increased accommodation for freight at Richmond; and various other improvements are demanded in view of the growing traffic of the road, and the prospect of opening the Pictou extension in the ensuing spring.

The Station Buildings are entirely unsuited for present purposes, and some parts of them are scarcely habitable in bad weather. The office of the Superintendent of Traffic is so contracted, and so far from being weather proof that much inconvenience and discomfort are endured. New Station Buildings should be erected without delay.

Gratifying as is the improvement in the receipts of the road from year to year, the increase in the nett revenue derived does not at all correspond. Doubtless this unfavorable feature is largely to be ascribed to the fact that the road is an expensive one to maintain; but there can be no doubt but that a much larger amount could be annually carried to the credit of the road, if the system of management were changed in some important particulars.

A large amount of money has been expended in the construction of our Railways, entailing upon the Province heavy annual payments of interest, and a sound policy, to say nothing about fairness, would dictate that full credit should be given for all the advantages accruing. Instead of this, exactions are made upon the Railway to the extent of thousands of dollars annually, for the performance of a variety of services for the various Departments and general purposes of Government, without the remuneration of a single dollar.

It has been the custom to attempt to show the nature and extent of the services thus performed, and to take credit, therefore, in a form which, however well it may look on paper, certainly never went far in the way of swelling the receipts of the Department.

It may be said that it makes no real difference, as the Railway is a Government one, and it is as well to make use of it in this way as to add directly to the cost of the services enumerated; but on the other hand it may more appropriately be said, that the Railway, if paid for all the work performed, would add ten or fifteen per cent. to its present receipts, and would thus enrich the Provincial Treasury to the same extent that it would be taxed were the system changed; with this additional advantage, that it could then be ascertained to what extent the Department could legitimately swell its receipts, and what percentage of interest it could pay upon the capital invested after meeting working expenses.

It may not be inappropriate to say, in this connection, that some changes in the present tariff are imperatively demanded, as the merest trifle is now received for certain kinds of freight carried, and that too of a description entailing upon the Department a good deal of trouble and expense in its transit. Under the Tariff Regulations which have been in operation for years, a horse, waggon, and driver, are carried over the lines at the same rate charged for a passenger, which between Richmond and Windsor amounts to \$1.35, and between Richmond and Truro to \$1.83. There is neither reason nor justice in this arrangement, and as it is attended with serious loss to the Department, it ought to be at once abolished. The "Horse and Waggon Traffic," as it is called, is highly detrimental to the interests of the Department, but is susceptible of great improvement without serious inconvenience to any interest concerned. There is, however, some apology for that part of it which relates to *loaded teams*, as these are mostly carried for the convenience of those seeking a market for their produce, &c., and some handling of articles is avoided by taking the waggons on the train without unpacking the loads, and some approach to fair rates is made for the weight carried, but no valid excuse can be urged in favor of encouraging persons to encumber the cars with horses and waggons, for the carriage of which little or nothing is received. When the line is opened to Pictou, the "Horse and Waggon Traffic" should be abolished altogether, or so modified as to be fairly remunerative. This can be done without inconvenience or loss to those more immediately interested, as an arrangement can be made with Mr. Fishwick, Express Proprietor, for the transit of produce, merchandize, and other commodities, between the present terminus at Richmond and various parts of the city, and *vice versa*, at a very moderate cost, making it absolutely cheaper, probably, than for parties to bring their own teams, as is now the custom.

#### SEPARATION OF THE FREIGHT AND PASSENGER TRAINS.

The time has now arrived probably when separate "Passenger Trains" should be run, as the public, not without reason, complain of the delays consequent upon the running of mixed trains. This is rendered all the more necessary on the Eastern line in view of the opening of the Pictou Extension in May next, and as it is necessary to run "Special Trains" occasionally on the Windsor Branch in connection with the steamer between Windsor and St. John, N. B., the additional expense of running regular Passenger Trains on the "branch" would not be very great.

I am not prepared to advise the adoption of this course from purely economical considerations, although something would be gained by reducing the speed of the *mixed trains*. But some deference is due to the spirit of the times, and if some pecuniary sacrifice were made an equivalent would doubtless be gained in the satisfaction given to the public at large; dispatch being the great desideratum of the day.

I am happy to say that the subject of the "Mail Service," referred to in last year's Report, is likely to be satisfactorily adjusted with the Post Master General, when fair remuneration will be received for the service performed.

The number of passengers carried over the lines during the year was . . .	137759
Members of the Legislature . . . . .	186
Militia and Volunteers . . . . .	6248
The Army . . . . .	1575
School Teachers . . . . .	320
Emigrants . . . . .	143
Holders of Season Tickets . . . . .	3302
	149533
Besides these, 11420 Teamsters were carried <i>free</i> . . . . .	11420
	160953
Making in all . . . . .	160953

There were 70287 tons of freight moved in 1866, as compared with 62503 tons for 1865. The number of miles run by locomotives in 1866, was 185,753 miles; as compared with 179261 miles for 1865.

### WOOD CONTRACT WITH MR. HYDE.

Near the close of last season, a contract was entered into with Hiram Hyde, Esq., to supply the Department with wood for the term of five years, dating from the first of April, 1866.

The terms of this contract are such as will I think result in advantage both to the Department and Contractor, for although something more per cord is paid for the wood under this contract than heretofore, yet provision is made not only for a better quality of wood, but for keeping it housed; and Mr. Hyde is bound to keep on hand, after the first year, at least eight month's supply ahead, by which seasoned instead of green wood will be secured. Mr. Hyde is also obliged to furnish shed accommodation for four month's supply at his own expense: moreover I think Mr. Hyde will take a pride in serving the Department faithfully. There is nothing connected with the Department which has caused so much annoyance and trouble as the wood.

Unaccountable deficiencies have invariably been found, when stock has been taken, notwithstanding the attention from time to time given to the subject.

But such precautions have now been taken, and such vigilance will hereafter be exercised as will I trust prevent a recurrence of this unsatisfactory state of things.

The Tables appended to the Secretary and Accountant's Report, (Appendix A,) show fully the disbursements of the year on Revenue, Construction, and Pictou Extension Services.

Referring to the latter account, the expenditure up to the end of September, 1866, was . . . . . \$1,000,571 46

The Tables attached to Report of Superintendent of Traffic, Appendix B, give full details regarding description of freight moved over the lines, and the places from whence shipped.

The Report of Locomotive Superintendent, Appendix C, gives full particulars regarding renewals and repairs of Rolling Stock; and the Tables attached thereto give the aggregate number of miles run by the different locomotives during the year, the cost of the various kinds of stock consumed, and other particulars connected with the Department under his control.

The Road Inspector's Report, Appendix D, gives full particulars regarding the upholdence and condition of the Permanent Way, the number of new sidings put in, and also the number of miles of fencing erected and repaired, &c.

On page 13 of the Report of last year, reference is made to two Box Freight and three Platform Cars, purchased in New Brunswick, which, for the time being, were charged to Suspense Account: these have since been taken for revenue purposes, and charged accordingly. These Cars cost \$3,120.06, and of course the Rolling Stock has been replenished in connection therewith to this extent.

While these and other additions made to the equipment of the Road, during the year, have put the Department in a better position to meet the requirements of the increasing traffic, it should not be forgotten that this has been done at the expense of *revenue*, and credit accorded to the earnings of the Road accordingly.

With the increasing receipts of the line, it would be easy to show a larger *net revenue* if less regard were paid to the equipment of the line; but as this would be a hurtful policy in the end, I have not felt at liberty to allow any neglect in this respect.

Considerable expense has been incurred during the year in painting and varnishing several of the Passenger Cars, and other portions of the Rolling Stock, but this will prove to have been true economy in the end.

A new car shop is much needed at Richmond, and should be built during the ensuing season. When this is done every description of Car required on the line, first-class Passenger Cars as well as others, can be got up in as good style as any that could be imported, and at less cost; thus contributing also to the credit of the Province, and the encouragement of native industry and skill.

### PICTOU EXTENSION.

In the Report submitted to the Government in 1864, by Sandford Fleming, Esq., Chief Engineer for the time being, the amount of Rolling Stock required, in addition to the equipment of the existing Railway, is reported to be as follows:

Three Locomotive Engines; Four First-class Cars; Four Second-class Cars; Twelve Freight Cars; Six Cattle Cars; Four Horse Cars; Forty Platform Cars; Two Snow Ploughs.

In July last an engagement was entered into with the "Canadian Engine and Machinery Company," Kingston, C. W., for the supply of three Locomotives for this service; one to be delivered before the close of navigation this Fall, and the other two on the opening of navigation in the Spring. These Engines are to be made agreeably to specification furnished by our Locomotive Superintendent, and the material and workmanship are to be of the best description.

Two first-class Passenger Cars, of improved build, were ordered about the same time from the celebrated manufacturing establishment of Mr. Bradley, Worcester, Mass., and these I expect will be delivered during the present autumn.

Two second-class Cars, six Box Freight Cars, and forty-one Platform Cars, have been built at Richmond during the season for Pictou Extension, and two more second-class Cars, for the same service, are in course of construction.

Two additional first-class Passenger Cars, six Freight Cars, six Cattle Cars, and four Horse or Cattle Cars, are still to be built for Pictou Extension, and these it is proposed to construct at Richmond between this and the ensuing spring, or early part of summer.

With the view of being fully prepared for building all the various classes of Cars required for the Pictou Extension, and the existing Railway, large quantities of the best descriptions of lumber have been accumulated at Richmond during the past two years, and all being now well seasoned, we are in a position to build the cars required with great advantage to the Department.

The Blacksmith's shop, erected at Richmond last year, has been of incalculable value in connection with the extensive works carried on during the past season.

On the 29th of December last a Locomotive with some Platform Cars attached, passed over that portion of the line between New Glasgow and Fisher's Grant, but it did not appear to me expedient to incur the expense of transporting suitable Rolling Stock to operate this section of the Road before the ensuing spring. But I am happy to state that that portion of the line between Truro and West River, a distance of *twenty-one miles*, will probably be opened for traffic by the end of 1866, and the entire line by the end of May, 1867,—*strictly in accordance with the terms of the contract.*

The vigour with which the works on the Pictou extension have been pushed on by Mr. Fleming, the contractor, reflects upon him the highest credit, and the more

so, in consequence of the very unfavorable nature of the weather during almost the entire season. I may with great propriety add, that the work appears to have been done irrespective of expense, and the utmost pains taken to have the work performed in the most satisfactory manner. I here venture the opinion that the Road, when completed, as to material and workmanship, will be one of the best, if not *the* best, in British North America, or on this Continent; and whatever might have been the misgivings of some, when the contract was first known to have been let to Mr. Fleming, I am satisfied that the result will fully vindicate the course adopted by the Government, by which the public will not only secure a *good* Road, but the use thereof, one year at least, in advance of the time when it could have been completed under other circumstances.

From present indications I am of opinion that this line will be made available, immediately on its completion, for the transit of large quantities of flour from Canada, in connection with a line of steamers running between Montreal and ports in the Gulf of St. Lawrence.

Through the enterprising exertions of C. J. Brydges, Esq., Manager of the G. T. Railway, a line of steamers is likely to be immediately established between Portland and St. John and Halifax, and through this medium large quantities of flour will be brought to Halifax and St. John; but it is not at all unlikely that advantages will accrue, both as regards cheapness and despatch, in shipping flour from Montreal to Halifax and St. John, via Pictou and Shediac, in preference to shipping via the Grand Trunk to Portland, and thence to the places named.

The cost of shipping flour by the latter route, will, I believe, be about 65 cents per barrel; if shipped to Pictou and Shediac, it will be laid down at either of these places from Montreal for about 30 cents per barrel, and shipped to its destination per Rail, from Pictou and Shediac, for 25 cents or thereabouts; this would give a preference to the latter route, at least while navigation remains open, in the way of cost, of about 10 cents per barrel, and the despatch would, undoubtedly, be greater.

It is believed that the Pictou Railway will be the means of attracting to Halifax more of the trade from P. E. Island and other places in the Gulf of St. Lawrence; it will also give nearly all the eastern part of the Province easy access to the Capital, which must be attended with many advantages.

A steamer plying regularly between Pictou and different ports in the "Gulf" would greatly facilitate business and travel in connection with the Railway, and will probably be found indispensable.

#### THE COAL FIELDS OF PICTOU COUNTY.

Lying in close proximity to the Railway, and only eight or nine miles from the eastern terminus of the line, are almost inexhaustible supplies of Coal, which will ensure, at an early day, an extensive and permanent traffic to this section of the Railway, and to some extent, to the entire line to Halifax; for doubtless considerable quantities of Coal will be sent to Halifax for domestic purposes, and, probably, during a considerable portion of the year for foreign shipment.

Large quantities of Coal are now annually raised by the Mining Association, and shipped over their own Railway to a point called the "Loading Ground," on the western side of Pictou Harbor; but when the Pictou line is completed, some portion of this traffic will probably be transferred to the Pictou line.

Several other wealthy and enterprising companies are contemplating the working of mines recently discovered, so soon as the Railway and facilities for shipping are completed, and it is extremely probable that, on this portion of the line, there will soon be as much traffic as the line can well accommodate, and even more; and it is to be regretted that provision was not made in the first place for a "double track," as it is not at all unlikely that this will ultimately be required.

With a view of accommodating the extensive traffic likely soon to grow up on this end of the line, a large area of land has been taken by the Government at Fisher's Grant, a considerable portion of which will probably be leased at a

nominal rent to the companies above referred to, for the erection of wharves and other facilities for carrying on their respective operations, and the remainder for general traffic purposes.

It is contemplated to extend the Government wharf at the terminus below Fisher's Grant, so as to ensure a depth of twenty-one feet of water for vessels engaged in the coal or any other freighting business; and for nearly eight months of the year, vessels of large size may here ply their trade with both safety and despatch.

A suitable steamer will ply upon the harbor as soon as the line is opened, and every pains will be taken to meet the general requirements of the traffic.

#### WINDSOR AND ANNAPOLIS AND NEW BRUNSWICK RAILWAYS.

I regret to say that owing to the financial panic which occurred in England during the early part of the present season, under which several of the most noted railway firms succumbed, and which spread general distrust throughout monetary circles in England and on the Continent, the parties who contracted to build the Windsor and Annapolis Railway were unable to fulfill their agreement, and although they were anxious, I believe, to retain the contract, it was taken out of their hands, with a view of entering into an engagement with other parties better able to proceed with the undertaking.

During the early part of the season, the rate of interest at the Bank of England ruled as high as 10 per cent., which precluded the raising of money for almost any enterprise whatever, consequently no new contract could be immediately made for the prosecution of this important undertaking.

The Hon. Provincial Secretary, and other members of the Government, who have been in London since July last, on other important business, have been indefatigable in their exertions on behalf of this line, and monetary affairs having become comparatively easy again, the strongest assurances are given that an arrangement will soon be made under which the work will be begun, in the early part of the ensuing season.

I think I may say this: that the people in the western part of the Province may *rely* upon some means being found to push on the work with vigour during the ensuing year. The Government is virtually committed to the undertaking, and will not see it abandoned.

During the season a commencement was made on a portion of the line from Truro to the border of New Brunswick, but operations ceased after a few weeks, and the work has not since been resumed, nor is it probable that it will be, now that the construction of the "Intercolonial" is likely to be soon accomplished. As this section of the Road will form a part of the "Intercolonial," its abandonment affords no cause for serious regret.

Surveying their present position, the people of this Province have cause to congratulate themselves upon the prospect of an early fulfillment of their hopes and expectations, as regards Railway facilities, by which both local and general interests will be largely subserved.

With the Pictou Line tapping the waters of the Gulf of St. Lawrence, and thus bringing not only the eastern parts of our own Province, but the Island of Prince Edward, and indeed all the "Gulf" Ports within easy reach of the Capital; with the Line extended west through the "smiling vales" of Kings and Annapolis, to the good old town of "Port Royal," thus bringing the extreme western part of the Province within a day's journey of Halifax, and with the "Intercolonial" binding the three Provinces of Canada, New Brunswick, and Nova Scotia, together, socially, politically, and commercially, and furnishing a means of mutual protection and defence; our future prospects compare most favorably with those of other countries of similar population and extent.

I have the honor to remain, Sir,

Your Obedient Humble Servant,

A. LONGLEY.



## APPENDIX A.

HALIFAX, N. S., 31st October, 1866.

SIR,—

I beg to submit my Annual Report of the operations of the Nova Scotia Railway for the fiscal year ending 30th September, 1866, accompanied with the following Balance Sheets, Accounts, and Abstracts :

## 1st.—REVENUE SERVICE.

- A 1. Balance Sheet.
- A 2. Revenue Account, with Abstracts.
  - (1.) Locomotive Power.
  - (2.) Merchandize and Passenger Cars.
  - (3.) Maintenance Way and Buildings.
  - (4.) General Charges.
- A 3. Comparative Statement of Locomotive Power.
- A 4. " Merchandize and Passenger Cars.
- A 5. " Maintenance Way and Buildings.
- A 6. " General Charges.
- A 7. Quarterly Summary of Receipts and Expenses.

## 2nd.—CONSTRUCTION SERVICE.

- A 8. Balance Sheet.
- A 9. Capital Account.

## 3rd.—EXTENSION OF RAILWAYS FROM TRURO TO PICTOU.

- A 10. Balance Sheet.
- A 11. Expenditure on Extension to Pictou, with Abstracts.
  - (a) Engineering.
  - (b) Roadway and Works.
  - (c) Permanent Way.
  - (d) Rolling Stock.
  - (e) Station and Water Service.
  - (f) Sundry Services.
  - (g) General Expenses.
- A 12. Statement of Supplies on hand.

The detailed Quarterly Accounts of the Expenditure on the several services above enumerated, accompanied with the vouchers, have been rendered to the Hon. the Financial Secretary, as the Law directs.

## REVENUE SERVICE.

It will be observed, on referring to this service, that there has been an increase in the total gross receipts from all sources, as compared with 1865, of \$15785 37  
 An increase in the working expenses during same period of. . . . . 6503 01

Showing an increase in the total nett Revenue over 1865, of. . . . . \$9282 36

The gross receipts from all sources as compared with 1865, show an increase of 8.58 per cent. ; the working expenses an increase of 4.09 per cent. expended in earning an increase of revenue as above stated of 8.58 per cent.

The per centage of Working Expenses on the total gross Receipts, is 82.89 per cent., as compared with 86.47 for 1865.

The following table will show the increases and decreases on the several services as compared with 1865 :

Particulars.	Increase.	Decrease.
Locomotive Power . . . . .	\$6170 41	
Mercandize and Passenger Cars . . . . .	6603 08	
Maintenance Way and Buildings . . . . .	.....	\$7671 10
General charges . . . . .	1475 37	
	14248 86	
	7671 10	
Supplementary Account . . . . .	6577 76	
	74 75	
	6503 01	

The increase in Locomotive power is caused principally by the charge of a deficiency in Firewood stock being made to this account, and partly by the increased cost of the materials used, and work performed for this service.

The increase in Merchandize and Passenger Cars Service is owing chiefly to the additions that have been made to the Rolling Stock, and charged to the Renewal Account during the past year for new Platform and Box Freight Cars.

It will be seen on referring to the Maintenance Way and Buildings, that there is a decrease in the cost of this service of \$7671.10.

The cost per mile for maintaining the Permanent Way for 1866 is . . . \$631 55  
 For 1865 . . . . . 714 26

Showing a decrease per mile, as compared with 1865, of . . . . . \$82 71  
 Or about 11.50 per cent.

The following table will show the operations of the road from 1864 to 1866, both inclusive :

Specification.	12 Months ending 30th Sept., 1864.	12 Months ending 30th Sept., 1865.	12 Months ending 30th Sept., 1866.
Receipts from all sources . . . . .	\$164800 99	\$183953 82	\$199739 19
Working expenses* . . . . .	134698 78	159068 88	165571 89
	\$30102 21	\$24884 94	\$34167 30

The books and accounts of the Storekeeper, Mr. Jones, have been examined and found correct, and stock taken of all supplies on hand at 30th September, as per statement (A 12).

CONSTRUCTION SERVICE.

It will be seen on referring to Capital Account (A 9) that there has been received from

The Hon. Receiver General to 30th September, 1866 . . . . . \$4,310,891 15  
 And expended to do . . . . . 4,332,587 73

Showing a balance of over expenditure of . . . . . \$21,696 58  
 Accounted for in Balance Sheet (A 8).

Large expenditures have been made in connection with this service, for new Sidings and Station Accommodation, principally at Richmond, Ellershouse, and Enfield Stations.

\*Including Supplementary Account.

## EXTENSION OF RAILWAYS FROM TRURO TO PICTOU.

The account in connection with this service (A 11), with abstracts annexed, shows that there has been received from

The Hon. Receiver General to 30th September, 1865.....	..	\$241,015 04	
Do.	do.	1866.....	\$00,916 60
			<hr/>
			\$1,041,931 64
And expended to 30th September, 1865.....	\$270,590 75		
Do.	do.	1866.. .....	729,980 71
			<hr/>
			1,000,571 46
Leaving balance unexpended of... ..			\$41,360 18
Accounted for in Balance Sheet, (A 10).			

I am, Sir,

Your obedient servant,

THOMAS FOOT,

Secretary and Accountant.

A. LONGLEY, Esq.,  
Chief Commissioner of Railways.

**REVENUE SERVICE.**

(A 1.)

**BALANCE SHEET.**

Cr.

DR.		Cr.	
Receiver General's General Account. ....	\$ 165384 47	Revenue Account, 1866. ....	\$ 34167 30
Firewood. ....	\$ 3725 57	Revenue General Account. ....	154863 22
Coal. ....	1185 11	Construction Ledger. ....	2452 22
Oil (Lubricating) . . . . .	812 47	E. W. Dimock. ....	886 29
Oil (Illuminating) . . . . .	73 45	Ledger Extension . . . . .	2399 99
Tallow. ....	273 75	W. Fenerty . . . . .	110 70
Waste . . . . .	529 95	C. Mott. . . . .	66 00
Sleepers. ....	712 55	Rents due on Line. ....	5 39
Road . . . . .	682 31	A. Forbes. ....	16 00
Tickets. ....	430 85	Bank. ....	5936 59
Traffic Superintendent. ....	27907 86		10228 18
Wood Contractor, Stillwater—N. Spence. ....	603 44		
Do. Windsor—F. Ellershausen. ....	588 71		
H. Hyde. ....	1128 60		
G. Brown . . . . .	149 88		
J. Fielding . . . . .	15 62		
J. Adams. ....	50 00		
W. S. Symonds. ....	73 37		
B. McNutt. ....	40 98		
O. E. Harding. ....	1 88		
Board of Works. ....	6 00		
W. U. Jones. ....	30 00		
Hosierman & Cooper . . . . .	66 75		
John Stairs . . . . .	2 00		
John Hunter. ....	131 71		
D. Harvey . . . . .	9 00		
Cash. ....	79 01		
	30884 81		
	\$ 204695 29		\$ 188530 52

E. E. 30th September, 1866.

THOMAS FOOT.

\$ 204695 29

(A 2.)  
REVENUE ACCOUNT.

DR.	Twelve Months ending 30th September, 1865.	EXPENDITURE, 1865.	Twelve Months ending 30th September, 1865.	Receipts, 1865.	Twelve Months ending 30th September, 1865.	Cr.
	\$ 47803 55		\$ 53973 96		\$ 180739 45	
	33446 30	Locomotive Power . . . . . (Abstract 1)	40049 38			
	66247 96	Merchandise and Passenger Cars. . . . . " 2	58576 86			
	11496 32	Maintenance Way and Buildings. . . . . " 3	12971 69			
	<u>158994 13</u>	General Charges. . . . . " 4	<u>\$ 165571 89</u>			
	74 75	Supplementary Account . . . . .	165571 89			
	159068 88	Balance Nett Revenue. . . . .	34167 30			
	24884 94		<u>\$ 199739 19</u>			
	<u>\$ 183953 82</u>					
					3214 37	
					<u>\$ 183953 82</u>	
						4004 93
						<u>\$ 199739 19</u>

Per centage of working expenses on gross receipts, 1865. . . . . 86.47

Per centage of working expenses on gross receipts, 1866. . . . . 82.89

THOMAS FOOT.

**Abstract I.**  
**LOCOMOTIVE POWER.**

PARTICULARS.	Quarter ending 31st December, 1865.	Quarter ending 31st March, 1866.	Quarter ending 30th June, 1866.	Quarter ending 30th Sept., 1866.	TOTAL.
Wages of Drivers, Firemen, and Cleaners.....	\$ 1988 58	\$ 1861 72	\$ 1988 77	\$ 1941 78	\$ 7780 80
Firewood consumed in running.....	4608 70	4845 36	4398 66	6714 53	20067 25
Oil.....	590 78	606 87	505 96	411 75	2115 36
Tallow.....	181 45	178 20	179 50	246 07	785 22
Waste.....	197 47	184 50	180 60	199 08	761 65
Salary of Locomotive Superintendent, Clerks, and Office Expenses.....	499 98	399 99	426 19	399 99	1726 15
Materials for repairing Engines and Tenders, including packing.....	1654 32	783 97	707 56	3193 75	6339 60
Wages for repairing Engines and Tenders.....	1643 72	1791 33	1754 40	1493 29	6682 74
Work not done by Railway for do. ....	427 86	690 31	102 41	169 15	1389 73
Repairs to Machinery, Workshops, and Engine Houses.....	558 13	478 93	220 13	490 21	1687 40
Repairs and renewals of Tools, Lamps, &c.....	645 30	202 32	181 46	697 41	1726 49
Water-pumping, Wooding-up, Wood Shed, Pump and Tank Repairs.....	639 33	525 93	500 73	725 63	2391 62
Miscellaneous.....	193 74	163 19	83 04	79 98	519 95
	\$ 13829 31	\$ 12212 62	\$ 11229 41	\$ 16702 62	\$ 53973 96

Per centage on Gross Receipts.....27.02

Abstract 2.  
MERCHANTIZE AND PASSENGER CARS.

PARTICULARS.	Quarter ending 31st December, 1865.	Quarter ending 31st March, 1866.	Quarter ending 30th June, 1866.	Quarter ending 30th Sept., 1866.	TOTAL.
Wages of Conductors, Brakemen, Porters, &c.....	\$ 2713 05	\$ 2684 55	\$ 2883 37	\$ 3047 50	\$ 11328 47
Oil consumed for packing.....	116 17	143 96	64 85	137 63	462 61
Waste.....	59 54	11 27	32 45	13 95	117 21
Traffic Superintendent's salary, Clerks, and Office expenses.....	610 20	651 77	618 84	657 51	2538 32
Salaries of Station Masters and Freight Agents.....	1465 52	1538 31	1542 74	1533 00	6079 57
Materials, &c., for repairing Cars.....	1150 67	498 94	692 99	1648 72	3991 32
Wages for do.....	1016 17	739 12	779 22	823 09	3357 60
Work not done by Railway for ditto.....	120 00	651 00	434 10	42 40	1247 50
Repairs to Workshops, and repairs and renewal of Tools, Lamps, &c.....	51 40	37 80	24 86	58 82	172 88
Small Stores used on the Trains.....	117 23	68 81	109 35	162 76	458 15
Fuel.....	89 11	139 24	19 98	.....	248 33
Wages to Switchmen, Signalmen, &c.....	89 70	119 40	167 80	193 35	570 25
Drawbacks and Overcharges on Goods forwarded, and Tickets refunded.....	210 03	44 20	123 01	624 31	1001 55
Miscellaneous.....	137 36	50 60	241 24	49 75	479 04
Platform Cars, renewal of.....	7946 15	7379 06	7734 80	8992 79	32052 80
Box Freight Cars, do.....	4249 43	.....	.....	2366 26	6616 69
.....	.....	.....	.....	1380 89	1380 89
.....	12195 58	7379 06	7734 80	12739 94	40049 88

Per centage on Gross Receipts..... 20.05

**Abstract 3.**  
**MAINTENANCE OF WAY AND BUILDINGS.**

PARTICULARS.	Quarter ending 31st December, 1865.	Quarter ending 31st March, 1866.	Quarter ending 30th June, 1866.	Quarter ending 30th Sept., 1866.	TOTAL.
Maintenance of Way, by Section.....	\$ 8269 69	\$ 4722 12	\$ 5912 28	\$ 5626 70	\$ 24530 88
Repairs of Fencing.....	1978 14	129 54	836 34	1373 78	4312 80
Salaries Inspectors and Road Masters.....	512 01	508 01	516 01	512 01	2048 04
Chairs, Spikes, Sleepers, &c.....	2300 99	2345 20	6613 84	9138 99	20994 02
Small Stores.....	31 71	27 21	29 69	56 73	145 84
Repairs and Renewal of Tools.....	177 47	205 58	198 95	303 94	885 94
Repairs to Stations, Wharves, Buildings, and Platforms.....	1410 25	253 32	398 86	673 81	2736 24
Repairs of Bridges, Culverts, and Cattle Guards.....	201 23	13 50	284 29	1031 84	1530 86
Clearing snow and ice.....	40 60	1323 78	.....	.....	1364 38
Miscellaneous.....	331 05	47 60	31 53	218 18	628 36
	15248 14	9575 86	14821 79	18931 07	58576 86

Per centage on Gross Receipts.....29.33



Abstract 4.

GENERAL CHARGES.

PARTICULARS.	Quarter ending 31st December, 1865.	Quarter ending 31st March, 1866.	Quarter ending 30th June, 1866.	Quarter ending 30th Sept., 1866.	TOTAL.
Salaries of Commissioner, Secretary, Accountant, Clerks, and Office expenses	\$ 1322 60	\$ 1173 54	\$ 1170 20	\$ 1204 82	\$ 4871 16
Printing, Advertising, and Tickets	525 72	29 49	857 24	905 88	2318 33
Books and Stationery	304 34	232 96	114 00	105 64	756 94
Damages to men, and loss of animals and goods	153 61	157 91	286 29	72 03	669 84
Station Watchmen	190 16	179 16	176 96	223 07	769 35
Fuel, Oil, Light, and incidental expenses at Stations	425 08	515 89	207 70	411 96	1560 63
Telegraph operation	325 33	242 96	178 95	304 99	1052 23
Miscellaneous	121 85	67 84	714 10	69 42	973 21
	3368 69	2599 75	3705 44	3297 81	12971 69

Per centage on Gross Receipts.....6.49

(A 3.)  
**COMPARATIVE STATEMENT—LOCOMOTIVE POWER.**  
*For Twelve Months ending 30th September, 1865 and 1866.*

PARTICULARS.	Twelve Months ending 30th September, 1865.		Twelve Months ending 30th September, 1866.		Increase.	Decrease.
Wages of Drivers, Firemen, and Cleaners .....	\$7865 86	\$7780 80				\$85 06
Firewood consumed in running .....	13314 42	20067 25			\$6752 83	
Oil .....	1787 57	2115 36			327 79	
Tallow .....	731 75	785 22			53 47	
Waste .....	871 37	761 65				
Salary Locomotive Superintendent and Clerks .....	2153 75	1720 15				109 72
Materials, &c., for repairing Engines and Tenders, including packing .....	5864 46	6339 60				427 60
Wages for repairing Engines and Tenders .....	7722 92	6682 74				1040 18
Work not done by Railway for do. ....	563 67	1389 73			826 06	
Repairs to Machinery, Workshops, and Engine Houses .....	1642 20	1687 40			45 20	
Repairs and renewals of Tools, Lamps, &c. ....	1344 46	1723 49			382 03	
Water-pumping, Wooding-up, Wood Shed, Pump and Tank Repairs .....	2458 72	2391 62				67 10
Miscellaneous .....	1482 40	519 95				962 45
	47803 55	53973 96			8862 52	2692 11
					2692 11	
					6170 41	

THOMAS FOOT.

(A 4.)  
**COMPARATIVE STATEMENT—MERCHANDIZE AND PASSENGER CARS.**

*For Twelve Months ending 30th September, 1865 and 1866.*

PARTICULARS.	Twelve Months ending 30th September, 1865.		Twelve Months ending 30th September, 1866.		Increase.	Decrease.
Wages of Conductors, Brakemen, Porters, and Shunters . . . . .	\$10046 04	\$11328 47	\$1282 43		\$104 18	
Oil consumed for packing . . . . .	566 79	462 61			6 40	
Waste do. . . . .	123 61	117 21				
Traffic Superintendents' salary, Clerks and Office expenses . . . . .	2143 97	2538 32	394 35			
Salaries of Station Masters and Freight Agents . . . . .	5431 93	6079 57	647 64			
Materials, &c., for repairing Cars . . . . .	4886 26	3991 32				894 94
Wages do. . . . .	3502 85	3357 60				145 25
Work not done by Railway for do. . . . .	340 24	1247 50	907 26			
Repairs to Workshops, and repairs and renewal of Tools, &c. . . . .	244 29	172 88				71 41
Small Stores used on the Trains . . . . .	349 40	458 15	108 75			
Fuel do. . . . .	271 09	248 33				
Wages to Switchmen and Signalmen . . . . .	694 90	570 25				22 76
Drawbacks and overcharges on Goods forwarded and Tickets refunded . . . . .	887 79	1001 55	113 76			124 65
Miscellaneous . . . . .	570 46	479 04				91 42
			3454 19		1461 01	1461 01
Platform Cars, renewals of . . . . .	30059 62	32052 80	1993 18			
Box Freight Cars do. . . . .	3386 68	6615 69	3229 01			
		1380 89	1380 89			
	83446 30	40049 38	6603 08			

THOMAS FOOT.

(A 5.)  
**COMPARATIVE STATEMENT — MAINTENANCE WAY AND BUILDINGS.**  
*For Twelve Months ending 30th September, 1865 and 1866.*

PARTICULARS.	Twelve Months ending 30th September, 1866.		Twelve Months ending 30th September, 1865.	Increase.	Decrease.
	Twelve Months ending 30th September, 1866.	Twelve Months ending 30th September, 1865.			
Maintenance Way by Section .....	\$ 23199 84	\$ 24530 88		\$ 1331 04	\$ 4730 76
Extra Maintenance .....	4730 76	.....		.....	7877 51
Repairs of Fencing .....	12190 31	4312 80		.....	3 98
Salaries Inspector and Road Masters .....	2052 02	2048 04		.....	
Chairs, Spikes, Sleepers, &c. ....	19250 62	20394 02		.....	
Small Stores .....	135 87	145 34		1143 40	
Repairs and Renewals of Tools .....	808 45	885 94		9 47	
Repairs to Stations, Wharves, and Platforms .....	1366 04	2736 24		77 49	
Repairs to Snow Ploughs .....	0 62	.....		1370 20	
Repairs of Bridges, Culverts, and Cattle Guards .....	1031 55	1530 86		.....	0 62
Clearing snow and ice .....	1045 15	1364 38		499 31	
Miscellaneous .....	436 73	628 36		319 23	
				191 63	
	\$ 66247 96	\$ 58576 86		\$ 4941 77	\$ 12612 87
					4941 77
					\$ 7671 10

THOMAS FOOT.

(A 6.)  
**COMPARATIVE STATEMENT OF GENERAL CHARGES.**  
*For Twelve Months ending 30th September, 1865 and 1866.*

PARTICULARS.	Twelve Months ending 30th September, 1865.		Twelve Months ending 30th September, 1866.		Increase.	Decrease.
	\$		\$			
Salaries Commissioner, Secretary, Accountant, Clerks, and Office Expenses .....	4873	66	4871	16	497	50
Printing, Advertising, and Tickets .....	239	41	2318	33	78	92
Books and Stationery .....	1014	88	756	94		
Damages to Men, and loss of Animals and Goods .....	664	93	669	84		
Station Watchmen .....	703	94	769	35	4	91
Fuel, Oil, Light, and incidental expenses at Stations .....	1483	51	1560	63	65	41
Telegraph Operation .....	746	29	1052	23	77	12
Miscellaneous .....	269	70	973	21	305	94
					703	51
	11496	32	12971	69	1733	31
					257	94

THOMAS FOOT.

(A 7.)  
**QUARTERLY SUMMARY OF RECEIPTS AND EXPENSES.**  
*For Twelve Months ending 30th September, 1866.*

QUARTER ENDING	Receipts from all Sources.	Expenses.	Balance Nett Revenue.
31st December, 1865.....	\$ 52701 50	\$ 44641 72	\$ 8059 78
31st March, 1866.....	36300 72	31767 29	4533 43
30th June, 1866.....	54066 98	37491 44	16575 54
30th September, 1866. ....	56669 99	51671 44	4998 55
	\$ 199739 19	\$ 165571 89	\$ 34167 30

THOMAS FOOT.

**CONSTRUCTION SERVICE.**

(A 8.)

Dr.	CONSTRUCTION BALANCE.	Cr.
Capital Account.....	\$ 21696 58	Bank .....
Revenue Ledger.....	2452 22	
Ledger Extension.....	480 00	
John Fielding.....	160 00	
Ice Company, Rocky Lake.....	106 05	
Cash.....	89 77	
	<hr/> \$ 24984 62	<hr/> \$ 24984 62

E. E. 30th September, 1866.

THOMAS FOOT.

(A 9.)  
CAPITAL ACCOUNT.

DR.		CR.
1865.		
Sept. 30.	To amount expended per last Report.....	\$4310507 15
1866.		
Sept. 30.	Richmond.....	\$3471 52
	Wickwire's.....	511 17
	Rocky Lake.....	327 57
	Germentown.....	258 17
	Co-bequid Road.....	230 81
	Beaver Bank.....	137 55
	Sundry Sidings.....	284 28
	Richmond—New Blacksmith's shop.....	5221 07
	Deepening Reservoir.....	1698 78
	Machinery.....	794 89
	Enlarging Station Accommodation.....	156 25
	Wharf Extension.....	196 28
	Coal Shed.....	22 31
	Sundries.....	42 97
		139 50
		3050 98
STATION SERVICE.	Windsor June.—Platform and new road to Mines.....	141 51
	Stillwater—Sundries.....	119 78
	Ellershouse—Station Buildings and Platform.....	1470 19
	Polly Bog—Sundries.....	176 62
	Rocky Lake—Sundries.....	130 00
	Enfield—Station Buildings and Platform.....	1406 16
	Oakfield—Sundries.....	18 40
	Shubenaecadie—Sundries.....	49 35
	Engines.....	6562 99
ROLLING STOCK.	Box Freight Cars.....	1042 87
GENERAL EXPENSES.	Printing and Advertising.....	151 26
	Miscellaneous.....	14 25
SUNDRY SERVICES.	Road Crossings and Cattle Guards.....	9 50
	Pier at Fattsborough.....	47 25
		75 10
		122 32
		13127 26
	Less per credit account.....	\$432634 41
		46 68
		\$4332587 73
	Balance over expenditure.....	\$ 4310891 15
		21696 58
		\$ 4332587 73

THOMAS FOOT.



(A 10.)  
EXTENSION FROM TRURO TO PICTOU.

BALANCE SHEET.			
DR.	CR.		
New Brunswick Railway Survey.....	\$ 10100 39	Extension from Truro to Pictou .....	\$ 41360 18
Revenue Ledger.....	2399 99	Construction Ledger .....	480 00
Annapolis Survey .....	4707 97	George Lang.....	0 40
Telegraph Construction .....	11 02	S. Morton, Lumber Cont.....	234 60
Sandford Fleming, Contractor.....	3443 27	F. Curry, Lumber Cont.....	144 67
Interest.....	31 41	Bank .....	35773 23
Bills receivable.....	1047 00		
General Stock .....	37866 08		
Whitney, Bridges & Stearns, Boston.....	3233 00		
Suspense Account .....	3665 91		
W. U. Jones.....	50 00		
D. Sutherland, Fencing Cont. No. 1.....	877 25		
W. H. T. Sumner.....	404 41		
W. M. Dimock, Cont. Car Building.....	600 00		
D. H. Murray, Fencing Cont.....	286 56		
Black Bros. & Co.....	5000 00		
Eliot National Bank, Boston.....	4260 00		
Cash.....	8 82		
	<u>\$ 77993 08</u>		<u>\$ 77993 08</u>

E. E. 30th September, 1866.

THOMAS FOOT.

(A 11.)

Dr.	EXTENSION FROM TRURO TO PICTOU.	Cr.	
1865. Sept. 30.	To amount expended per last Report... \$ 270590 75	1865. Sept. 30.	By amount received from Honorable Receiver General, per last Report... \$ 241015 04
1866. Sept. 30.	To Engineering (Abstract a) ... \$21697 26 Roadway and Works (b) ... 622399 81 Permanent Way.....(c) ... 24976 20 Rolling Stock.....(d) ... 22563 17 Sundry Services.....(f) ... 35422 63 General Expenses.....(g) ... 2921 64 _____ 729980 71	1866. Sept. 30.	By amount received from Honorable Receiver General..... 800916 60
	Balance unexpended..... 41360 18		
			\$ 1041931 64

THOMAS FOOT.

**Abstract a.**  
**ENGINEERING.**

PARTICULARS.	Total to 30th Sept., 1896.	Year ending 30th September, 1897.			Total to 30th Sept., 1896.
		Work done by Contractor.	Work done by Department.	Total.	
Salaries of Staff, Wages of Men, Inspectors, &c.....	\$ 26,105 65	\$ 19,569 88	\$ 1,800 00	\$ 21,369 88	\$ 47,775 53
Surveying expenses, not in above.....	5,501 87	.....	.....	.....	5,501 87
Travelling, Telegraphing, and out-door expenses.....	1,285 76	.....	120 60	120 60	1,406 36
Printing and Advertising.....	430 41	.....	.....	.....	430 41
Stationery, Drawing Materials, Rent, and Office Expenses.....	1,603 99	.....	206 78	206 78	1,810 77
Other Services .....	1,026 54	.....	.....	.....	1,026 54
	36,254 22	19,569 88	2,127 38	21,697 26	57,951 48

**Abstract b.**  
**ROADWAY AND WORKS.**

PARTICULARS.	Total to 30th Sept., 1896.	Year ending 30th September, 1897.			Total to 30th Sept., 1896.
		Work done by Contractor.	Work done by Department.	Total.	
Clearing and Grubbing.....	\$ 4864 24	\$ 6101 76	.....	\$ 6101 76	\$ 10,966 00
Fencing and Gates .....	6119 85	.....	\$ 10,110 15	10,110 15	16,230 00
Bridge and Culvert Masonry.....	33,840 43	18,954 57	.....	18,954 57	22,338 00
Timber Excavation, and other work in Foundation.....	10,548 89	4,805 11	.....	4,805 11	15,354 00
Excavation and Grading.....	160,188 64	40,178 92	.....	40,178 92	56,197 86
Draining and protecting Cuttings and Embankments.....	10,461 16	10,046 00	.....	10,046 00	20,507 16
	226,023 21	61,228 96	10,110 14	62,339 81	84,843 02

**Abstract c.  
PERMANENT WAY.**

PARTICULARS.	Total to 30th Sept., 1895.	Year ending 30th Sept., 1899. Work done by Contractor.	Total to 30th Sept., 1899.
	Rails.....	\$ 24 40	.....
Sleepers.....	.....	\$ 19475 60	19475 60
Ballast.....	.....	5500 60	5500 60
	24 40	24976 20	25000 60

**Abstract d.  
ROLLING STOCK.**

PARTICULARS.	Total to 30th Sept., 1899.
Second Class Cars.....	\$ 371 08
Box Freight Cars.....	177 02
Platform Cars.....	313 12
Ballast Cars.....	21701 95
	\$ 22563 17

**Abstract e.  
STATION AND WATER SERVICE.**

PARTICULARS.	Total to 30th Sept., 1899.
At Black River.....	\$ 526 91

## Abstract F.

## SUNDRY SERVICES.

PARTICULARS.	Total to 30th Sept., 1865.	Year ending 30th September, 1866.	Total to 30th Sept., 1866.
Removal of Buildings.....	\$ 236 00	\$ 385 14	\$ 621 14
Steamboat and Ferry Service.....	56 00	.....	56 00
Workmen and Laborers.....	3771 73	.....	3771 73
Machinery and Tools.....	.....	799 75	799 75
Land and Buildings, taken under Act 1866.....	.....	23058 10	23058 10
Railway Damages (materials taken).....	.....	11179 55	11179 55
	4063 73	35422 63	39486 36

## Abstract G.

## GENERAL EXPENSES.

PARTICULARS.	Total to 30th Sept., 1865.	Year ending 30th September, 1866.	Total to 30th Sept., 1866.
Salaries Secretary, Accountant, and Assistants, proportion.....	\$ 1216 40	\$ 1288 00	\$ 2504 40
Office Expenses, Postages, Stationery, Rent, &c.....	1052 27	656 70	1708 97
Travelling, Telegraphing, &c.....	205 28	435 90	641 18
Printing and Advertising.....	723 00	126 62	849 62
Legal Expenses.....	501 33	196 00	697 33
Miscellaneous.....	.....	218 42	218 42
	3698 28	2921 64	6619 92

(A 12.)

STATEMENT OF SUPPLIES ON HAND, 30TH SEPTEMBER, 1866.

Iron .....	Lbs. ....	131148	\$ 4916 57
Iron, worked and partly worked .....	Lbs. ....	33263	2431 27
Copper and Brass, worked and partly worked .....	Lbs. ....	2967	1071 59
Tires, Driving Lowmoor .....	No. ....	24	2515 16
Do. Tender " .....	No. ....	16	472 62
Do. do. Steel .....	No. ....	12	870 69
Axles .....	Lbs. ....	40530	2646 85
Steel and Steel Springs .....	Lbs. ....	25005	2291 16
Engine Trunk Wheels .....	No. ....	23	443 90
Do. Tender do. ....	No. ....	26	422 87
Car Wheels .....	No. ....	256	5750 17
Glass Sheets .....	No. ....	126	164 99
Brake Bars and Brake Blocks .....	No. ....	3073	555 84
Lumber .....	Feet .....	443756	11211 82
Paints and Oils .....	Galls. ....	90	205 20
Oil, Kerosene and Rosin .....	.....	.....	49 15
Rubber Goods .....	.....	.....	283 58
Nails .....	.....	.....	143 22
Other articles .....	.....	.....	1446 43
			\$ 37866 08
Firewood .....	Cords .....	1274	3725 57
Coal .....	Bushels .....	7294	1185 11
Oil .....	Galls .....	869	885 92
Tallow .....	Lbs. ....	2497	273 75
Waste .....	Lbs. ....	2680	529 95
Sleepers .....	No. ....	3475	712 55
Chairs .....	Lbs. ....	31994	573 15
Keys .....	No. ....	3250	36 75
Spikes .....	Lbs. ....	3290	73 41
Other articles .....	.....	.....	430 85
			8426 01
			\$ 46292 09

THOMAS FOOT.

## APPENDIX B.

TRAFFIC DEPARTMENT,

Richmond, October, 1866.

AVARD LONGLEY, Esq.,

Chief Commissioner of Railways:

SIR,—

I beg to submit the following Report and Returns, for the year ending 30th September, 1866.

## RETURNS.

- (B 1.) Superintendent's Account Current.
- (B 2.) Various sources of Revenue, and aggregate earnings at each station.
- (B 3.) Mileage of trains, number of passengers, quarterly receipts on Main Line and Windsor Branch and Summary.
- (B 4.) Number of passengers of each class carried per month, and recapitulation.
- (B 5.) Monthly receipts from local, and through passengers at the respective stations.
- (B 6.) Monthly receipts from horses and wagons.
- (B 7.) Monthly freight earnings at each station, "outward."
- (B 8.) Monthly freight earnings at each station, "inward."
- (B 9.) Aggregate freight earnings at each station.
- (B 10 and 11.) Comparative statement of gross earnings on Main Line and Windsor Branch, for 1865 and 1866.
- (B 12.) Quarterly returns shewing the number of first and second-class passengers from each station, and the receipts therefrom.
- (B 13.) Total number of first and second-class passengers, and receipts from each station.
- (B 14.) Description of freight forwarded from each station.
- (B 15.) Weight of freight received at and forwarded from Richmond.

The tables annexed to this Report shew that the earnings of the Road during the past year, ending 30th September, 1866, amounted to . . . . . \$195734 26  
Add to this, services performed which have not been included in the Returns, viz.:

Members of Legislative Council and House of Assembly . . . .	\$260	44		
Militia and Volunteers on duty . . . . .	2241	61		
The Army to and from Rifle Range . . . . .	301	85		
School Teachers attending Conference . . . . .	513	36		
Emigrants . . . . .	140	24	3457	50
				\$199191 76

The subjoined Comparative Statement exhibits an increase of \$14994 81 over the same period of 1865.

Years.	Passenger.	Horse and Wagon.	Freight.	Total.
1866 . . . . .	\$88711 84	\$18616 20	\$88406 22	\$195734 26
1865 . . . . .	82073 21	18244 24	80422 00	180739 45
Increase . . . .	6638 63	371 96	7984 22	14994 81

The per centage of increase in the different branches of traffic over 1865, is as follows:—

Passenger traffic.....	8.08 per cent.
Horse and wagon traffic.....	2.04 "
Freight traffic .....	9.92 "

or an increase on the aggregate receipts of..... 8.30 per cent.

PASSENGER TRAFFIC.

The passenger business continues annually to improve, over the entire line, particularly the "through" traffic. From the returns you will perceive that the "Western route" (*via* Bay of Fundy) is annually gaining popularity. The superior steamboat accommodation now on that route, coupled with the Express trains running to and from Windsor in connection with the steamer, provides to the travelling public a comfortable and expeditious mode of transit.

The "Eastern route," although not of such rapid growth, shows fair indications of prosperity.

The number of passengers carried during the past year as per Returns...137759

Members .....	186
Militia and Volunteers. ....	6248
The Army.....	1575
School Teachers.....	320
Emigrants.....	143
Holder of Season Tickets.....	3302

11774

Total ..... 149533

being an increase over last year of 19643, and 11420 teamsters have also been carried free.

HORSE AND WAGGON TRAFFIC.

This branch of business has slightly increased, but it is by no means remunerative; the amount of rolling stock required in moving it, and the very low tariff render it a drag upon the other branches of traffic. I am inclined to think that the tariff for this business must be slightly increased, to make it self-supporting.

FREIGHT TRAFFIC.

The annual increase of this traffic is certainly very encouraging; the improvement is manifest over both Lines, but particularly the Windsor Branch; the timber and lumber business being prosecuted with great activity, besides considerable business has been done in the plaster trade, all of which tends to increase the Returns.

The annual earnings of the Line since 1859, as subjoined, certainly demonstrate gratifying results.

1859.	1860.	1861.	1862.	1863.	1864. 9 months.	1865.	1866.
\$102877 57	\$112470 92	\$116028 19	\$132699 33	\$144651 34	\$119602 72	\$180379 45	\$195734 26

The earnings of the present year exceed 1859 by \$92856.69, or fully 90.25 per cent. in eight years.

The weight of freight moved, including loaded wagons, is 70287 tons; the average receipts per ton moved being \$1.52, and the receipts per ton per mile 5.13 cents.

The Mail Service, so frequently referred to in my reports, I trust will be adjusted at an early day in terms of equity to this Department of the Public Service.

The necessity for increased accommodation at Richmond Terminus demands immediate action; the Passenger Station, as you are aware, is now totally unfit to serve the purpose for which it was intended, besides enlarged Office-room is indispensable for the prompt transaction of the business.



The excavations made at Richmond during the past Summer will be of material advantage, not only in providing siding accommodation, but also in yard room, which is very essential for the piling of freight, &c. I have had one additional siding laid down, and will defer making further extension in sidings until the site of the new Station Buildings is finally determined; this matter requires to be settled as soon as possible, in order that suitable provision may be made before the Line is opened for traffic from Truro to Pictou.

In the "Outward" Freight Store an additional set of Weighing Scales has been erected, so as to give despatch to freight; by this means delays will be obviated.

The "Inward" Freight Store mentioned in my last report is very much wanted; in fact it is almost impossible to conduct that business (which is now of considerable magnitude), with correctness, and give to the freighting public reasonable despatch.

In compliance with your injunction, soundings have been taken at Richmond by Mr. Adams in view of preparing plans and specification for wharf extension at Richmond, and will be submitted for your consideration in a few days.

At Rocky Lake a freight store has been erected of suitable dimensions. The station and freight house at Enfield, recommended in my last Report, has now been completed, which is a neat and sightly building, comprising office, waiting rooms, and freight store; an additional sixty feet of platform has also been built; the wants hitherto experienced are now amply supplied.

At several points along the Main Line, operations for the manufacture of brick have been commenced. Some of those places indicate a large business during the coming summer, particularly the "yard" near Elmsdale, known as Nash & Co.'s Brick Works. Sidings will be required in order to pursue the trade successfully.

A siding has been put down at Wickwire's, nearly three hundred feet in length; and I think it is probable an extension of platform may be required.

At Beaver Bank extensions have been made, in view of affording greater facilities to the parties engaged in the building Stone Quarries. A large quantity of this material has been brought over the Line during the past year, and now that the superior quality of the article is established, I have every reason to believe that this business will be of a permanent character.

I understand B. Wier, Esq., and others, are about erecting a large steam saw mill, about thirty-two miles from Halifax, on Windsor Branch; this mill will be about a mile from the Railway Line. The enterprising proprietors contemplate making the connection by a branch line; every facility ought to be extended to parties engaged in developing the resources of the country, particularly when such a large outlay is necessary to connect, as there is every reason to assume that this enterprise will contribute largely to the line.

At Ellershouse Station a building (similar to the one at Enfield) has been completed, and opened. That place has now been made a regular station.

A large saw mill, of water power, has been erected on the St. Croix River, about a mile from Ellershouse Station, by the proprietor, F. Ellershausen, Esq. From the character and dimensions of the machinery, coupled with the immense command of water power, I am led to believe that extensive operations will be carried on, by which doubtless our road will also be benefitted. A siding has been put down on the usual terms.

The thirty-ton track scale at Windsor was found to be too light; it has been replaced by a fifty-ton scale, which will be suitable for the requirements of the plaister trade, &c.

Several of the first and second-class cars have been repaired, painted, and varnished. The two second-class cars recommended in my Report of last year, are now under construction, and will shortly be placed on the Line. It would be very desirable, and effect a saving, to have two combined second-class and baggage cars built, nearly the same as the one now in use. Additional first-class cars are also required, in order to meet satisfactorily the increasing business.

The stock of freight and platform cars are upon many occasions inadequate to meet the demand, and will require to be increased during the present year.

The Bridge on the Windsor Branch, known as "Jordan's," during the dry weather of June last, accidentally caught fire, and before it could be extinguished one span was destroyed, causing a short detention to the trains; the fire originated from the surrounding woods, which were then all on fire, and had it not been timely observed, and valuable assistance rendered by the men employed by Still Water Mill Company, the entire Bridge must have been destroyed.

The interruptions to the trains from snow, or otherwise, during the past year, have been of a trifling nature.

In order to relieve the regular trains of heavy freight, and with a view to ensure punctuality in running, I have during the Fall run special freight trains, which to a certain extent has remedied the delays so frequently complained of; although this can never be altogether obviated until an entire separation of passengers and freight is made. To carry this out on both Lines would entail considerable expense, but I have no doubt, when opening the Line to Pictou, the time-table can be arranged so as to meet the requirements both East and West by introducing connections at Windsor Junction.

The new Passenger Tariff came into operation on 4th May last. The Freight Tariff is now being revised, and will shortly be submitted for your consideration in order that it may be completed, and come into operation on 1st January, 1867.

In concluding this Report it is most gratifying to state that nearly one hundred and sixty-one thousand people have been carried over the Lines without injury or accident. The care and watchfulness manifested by the officers connected with the running of the trains are worthy of all praise.

I am, Sir,

Your obedient servant,

GEO. TAYLOR,

*Superintendent.*

(B 1.)  
NOVA SCOTIA RAILWAY.

Dr.	SUPERINTENDENT IN ACCOUNT WITH REVENUE.	Cr.
1865.	1866.	
Oct. 1st. To balance from September.....	Sept. 30th. By cash paid Chief Commissioner.....	\$ 186,222 86
Dec. 31st. Receipts .....	Overcharges on Freight, &c.....	545 96
	Balance arrears at Stations.....	27,908 27
1866.		
March 31st. Receipts .....		
June 30th. do. ....		
Sept. 30th. do. ....		
	\$ 195,734 26	
	\$ 214,677 09	\$ 214,677 09

GEORGE TAYLOR, Supt.

(B 2.)

*Various Sources of Revenue and Aggregate Earnings of Each Station, Twelve Months ending  
30th September, 1866.*

NAME OF AGENT.	Station.	Passenger Traffic.	Horse and Waggon Traffic.	Freight Traffic.	Total.
A. Busby, Passenger Agent.....	Richmond..	\$29793 05	\$7492 08	.....	\$ 37285 18
James Alexander, Freight Agent.....	"	.....	.....	\$41785 11	41785 11
Edward Moran.... Station Agent.....	Bedford ...	2024 83	332 48	500 87	2858 18
J. H. Hodson..... " .....	Rocky Lake.	976 87	127 92	1661 13	2765 92
H. McIntosh..... " .....	W. Junction.	3169 93	87 10	2161 88	5418 91
Joseph G. Dimock..... " .....	Fletcher's...	.....	17 38	338 15	355 53
George Nichols..... " .....	Grand Lake.	76 35	20 22	72 33	168 90
Colonel J. W. Laurie..... " .....	Oakfield....	.....	.....	279 52	279 52
J. J. Donaldson..... " .....	Enfield.....	.....	106 69	1064 75	1171 44
R. M. Holesworth..... " .....	Elmsdale....	1673 88	705 57	1840 50	4219 95
R. M. Holesworth..... " .....	Truro Road..	.....	.....	23 74	23 74
Samuel Keys..... " .....	Wickwire's..	.....	64 02	681 98	746 00
Daniel Sinclair..... " .....	Shubenacadie	2813 84	572 85	2545 79	5932 48
F. Holesworth..... " .....	Stewiacke...	1465 12	876 21	1731 27	4072 60
W. F. Hamilton..... " .....	Brookfield..	1627 82	510 71	2626 38	4764 91
Hugh McCallum..... " .....	Truro.....	9978 89	2100 04	11509 29	23588 22
F. R. Boggs..... " .....	Beaver Bank	586 31	117 32	312 46	1016 09
Richard McLearn..... " .....	Mt. Uniacke.	1449 64	595 13	1707 30	3752 07
J. L. Sweet..... " .....	Newport.....	2097 33	395 35	2019 15	4511 83
J. E. Fielding..... " .....	Windsor....	10979 75	4495 13	10032 95	25507 83
John Murray.. Conductor.....	.....	739 61	.....	.....	739 61
A. R. Adams..... " .....	.....	508 10	.....	.....	508 10
John Ryan..... " .....	.....	1051 35	.....	.....	1051 35
George Donkin..... " .....	.....	907 50	.....	.....	907 50
Robert Duncan..... " .....	.....	247 45	.....	.....	247 55
Spare Conductors.....	.....	236 24	.....	.....	236 24
H. Hyde..... Stage Proprietor.....	.....	2162 66	.....	.....	2162 66
T. S. Lindsay..... " .....	.....	3172 48	.....	.....	3172 48
James Blair..... " .....	.....	716 83	.....	.....	716 83
James King.. Steamboat Proprietor.....	.....	5465 96	.....	.....	5465 96
Season Tickets.....	.....	3412 49	.....	.....	3412 49
Round Trip Tickets.....	.....	128 00	.....	.....	128 00
Special Trains.....	.....	186 24	.....	.....	186 24
Construction—Pictou Extension ..	.....	798 76	.....	.....	798 76
Do. Telegraph Extension.....	.....	60 13	.....	.....	60 13
Emigration Department.....	.....	77 76	.....	.....	77 76
Commissariat—(Fishwick).....	.....	126 67	.....	.....	126 67
General Post Office.....	.....	.....	.....	2400 00	2400 00
Do. Extra Mail Service.....	.....	.....	.....	500 00	500 00
St. John, (N. B.) Post Office .....	.....	.....	.....	61 00	61 00
Maintenance of Way—Engine & Car hire.	.....	.....	.....	1940 87	1940 87
Construction do.....	.....	.....	.....	218 25	218 25
Storage.....	.....	.....	.....	324 75	324 75
Demurrage.....	.....	.....	.....	54 00	54 00
Wharfage, Windsor.....	.....	.....	.....	12 80	12 80
Totals .....	.....	88711 84	18616 20	88406 22	195734 26

GEO. TAYLOR.

(B 3.)

Statement showing Mileage of Trains, Number of Passengers, and Quarterly Receipts, for Twelve Months ending 30th September, 1866.

## MAIN LINE.

Quarter ending	Mileage of Trains.	No. of Passengers.			Amount received for			
		1st class.	2d class.	Total.	Passengers.	Horse and Waggon.	Freight.	Total.
Dec. 31, 1865...	21622	7070	13583	20653	\$13560 34	\$ 3787 46	\$11871 71	\$29219 51
March 31, 1866..	20372	5397	10132	15529	9512 34	1519 24	10093 90	21125 48
June 30, 1866..	22810	8731	12988	21719	13034 31	1403 21	14301 37	28738 89
Sept. 30, 1866..	23072	13046	13430	26476	15432 88	2317 42	13397 16	31147 46
Totals.....	87876	34244	50133	84377	\$51539 87	\$ 9027 33	49664 14	110231 34

## WINDSOR BRANCH.

Quarter ending	Mileage of Trains.	No. of Passengers.			Amount received for			
		1st class.	2d class.	Total.	Passengers.	Horse and Waggon.	Freight.	Total.
Dec. 31, 1865...	18684	6030	6977	13007	\$ 9219 68	\$ 4064 32	\$ 9631 00	\$22915 00
March 31, 1866..	17481	3694	5415	9109	5349 75	1754 01	7527 03	14630 79
June 30, 1866..	19472	7299	6785	14084	10474 27	1577 36	11693 71	23750 84
Sept. 30, 1866..	19316	10691	6491	17182	12128 27	2193 18	9885 34	24206 79
Totals.....	74953	27714	25668	53382	37171 97	9588 87	38742 08	85502 92

## SUMMARY—MAIN LINE AND WINDSOR BRANCH.

Quarter ending	Mileage of Trains.	No. of Passengers.			Amount received for			
		1st class.	2d class.	Total.	Passengers.	Horse and Waggon.	Freight.	Total.
Dec. 31, 1865...	40306	13100	20560	33660	\$22780 02	\$ 7851 78	\$21502 71	\$52134 51
March 31, 1866..	37853	9091	15547	24638	14862 09	3273 25	17620 93	35756 27
June 30, 1866...	42282	16030	19773	35803	23508 58	2980 57	26000 08	52489 23
Sept. 30, 1866...	42388	23737	19921	43658	27561 15	4510 60	23282 50	55354 25
Totals.....	162829	61958	75801	137759	88711 84	18616 20	88406 22	195784 26

GEORGE TAYLOR.

(B 4.)

Statement showing the Number of Passengers for the Twelve Months ending 30th September, 1866.

MAIN LINE.				WINDSOR BRANCH.			
MONTH.	1st class.	2nd class.	Total.	MONTH.	1st class.	2nd class.	Total.
1865—October .....	2754	4274	7028	1865—October .....	2365	2274	4639
November .....	2132	4751	6883	November .....	2079	2318	4397
December .....	2184	4558	6742	December .....	1586	2995	3971
Totals .....	34244	50138	84377	Totals .....	27714	25668	53382
1866—January .....	2072	3853	5425	1866—January .....	1286	1954	3240
February .....	1588	3030	4618	February .....	1126	1564	2690
March .....	1737	3749	5486	March .....	1282	1897	3179
Totals .....	3927	4177	8104	Totals .....	2886	2162	5048
April .....	2061	4182	6243	April .....	2043	2303	4346
May .....	2743	4629	7372	May .....	2870	2820	4690
June .....	3927	4177	8104	June .....	2886	2162	5048
Totals .....	3796	4855	8651	Totals .....	3293	2235	5528
July .....	5267	4310	9577	July .....	4125	1998	6123
August .....	3983	4265	8248	August .....	3273	2258	5531
September .....				September .....			
Totals .....	34244	50138	84377	Totals .....	27714	25668	53382

RECAPITULATION.

MAIN LINE—1st Class .....	34244	2nd Class .....	50138	Total .....	84377
WINDSOR BRANCH—1st Class .....	27714	2nd Class .....	25668	Total .....	53382
Totals .....	61958	Totals .....	75806	Total .....	137764

1866

GEORGE TAYLOR.

(B 5.)

Statement of Monthly Receipts at the respective Stations for Twelve months ending 30th September, 1886.

PASSENGER TRAFFIC.

STATIONS.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	TOTAL.
Richmond .....	\$ 2625 93	\$ 2477 67	\$ 2461 62	\$ 1895 30	\$ 1432 72	\$ 1846 31	\$ 2299 26	\$ 2410 08	\$ 2830 73	\$ 3279 45	\$ 3318 84	\$ 2915 14	\$ 29793 05
Bedford .....	130 99	137 40	108 26	115 51	89 79	106 44	121 83	177 23	212 74	213 75	330 49	280 40	2024 83
Rocky Lake .....	73 29	77 28	101 94	77 60	76 65	75 07	75 53	75 20	76 66	92 63	94 94	79 88	976 87
Grand Lake .....	22 60	29 66	24 09	.....	.....	.....	.....	.....	.....	.....	.....	.....	76 35
Elmsdale .....	124 58	125 93	154 29	95 86	93 72	116 92	141 38	154 88	190 45	189 91	142 44	143 52	1673 88
Shubenacadie .....	254 63	293 82	218 92	205 01	135 86	211 45	222 88	241 54	247 95	247 79	281 52	252 47	2813 84
Stewiacke .....	198 74	132 47	125 75	84 79	73 12	82 35	112 24	136 13	129 96	148 18	104 86	136 53	1465 12
Brookfield .....	182 28	145 37	148 87	86 96	94 80	106 65	135 04	144 40	151 52	165 50	136 10	130 33	1627 82
Truro .....	1147 68	825 34	927 81	738 39	603 96	677 48	679 66	767 57	837 92	830 31	1018 88	363 89	9978 89
Windsor Junction .....	281 43	317 91	288 90	224 52	184 23	256 44	278 63	248 20	261 97	266 82	270 25	290 63	3169 93
Beaver Bank .....	54 32	42 87	36 72	46 09	83 11	39 70	44 86	43 29	52 15	61 89	57 20	54 11	586 31
Mount Uniacke .....	110 52	84 19	95 04	90 84	83 04	114 10	102 56	127 11	179 12	159 37	160 04	143 71	1449 64
Newport .....	221 31	177 50	189 00	188 21	130 30	143 88	164 99	155 54	157 08	170 23	175 83	222 36	2097 33
Windsor .....	1138 56	983 77	814 80	647 37	473 87	602 89	807 84	1010 11	1177 53	1114 94	1128 98	1079 09	10979 75
John Murray .....	66 37	65 62	67 53	41 98	42 06	40 37	49 19	53 14	54 15	89 32	97 20	72 68	739 61
A. R. Adams .....	33 66	53 05	64 81	46 27	2 24	.....	11 72	58 89	58 44	65 84	57 94	55 24	508 10
John Ryan .....	100 10	86 88	104 88	73 68	74 38	76 59	83 49	91 78	88 70	103 23	71 75	100 29	1051 35
George Donkin .....	38 32	70 96	57 98	63 31	60 07	9 98	82 28	130 58	123 16	130 24	91 31	49 31	907 50
Robert Duncan .....	62 76	10 76	9 11	2 45	29 65	44 64	32 94	75	3 62	9 29	20 03	12 45	247 45
Spare Conductors .....	.....	2 25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
H. Hyde .....	261 63	200 43	171 36	84 15	48 96	130 18	60	21 88	.....	6 04	17 77	57 52	236 24
L. S. Lindsay .....	310 53	314 42	249 39	233 33	149 94	41 31	158 36	294 09	214 20	258 57	255 51	234 09	2162 66
James Blair .....	106 34	35 19	15 30	.....	.....	.....	298 35	549 27	156 83	257 81	237 92	221 85	3172 48
James King .....	549 50	590 20	196 00	.....	.....	.....	6 12	117 81	97 16	113 99	129 29	95 63	716 83
Season Tickets .....	254 62	243 00	208 50	290 00	137 50	352 50	507 50	633 14	591 50	756 68	814 00	761 94	5465 96
Round Trip Tickets .....	.....	.....	4 00	.....	.....	.....	298 25	359 00	494 87	295 00	222 50	256 75	3412 49
Special Trains .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	122 00	128 00
Construction (Pictou Extens'n) .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Do. Telegraph Service .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Emigration Department .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Commissariat (Fishwick) .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals .....	8351 25	7524 94	6903 83	5344 31	4177 60	5340 18	6865 81	8150 58	8492 19	9176 36	9644 84	8739 95	88711 84

(B 6.)

Statement of Monthly Receipts at the respective Stations for Twelve months ending 30th September, 1866.

HORSE AND WAGON TRAFFIC.

STATION.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	TOTAL.
Richmond	\$1012 88	\$971 52	\$1124 71	\$552 76	\$365 62	\$398 93	\$336 76	\$455 99	\$498 30	\$506 18	\$528 98	\$789 45	\$7498 08
Bedford	40 85	36 94	24 65	15 80	15 95	17 85	15 19	22 07	23 21	38 65	32 76	53 66	382 48
Rocky Lake	12 11	8 01	18 34	8 08	9 27	8 78	11 11	11 06	9 38	10 42	8 71	12 65	127 92
Fletcher's	.....	.....	.....	.....	.....	.....	3 50	4 73	3 25	1 25	3 45	1 20	17 38
Grand Lake	8 08	1 29	.....	.....	.....	.....	1 90	62	.....	2 80	60	.....	20 22
Enfield	18 41	7 73	9 32	2 85	5 98	8 07	7 55	15 80	.....	5 55	9 22	.....	106 69
Elmsdale	88 30	74 31	58 31	26 24	27 44	33 47	34 39	51 82	42 95	103 71	93 05	71 58	705 57
Wickwire's	15 01	13 04	9 90	4 35	1 93	1 40	1 05	5 17	1 88	2 02	4 71	4 11	64 02
Shubenaadie	71 50	60 94	54 24	43 09	34 87	26 42	27 76	41 75	30 73	60 95	53 97	66 63	572 85
Stewiacke	215 07	135 68	125 09	48 32	38 70	31 43	29 19	49 15	55 91	71 58	42 38	33 65	376 21
Brookfield	84 55	59 08	93 40	40 36	38 70	26 83	33 65	27 51	35 13	36 30	12 82	21 78	510 71
Truro	270 86	320 70	413 78	249 92	93 35	100 38	86 68	95 88	102 31	110 57	123 45	182 16	2100 04
Windsor Junction	7 40	13 02	6 55	5 48	9 30	6 74	9 59	5 85	5 32	2 85	4 30	10 70	87 10
Beaver Bank	18 80	13 25	10 27	7 30	2 12	8 80	7 01	6 11	6 48	12 57	12 11	13 50	117 32
Mount Uniacke	95 10	59 82	58 85	17 68	16 76	25 38	28 51	40 64	39 18	42 04	62 98	108 19	595 35
Newport	37 68	23 55	19 55	23 90	15 04	16 10	19 35	16 25	23 80	30 60	62 30	107 23	395 53
Windsor	716 50	589 42	722 74	415 98	183 05	237 57	149 36	215 60	230 21	204 10	316 45	513 65	4495 13
Totals	2713 10	2388 30	2760 38	1493 26	859 59	950 40	803 05	1066 06	1111 43	1237 74	1372 24	1900 62	18616 20



(B 7.)

Statement of Monthly Receipts at the respective Stations for Twelve Months ending 30th September, 1886.

FREIGHT OUTWARDS.

Station.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	Total.													
Richmond	\$1391	56	\$1112	44	\$910	42	\$545	31	\$414	89	\$706	83	\$1145	89	\$1884	58	\$3055	70	\$904	06	\$1296	77	\$1922	85	\$15321	30
Bedford	3	57	4	20	1	73	4	56	2	00	3	06	9	27	3	95	3	40	3	96	3	50	8	58	51	78
Rocky Lake	93	1	94	26	1	80	4	26	1	80	60	1	13	1	99	1	85	1	20	1	20	52	1	40	20	46
Fletcher's	90	20	90	50	90	8	87	17	40	20	80	44	74	40	20	44	74	65	20	40	20	30	10	35	153	81
Grand Lake	6	28	11	21	5	93	4	07	2	57	5	73	7	76	5	15	5	40	8	70	2	63	2	52	65	40
Oakfield	35	01	38	19	23	29	13	91	14	39	20	77	18	44	28	69	42	76	37	89	39	52	24	43	387	29
Enfield	15	19	13	93	25	22	20	13	19	82	16	32	34	56	24	44	19	82	18	52	23	12	14	38	245	45
Wickwire's	53	21	48	45	45	37	48	57	15	00	55	37	37	91	63	69	38	82	45	14	48	74	48	24	548	51
Shubenacadie	82	10	68	12	144	94	39	62	38	06	28	64	76	34	118	99	58	34	78	06	34	71	48	27	811	19
Stewiacke	144	99	132	91	102	99	79	35	57	79	52	81	63	68	97	11	68	64	133	90	169	96	69	63	1173	76
Brookfield	231	27	194	75	365	54	184	73	193	08	326	85	300	82	297	10	205	71	416	07	375	29	347	01	3438	22
Truro	2	87	2	43	4	47	3	77	20	75	34	78	5	08	1	00	7	90	1	98	7	93	6	31	99	28
Windsor Junction	6	36	16	06	6	51	7	40	2	28	5	52	6	63	6	66	10	00	3	74	5	32	7	73	84	21
Beaver Bank	19	70	27	41	16	37	7	55	10	43	13	43	22	80	18	61	17	27	25	16	12	58	19	26	210	57
Mount Uniacke	99	37	70	30	59	90	76	99	35	52	57	76	65	66	58	19	35	86	44	56	74	90	98	10	777	11
Newport	129	63	129	51	175	95	542	03	410	71	140	90	229	81	189	27	135	58	120	77	167	84	92	71	2464	73
Windsor	60	00	50	00	600	00	600	00	600	00	600	00	40	00	130	00	600	00	60	00	70	00	70	00	2400	00
General Post Office	60	00	50	00	20	00	20	00	61	00	392	87	420	00	84	00	62	00	61	00	61	00	61	00	1940	87
Do. Express Mails	392	00	386	50	59	00	30	00	29	00	392	87	420	00	84	00	62	00	218	25	218	25	218	25	324	75
Do. St. John, N. B.	2	44	20	79	147	50	57	32	31	24	47	68	38	00	45	19	11	10	23	88	16	86	35	26	54	00
Per. Way Hire Loco. and Cars	2674	94	2312	24	2779	12	1677	07	1860	83	2127	19	2116	27	3260	89	4578	29	2484	74	2466	88	3485	06	81323	02
Construction																										
Storage (Hay Shed)																										
Demurrage																										
Wharfage (Windsor)																										
Totals	2674	94	2312	24	2779	12	1677	07	1860	83	2127	19	2116	27	3260	89	4578	29	2484	74	2466	88	3485	06	81323	02

(B 8.)

Statement of Monthly Receipts at the respective Stations for Twelve months ending 30th September, 1866.

FREIGHT INWARDS.

Stations.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	Total.
Richmond	\$2024	\$2360	\$2153	\$1615	\$1890	\$2190	\$2698	\$2298	\$1847	\$2028	\$2285	\$3079	\$26468
Bedford	17	62	43	79	17	83	69	29	82	79	60	82	449
Rocky Lake	150	91	190	116	130	88	178	18	117	114	111	67	1460
Fletcher's	6	73	4	13	2	97	10	57	88	47	9	48	184
Grand Lake	3	46	8	6	7	5	7	8	5	6	2	66	68
Oakfield	60	50	34	11	21	64	31	45	10	6	16	18	277
Enfield	67	66	78	76	80	32	107	53	82	69	59	52	999
Elmsdale	86	76	58	47	117	33	114	51	184	184	129	23	1508
Truro Road	36	1	2	1	1	1	1	3	2	1	1	24	21
Wickwire's	12	86	18	37	20	35	28	60	62	25	48	49	486
Shubenacadie	133	12	126	97	90	18	175	53	231	137	207	34	1997
Stewiacke	56	47	70	40	81	67	96	61	78	100	79	10	920
Brookfield	76	48	77	83	96	76	157	00	143	186	44	121	1452
Truro	690	98	699	666	651	50	588	46	727	697	511	47	8071
Windsor Junction	297	16	223	122	135	53	159	27	105	206	146	17	2062
Beaver Bank	16	86	12	5	12	12	57	21	18	31	17	19	228
Mount Uniacke	68	86	92	132	199	09	95	27	192	116	106	72	1496
Newport	66	23	127	97	105	88	140	30	107	134	95	81	1242
Windsor	710	31	503	354	556	34	801	21	755	659	682	68	7568
Totals	4547	59	4526	8552	4219	35	5488	51	4787	4828	4724	55	57088

(B 9.)

Statement of Monthly Receipts at the respective Stations for Twelve months ending 30th September, 1866.

FREIGHT TRAFFIC (OUTWARD AND INWARD).

STATIONS.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	TOTAL.
Richmond.....	\$3415	\$3478	\$3094	\$2160	\$2304	\$2897	\$3844	\$4178	\$4908	\$2927	\$3582	\$5001	\$41785
Bedford.....	21 19	26 84	44 80	81 35	19 95	53 89	43 96	34 24	36 18	83 39	63 89	41 19	500 87
Rocky Lake.....	151 84	125 72	194 00	120 70	132 68	96 24	179 31	194 34	119 27	115 74	112 19	119 10	1661 13
Fletcher's.....	6 78	1 98	4 91	20 50	2 67	41 84	27 97	32 88	77 80	87 50	13 48	19 94	338 15
Grand Lake.....	4 36	7 44	9 12	6 50	7 22	6 04	7 08	8 30	6 03	6 39	2 96	89	72 33
Oakfield.....	60 50	18 60	34 61	11 80	21 64	17 09	31 77	45 92	10 08	6 15	16 57	4 79	279 52
Enfield.....	73 94	71 02	84 62	80 45	82 89	138 01	110 62	136 29	87 35	77 75	62 15	59 66	1064 75
Elmsdale.....	121 77	144 30	81 85	61 89	131 72	95 92	132 50	297 20	227 21	222 16	168 81	155 17	1840 50
Truro Road.....	36	3 00	4 14	1 14	1 87	1 36	1 10	3 60	2 34	1 79	1 24	1 80	23 74
Wickwire's.....	28 05	56 74	43 75	57 40	40 17	35 02	63 14	68 04	82 70	44 00	98 61	64 33	681 98
Shubensadie.....	186 33	176 40	171 03	146 50	105 18	224 81	213 44	384 88	269 95	182 36	256 08	228 88	2545 79
Stewiacke.....	138 57	139 60	215 01	80 58	119 73	99 75	172 95	243 65	136 38	178 85	104 81	101 39	1731 27
Brookfield.....	221 47	200 06	180 47	163 02	154 55	194 42	220 68	262 33	211 74	320 64	305 40	191 60	2626 38
Truro.....	922 25	841 57	1094 59	851 14	844 58	1069 41	889 28	1203 41	933 50	1113 91	886 76	888 89	11509 29
Windsor Junction.....	303 03	210 97	228 38	126 18	156 28	181 42	164 35	140 57	113 32	208 10	154 10	178 18	2161 88
Beaver Bank.....	23 22	30 61	19 37	12 43	14 35	17 83	63 84	24 93	28 35	35 10	22 51	19 92	312 46
Mount Uniacke.....	88 56	113 59	108 76	140 47	209 52	147 20	118 07	180 80	209 52	141 54	119 80	129 97	1707 30
Newport.....	165 60	129 08	137 80	174 00	141 40	145 82	205 96	210 22	143 25	179 11	170 71	166 20	2019 15
Windsor.....	389 94	764 85	678 99	896 09	967 05	700 18	1031 09	995 96	891 22	780 67	850 52	636 39	10032 95
General Post Office.....	.....	.....	600 00	.....	.....	600 00	.....	.....	600 00	.....	.....	600 00	2400 00
Do. Extra Mail Service.....	60 00	50 00	20 00	.....	.....	.....	40 00	.....	130 00	60 00	70 00	70 00	500 00
Do. St. John, N. B.....	.....	.....	.....	.....	61 00	.....	.....	.....	.....	.....	.....	.....	61 00
Permanent Way (Hire of Loco- motives and Cars).....	392 00	386 50	59 00	30 00	29 00	.....	.....	392 87	85 50	420 00	84 00	62 00	1940 87
Construction ditto.....	.....	.....	147 50	.....	.....	.....	.....	.....	.....	42 75	28 00	.....	218 25
Storage (Hay Shed).....	.....	2 44	20 79	57 32	31 24	47 68	33 00	45 19	11 10	23 88	16 86	35 25	324 75
Demurrage.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	54 00	.....	.....	54 00
Wharfage.....	.....	.....	7 80	.....	.....	.....	5 50	.....	.....	.....	.....	.....	12 80
Totals.....	7222 53	6974 58	7305 60	5229 82	5579 68	6811 43	7599 78	9084 03	9316 27	7313 71	7191 43	8777 36	88406 22

(B 10.)

COMPARATIVE STATEMENT OF RECEIPTS ON THE MAIN LINE.

Twelve Months ending 30th September, 1865 and 1866.

	1865												Total.
	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	
Passenger.....	\$4149 58	3440 13	3716 23	3198 06	2421 21	3147 61	3318 01	4294 76	4968 43	4997 69	4451 80	4662 40	46765 86
Horse and Waggon ..	1269 23	1036 08	1224 98	601 61	425 73	441 90	438 29	509 94	594 44	600 23	594 64	971 59	8703 66
Freight .....	4145 78	3153 25	3382 34	3478 92	3286 44	3960 14	2898 22	4236 15	4407 39	4020 34	3973 15	4821 95	45764 07
<b>Total.....</b>	<b>9564 54</b>	<b>7629 46</b>	<b>8323 55</b>	<b>7278 59</b>	<b>6133 38</b>	<b>7549 65</b>	<b>6649 52</b>	<b>9040 85</b>	<b>9970 26</b>	<b>9618 26</b>	<b>9019 59</b>	<b>10455 94</b>	<b>101233 59</b>

	1866												Total.
	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	
Passengers.....	\$4880 66	4358 72	4320 96	3411 86	2654 33	3446 15	3698 20	4768 30	4577 81	5249 89	5380 73	4802 26	51539 87
Horse and Waggon.....	1287 60	1192 10	1307 76	682 91	422 42	418 91	381 32	516 78	505 11	735 78	806 31	775 33	9027 33
Freight.....	4115 69	3411 28	4344 74	2999 12	3064 71	4080 07	3754 53	4741 36	5805 48	4342 11	3963 00	5092 05	49664 14
<b>Total.....</b>	<b>10823 95</b>	<b>8962 10</b>	<b>9973 46</b>	<b>7093 89</b>	<b>6141 46</b>	<b>7890 13</b>	<b>7829 05</b>	<b>10021 44</b>	<b>10888 40</b>	<b>10327 78</b>	<b>10150 04</b>	<b>10669 64</b>	<b>110231 34</b>

(B 11.)

COMPARATIVE STATEMENT OF RECEIPTS ON THE WINDSOR BRANCH.

Twelve Months ending 30th September, 1865 and 1866.

	1864						1865						TOTAL.
	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	
Passenger .....	\$3335 31	2777 87	2418 75	1630 57	1521 18	1801 71	2845 41	3210 10	3903 18	3727 17	4171 41	3904 69	35307 35
Horse and Waggon.....	1116 37	1332 03	1490 23	704 10	536 03	402 95	851 86	848 02	552 37	480 34	978 13	1228 15	9540 58
Freight.....	2863 40	3256 58	2913 92	2290 38	2071 36	3118 56	3337 72	3559 56	2941 18	2568 05	2331 53	3385 69	34657 93
<b>Total.....</b>	<b>7335 08</b>	<b>7366 48</b>	<b>6822 90</b>	<b>4625 05</b>	<b>4148 57</b>	<b>5323 22</b>	<b>6534 99</b>	<b>7117 68</b>	<b>7396 73</b>	<b>6775 56</b>	<b>7481 07</b>	<b>8578 53</b>	<b>79505 86</b>

	1865						1866						TOTAL.
	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	
Passenger .....	\$3470 59	3166 22	2582 87	1932 45	1523 27	1894 03	3172 61	3387 28	3914 38	3926 47	4264 11	3937 69	37171 97
Horse and Waggon.....	1425 50	1196 20	1442 62	780 35	437 17	536 49	421 73	549 28	606 35	501 96	565 93	1125 29	9588 87
Freight .....	3106 84	3563 30	2960 86	2230 70	2514 97	2781 36	3845 25	4342 67	3510 79	2971 60	3228 43	3685 31	38742 08
<b>Total.....</b>	<b>8002 93</b>	<b>7925 72</b>	<b>6986 35</b>	<b>4943 50</b>	<b>4475 41</b>	<b>5211 88</b>	<b>7439 59</b>	<b>8279 23</b>	<b>8031 52</b>	<b>7400 03</b>	<b>8058 47</b>	<b>8748 29</b>	<b>85502 92</b>

Total earnings for the Twelve months ending 30th September, 1865.....\$180,739 45  
 Do. do 30th September, 1866..... 195,734 26

Increase in latter period..... \$14,994 81



(B 12.)

SECOND QUARTER.

Number of First and Second Class Passengers carried from each Station, with the Amounts received, for the Three Months ending March 31st, 1866.

STATIONS.	JANUARY.				FEBRUARY.				MARCH.				TOTALS.				AGGREGATE.	
	No. Pass'rs.		Amounts Received.		No. Pass'rs.		Amounts Received.		No. Pass'rs.		Amounts Received.		No. Pass'rs.		Amounts Received.		No. Pass'rs.	Amounts received.
	1st	2nd	1st class.	2nd class.	1st	2nd	1st class.	2nd class.	1st	2nd	1st class.	2nd class.	1st	2nd	1st class.	2nd class.		
Richmond.....	1074	1440	\$1007 92	\$ 887 38	764	1186	\$ 719 03	\$ 713 69	908	1366	\$ 965 98	\$ 880 33	2746	3992	\$2692 23	\$2481 40	6788	\$5174 38
Bedford.....	181	172	76 76	38 75	132	173	56 97	32 82	97	235	43 97	62 47	410	580	177 70	134 04	990	311 74
Rocky Lake.....	86	198	36 85	40 75	76	171	41 22	35 43	80	122	40 97	34 10	242	491	119 04	110 28	733	229 32
Elmsdale.....	45	148	27 35	68 51	41	168	18 94	74 78	41	232	18 58	98 34	127	548	64 87	241 68	675	306 50
Shubenaadie.....	143	168	115 82	89 19	85	152	61 77	74 09	103	230	89 19	122 26	331	550	266 78	285 54	881	552 32
Stowiacke.....	52	102	34 11	50 68	43	107	27 59	45 53	53	131	31 69	50 66	148	340	93 39	146 87	488	240 26
Brookfield.....	52	131	25 87	61 09	42	131	29 25	65 55	57	210	23 02	83 63	151	472	78 14	210 27	623	288 41
Truro.....	298	373	427 62	310 77	224	315	341 17	262 79	298	420	368 45	309 03	790	1108	1137 24	882 59	1898	2019 83
Windsor Junction.....	145	444	77 28	147 24	96	417	56 90	127 33	111	544	60 61	195 83	352	1405	194 79	470 40	1757	665 19
Beaver Bank.....	42	136	16 19	29 90	56	97	29 70	23 41	24	141	12 29	27 41	122	374	58 18	80 72	496	188 90
Mount Uniacke.....	58	151	36 15	54 69	58	121	35 95	47 09	63	172	45 91	68 19	179	444	118 01	169 97	623	287 98
Newport.....	159	179	116 14	72 07	97	184	65 05	65 85	115	198	74 00	69 88	371	561	255 19	207 80	932	462 99
Windsor.....	423	387	456 43	190 94	288	410	299 86	174 01	358	488	373 09	229 80	1069	1285	1129 38	594 75	2364	1724 13
J. Murray.. Guard.....	101	197	19 84	22 14	129	162	19 23	22 83	136	187	19 87	20 50	366	546	58 94	65 47	912	124 41
A. R. Adams.. ".....	80	404	12 50	33 77	2	20	0 36	1 88	.....	.....	.....	.....	82	424	12 86	35 65	506	48 51
John Ryan.....	60	367	15 23	58 45	112	260	29 43	45 55	82	342	19 22	57 37	254	969	63 88	161 37	1223	225 25
George Donkin ".....	95	299	24 30	39 01	79	317	16 89	43 18	11	70	2 23	7 75	185	686	43 42	89 94	871	133 36
Robt. Duncan. ".....	5	9	1 11	1 34	82	185	9 17	20 48	139	203	14 10	30 54	226	397	24 38	52 36	623	76 74
Spare Conductors.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
H. Hyde.....	55	.....	84 15	.....	32	.....	48 96	.....	27	.....	41 31	.....	114	.....	174 42	.....	114	174 42
T. S. Lindsay.....	153	.....	233 33	.....	98	.....	149 94	.....	126	.....	192 78	.....	377	.....	576 05	.....	377	576 05
J. Blair.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
J. King.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Season Tickets.....	28	2	288 50	1 50	12	2	136 00	1 50	28	.....	352 50	.....	68	4	777 00	3 00	72	780 00
Special Train, W. Curry.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Emigrants.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Construc.—Pictou Ex.	23	.....	12 69	.....	108	.....	77 76	.....	.....	.....	.....	.....	108	.....	77 76	.....	108	77 76
Totals.....	3958	5307	3146 14	2198 17	2714	4594	2291 14	1886 46	3019	5646	2922 78	2417 40	9091	15547	8360 06	6502 03	24638	14862 09

(B 12.)

THIRD QUARTER.

Number of First and Second Class Passengers carried from each Station, with the Amount Received, for the Three Months ending 30th June, 1885.

STATIONS.	APRIL.						MAY.						JUNE.						TOTALS.						AGGREGATE.	
	No. Pass'g's.		Amounts Received.		No. Pass'g's.		Amounts Received.		No. Pass'g's.		Amounts Received.		No. Pass'g's.		Amounts Received.		No. Pass'g's.		Amounts Received.		No. Pass'g's.		Amounts Received.		No. of Pass'g's.	Amount Received.
	1st	2nd	1st class.	2nd class.	1st	2nd	1st class.	2nd class.	1st	2nd	1st class.	2nd class.	1st class.	2nd class.	1st class.	2nd class.	1st class.	2nd class.	1st class.	2nd class.	1st class.	2nd class.				
Richmond	1131	1743	\$1204 68	\$1094 58	1315	1780	\$1337 26	\$1072 82	2746	1523	\$1941 77	\$888 96	5192	5046	\$4483 71	\$3056 36	10238	\$7540 07								
Bedford	143	254	62 04	59 79	253	242	124 65	52 58	325	312	145 05	67 69	721	808	331 74	180 06	1529	511 80								
Rocky Lake	84	96	48 55	26 98	83	113	42 72	32 48	107	134	44 96	31 70	274	343	136 23	91 16	617	227 39								
Emsdale	37	278	24 70	116 68	61	292	34 10	120 78	83	322	56 29	134 16	181	892	115 09	371 62	1078	486 71								
Shubacadie	121	231	106 16	116 72	126	283	105 96	135 58	167	240	135 39	112 56	414	754	347 51	364 86	1168	712 37								
Stewiacke	66	134	48 92	63 32	79	167	63 67	72 46	84	151	63 26	66 70	229	452	175 85	202 48	681	378 33								
Brookfield	91	217	50 43	84 61	112	202	64 39	80 01	104	215	74 54	76 98	307	634	189 36	241 60	941	430 96								
Truro	226	493	313 68	365 98	321	452	427 34	340 23	374	453	508 40	329 52	921	1398	1249 42	1035 73	2319	2235 15								
Windsor Junction	125	612	64 82	213 81	142	483	81 80	166 40	148	531	86 23	175 74	415	1626	232 85	555 95	2041	788 80								
Beaver Bank	26	160	10 46	34 40	32	114	12 86	30 43	44	111	22 95	29 20	102	385	46 27	94 03	487	140 30								
Mount Uniscke	48	160	33 89	68 67	71	201	46 14	80 97	121	265	82 00	97 12	240	626	162 08	246 76	866	408 79								
Newport	125	202	88 19	76 80	148	213	86 90	68 64	140	198	100 96	56 12	413	613	276 05	201 56	1026	477 61								
Windsor	502	517	507 72	300 12	641	531	707 90	302 21	330	501	939 87	237 66	1973	1549	2155 49	839 99	3522	2395 48								
J. Murray... Guard	103	142	23 08	26 11	130	224	18 07	35 07	140	188	25 12	29 03	373	554	66 27	90 21	927	156 48								
A. R. Adams	24	97	3 10	8 62	114	412	19 20	39 69	153	281	26 11	32 33	291	790	48 41	80 64	1081	123 05								
John Ryan	110	374	26 11	57 38	80	461	14 23	77 55	104	381	24 16	59 54	294	1216	64 50	194 47	1510	258 97								
George Donkin	148	467	21 16	61 12	123	538	39 27	91 31	147	478	42 10	81 06	418	1483	102 53	233 49	1901	336 02								
Robert Duncan	99	164	9 23	23 71	1	1	75	16 54	22	4	3 22	40	122	168	13 20	24 11	290	37 31								
Spare Conductors	1	7		40	21	127	5 34	16 54					22	134	5 54	16 94	156	22 48								
H. Hyde	104		158 36		153		234 09		140		214 20		397		606 65		397	606 65								
T. S. Lindsay	195		298 35		359		549 27		103		156 83		657		1004 45		657	1004 45								
J. Blair	4		6 12		78		117 81		64		97 16		146		221 09		146	221 09								
J. King	503		507 50		604		633 14		605		591 50		1712		1732 14		1712	1732 14								
Season Tickets	28		298 25		39		359 00		53		492 62		120		1149 87		123	1152 12								
Construc.—Fictou Ex.	42		23 64		27		144 05		9		82 11		78		249 80		240	341 89								
Commissariat	18	137	19 61	107 06									18	137	19 61	107 06	155	123 67								
<b>Totals</b>	<b>4104</b>	<b>6485</b>	<b>3958 95</b>	<b>2906 86</b>	<b>5113</b>	<b>6949</b>	<b>5269 91</b>	<b>2880 67</b>	<b>6813</b>	<b>6339</b>	<b>5956 80</b>	<b>2585 39</b>	<b>16030</b>	<b>19773</b>	<b>15185 66</b>	<b>8322 92</b>	<b>35808</b>	<b>23508 58</b>								



(B 12.)  
FOURTH QUARTER.

Number of First and Second Class Passengers carried from each Station, with the Amounts received, for the Three Months ending September 30th, 1866.

STATIONS.	JULY.						AUGUST.						SEPTEMBER.						TOTALS.						AGGREGATE.		
	No. Pass'rs.		Amounts Received.		No. Pass'rs.		Amounts Received.		No. Pass'rs.		Amounts Received.		No. Pass'rs.		Amounts Received.		No. Pass'rs.		Amounts Received.		No. Pass'rs.		Amounts Received.		No. Pass'rs.	Amounts received.	
	1st	2nd	1st class.	2nd class.	1st	2nd	1st class.	2nd class.	1st	2nd	1st class.	2nd class.	1st	2nd	1st class.	2nd class.	1st	2nd	1st class.	2nd class.	1st	2nd	1st class.	2nd class.			
Richmond	2431	1923	\$2111	17	\$1168	28	\$277	1800	\$2326	01	\$992	83	2862	1039	\$1944	22	\$970	92	8070	5362	\$6881	40	\$3132	03	13482	\$9513	48
Bedford	369	356	145 13	68	62	762	377	74	04	558	454	186	76	93	64	1689	286	30	2876	1187	588	34	236	30	824	64	
Rocky Lake	103	147	51 28	41	35	136	180	43	93	123	116	53	08	26	80	362	443	155	37	805	443	155	37	112	08	267	45
Elmsdale	82	353	49 18	140	73	76	206	89	04	72	253	43	20	100	32	230	812	145	78	1042	812	145	78	330	09	475	87
Shubenacadie	129	410	101 39	145	90	195	210	102	14	158	242	186	45	116	02	482	862	417	72	1344	862	417	72	364	06	781	78
Stewiacke	93	185	64 14	84	04	66	142	55	06	82	164	72	11	64	42	241	491	185	15	732	491	185	15	204	42	389	57
Brookfield	93	225	53 22	112	28	94	174	61	70	74	40	81	153	56	59	268	552	171	51	820	552	171	51	260	42	431	98
Truro	371	457	508 59	381	72	507	360	725	58	293	30	388	379	537	43	1266	1196	1771	60	2462	1196	1771	60	1001	48	2773	08
Windsor Junction	138	594	72 82	194	00	162	548	84	93	185	32	183	594	91	39	483	1786	249	14	2219	1786	249	14	578	56	827	70
Beaver Bank	46	151	21 93	39	96	60	114	29	22	27	98	32	132	15	87	138	397	67	02	535	397	67	02	106	18	173	20
Mount Uniacke	112	238	74 37	85	00	144	179	91	98	68	06	104	201	71	41	360	618	237	76	978	618	237	76	225	36	463	12
Newport	175	205	105 19	65	00	142	186	106	35	69	48	188	246	129	65	505	637	341	19	1142	637	341	19	227	23	568	42
Windsor	898	331	872 10	242	84	865	359	909	78	219	20	978	440	825	83	2741	1180	2607	71	3871	1180	2607	71	715	30	8323	01
John Murray, (Guard)	216	250	46 20	43	12	242	328	49	20	48	00	144	181	35	28	602	634	180	68	259	634	180	68	128	52	236	20
A. R. Adams	222	336	29 30	36	54	206	328	34	20	23	74	149	371	17	50	577	1085	81	00	179	577	1085	81	98	02	1612	02
John Ryan	139	418	33 20	70	03	113	266	28	40	43	35	167	410	33	43	469	1094	95	03	1563	469	1094	95	180	24	275	27
George Donkin	147	392	42 16	88	08	139	439	28	25	63	06	73	188	12	20	359	1019	82	61	1378	359	1019	82	188	25	270	86
Robt. Duncan	32	19	6 85	2	44	98	89	18	60	10	43	50	48	7	25	180	156	32	70	336	156	32	70	18	07	50	77
Spare Conductors	14	21	2 89	3	15	49	45	9	55	8	22	57	278	12	65	120	344	25	09	464	344	25	09	56	24	81	33
H. Hyde	169	...	258 57	...	...	169	...	255	51	...	...	154	...	234	09	492	...	748	17	492	...	748	17	...	...	748	17
T. S. Lindsay	171	...	257 81	...	...	157	...	287	92	...	...	148	...	221	85	476	...	717	58	476	...	717	58	...	...	717	58
J. Blair	75	...	113 99	...	...	86	...	129	29	...	...	63	...	95	63	224	...	388	91	224	...	388	91	...	...	388	91
J. King	779	...	756 68	...	...	814	...	814	00	...	...	759	...	761	94	2352	...	2332	62	2352	...	2332	62	...	...	2332	62
Season Tickets	26	1	294 25	75	26	26	...	222	50	...	...	24	1	256	00	76	2	772	75	78	2	772	75	1	50	774	25
Round Trip Tickets	2	...	2 00	...	...	...	...	...	...	...	...	122	...	122	00	124	...	124	00	124	...	124	00	...	...	124	00
Construc. (Picton Extension)	7	78	47 49	40	09	64	...	183	78	...	...	37	...	98	24	108	78	829	51	186	78	829	51	40	09	869	60
Telegraph	...	...	...	...	...	148	...	60	13	...	...	148	...	...	...	148	...	60	13	148	...	60	13	...	...	60	13
Rev. R. F. Uniacke, S. S. Exc.	...	...	...	...	...	251	...	25	00	...	...	251	...	...	...	251	...	25	00	251	...	25	00	...	...	25	00
Adm. Sir J. Hope, Sailors' Exc.	...	...	...	...	...	103	...	18	00	...	...	103	...	...	...	103	...	18	00	103	...	18	00	...	...	18	00
J. Ward, Sons of Temperance	...	...	...	...	...	61	...	30	50	...	...	61	...	...	...	61	...	30	50	61	...	30	50	...	...	30	50
Daniel Mosher	...	...	...	...	...	180	...	54	00	...	...	180	...	...	...	180	...	54	00	180	...	54	00	...	...	54	00
R. Malcom	...	...	...	...	...	103	...	28	84	...	...	33	...	...	...	136	...	...	...	136	...	...	...	...	...	38	74
Totals	7039	7090	6122	40	3053	96	9392	6308	7123	52	2521	32	7256	6523	6072	05	2667	90	23737	19921	19317	97	8248	18	43658	27561	15

(B 13.)

Number of First and Second Class Passengers carried from each Station, with the amounts received, for the Twelve months ending 30th September, 1866.

STATIONS.	No. Passengers.		Amounts received.		No. Passengers.	Aggregate. Amount received.
	2nd Class.		2nd Class.			
	1st Class.	2nd Class.	1st Class.	2nd Class.		
Richmond	19476	20285	\$ 17303 70	\$ 12389 35	89761	\$ 29793 05
Bedford	3284	3195	1316 68	708 15	6479	2024 88
Rocky Lake	1187	1786	528 91	447 96	2923	976 87
Grand Lake	55	112	85 18	41 17	167	76 35
Elmsdale	674	2942	417 16	1256 72	3616	1663 88
Shubenacadie	1662	2976	1897 34	1416 50	4638	2813 84
Stewiacke	873	1867	616 66	848 46	2740	1465 12
Brookfield	1027	2278	607 78	1020 04	3305	1627 82
Truro	3923	5524	4582 70	4496 19	9447	9978 89
Windsor Junction.	1658	6596	906 69	2263 24	8254	3169 93
Beaver Bank	446	1611	205 80	380 51	2057	586 31
Mount Uniacke	930	2170	616 46	833 18	3100	1449 64
Newport	1771	2442	1201 12	896 21	4213	2097 33
Windsor	7558	5616	7852 36	3127 39	13174	10979 75
John Murray, Guard	1687	2386	343 51	396 10	4023	739 61
A. R. Adams, "	1158	3188	181 65	326 45	4346	508 10
John Ryan, "	1305	4480	303 06	748 29	5785	1051 35
George Donkin, "	1125	4067	263 08	644 42	5192	907 50
Robt. Duncan	710	954	110 39	137 06	1664	247 45
Spare Conductors	256	833	93 75	142 49	1039	236 24
H. Hyde	1417		2162 66		1417	2162 66
T. S. Lindsey	2093		3172 48		2093	3172 48
James Blair	473		716 83		473	716 83
James King	5491		5465 96		5491	5465 96
Season Tickets	388		3405 74	6 75	347	3412 49
Round Trip Tickets	128		128 00		128	128 00
Construction—(Pictou Extension)	376	261	655 36	143 40	637	798 76
Do. (Telegraph)	148		60 13		148	60 13
Commissariat Department	18	137	19 61	107 06	155	126 67
Emigration Department	108		77 76		108	77 76
R. Malcolm (conveyance of laborers)		136		38 74	136	38 74
Special Trains	653		147 50		653	147 50
<b>Totals</b>	<b>61958</b>	<b>75801</b>	<b>55796 01</b>	<b>32915 83</b>	<b>137759</b>	<b>88711 84</b>

(B 14.)

Statement showing description of Freight forwarded from each Station during the Twelve Months ending 30th September, 1866.

STATIONS.	Single Horses.	Empty Wagons or Sleighs.	Loaded Wagons or Sleighs.		Total Weight of Freight in Tons.	Dry Goods, Boxes and Bales.	Sundry Boxes.	Sundry Packages and Parcels.	Pieces of Furniture.	Molasses, Sugar, &c., puns, and hds.	Molasses, Sugar, and Liqueurs, casks and kegs.	Liquors, puns, and hds.	Flour (barrels).	Meal (bags & barrels).	Potatoes (bags).	Oats and other Grain (bags).	Hay (bundles).	Straw (bundles).	Apples (barrels).
			Number.	Weight in Tons.															
Richmond	4737	1804	2637	1431	17075	9740	18529	33309	2380	2108	7715	597	27970	8003	969	12957	551	94	880
Bedford	509	315	153	84	176	5	58	162	11	2	24	1	145	166	4	2	8	11	11
Rocky Lake	181	181	3	2	1962		74	327	62	1			7		11		132		8
Fletcher's	27	21	2	1	1486		8	7	1				3						
Grand Lake	9	4			20		6	6	19										
Enfield	133	85	46	20	2849		63	2464	4	1	2		50	4	25	29	15		
Elmsdale and Truro Road	654	271	397	239	1266	14	140	97	60		13	3	34	13	30	34	74		
Wickwire's	72	20	35	17	1566		47	137	33	2	24	1	3		27	64	1321	85	
Shubenacadie	547	321	181	87	2845	4	259	231	257	1	60	1	13	6	188	48	3123	758	
Stewiacke	657	221	383	216	2479	1	457	18	85	1	1		50	14	313	47	1505	295	
Brookfield	466	277	151	96	1395	90	349	885	105		1		6	80	232	149	193	6	
Truro	1299	698	430	315	3969		1565	389	997	1			455	273	9506	59	2205	1121	
Windsor Junction	116	72	3	1	1932	133	192	285	42				61	2	29	22			
Beaver Bank	177	83	84	37	5346		17	34	37	8	2		48	16	37	13			
Mount Uniacke	613	200	387	223	1220		245	392	158		221		274		522	103			
Stillwater					918		7	6	10										
Ellershouse	14	8	3		4566		53	103			17	2	10		292	10			
Newport	322	149	120	81	7129		109	2	39	7	21		64	9	1584	222	7120	818	177
Windsor	2129	485	1486	1274	6003	65	1513	10682	41	1		71	150	49	4663	9	13533	1629	5188
Totals	12662	5215	6501	4121	64732	10052	23685	49486	4941	2134	8101	676	29343	8637	19421	13779	29775	4806	6304

(B 14.) — CONTINUED.

STATIONS.	Beef, Mutton, and Pork (lbs.)	Butter (Arkins & tubs)	Hams.	Cheese of Tea.	Quintals of Fish.	Fish (bbl. & half bbl.)	Cattle.	Sheep and Lambs.	Calves and Pigs.	Skins and Hides.	Ice (tons).	Oakum (bundles).	Powder and Ammunition (kegs).	Russo Posts (cars).	State (cars).	Wool (bundles).	Ships Sails.	Quartz (bbls).	Bricks.	
																				Richmond
Bedford		4	1	2	2	21	12	49	5	24										
Rocky Lake	1200	22					8				1619	2892						8		
Fletcher's				1																
Grand Lake																				
Enfield	1517	134	2	1		23	22	69	18	26										
Elmsdale and Truro Road	72350	7	2			31	135	208	128	479				16	5			82	631880	
Wickwire's	18835	102					61	868	132	119									85610	
Shubenacadie	20285	681		1		16	220	1378	149	1425						337			483000	
Stewiacke	32430	1190	4	3		10	436	1834	208	98				6				12	25500	
Brookfield	61890	2052	15	3		1	548	2566	572	249				8					10000	
Truro	542954	6292	1314	6		9	1659	5372	446	2935								8		
Windsor Junction	380					7	15	1		75				0				45		
Beaver Bank	1995	5			1	2	82	66	24											
Mount Uniacke	18005	123				2	84	32	37	400										
Stillwater	300					3	17	15	7	22										
Ellershouse	2660	362				10	271	1505	195	20										
Newport	11620			2		30	1662	2665	43	22										
Windsor	22391	807																		
Totals	1084391	12238	1513	2336	2336	3941	5417	16890	2082	9231	1629	1093	3077	29	5	382	103	187	1189490	

(B 14.) — CONTINUED

STATIONS.	Stone (cars).	Clay (cars).	Earthenware (crates and cases).	bbls.	Plaster (cars).	Sand and Gravel (cars).	Manure (cars).	Square Timber (cars).	Soft wood Boards (cars).	Deals, Battens, and Planks (cars).	Hard wood Boards (cars).	Knees (cars).	Logs, Spars, and Mats.	Shingles (bundles).	Laths (bundles).	Lathwood (cords).	Buckets.	Baskets (Indian).	Firewood (cords).	Bark (cords).	Hoops (bundles).	
Richmond	23		8				7	1	64	2				1048			150	78				
Bedford										1	24								12			295
Rocky Lake						2								300								
Fletcher's	2							34	20					4940						246		
Grand Lake	3	2	16											226						240		
Enfield			9		75	78		3	1	1	10			110	45				93	1		2508
Elmsdale and Truro Road	98							3	5	1	4			696	126	18						
Wickwire's	7	19						4	24	01				7696	162	2				276		
Shubenacadie	9			72				4	21½	6				5301						216		
Stewiacke	10					6		14	23	1				1036	300					1134		38
Brookfield	1							33	9	28										438		156
Truro	10	1	9		4			37	7					16						19		
Windsor Junction	402			5				11	25	42			80½	4732	130	96				222		
Beaver Bank								18	16	9			57	3099	106	7				942		282
Mount Uniacke								7	29½	31			5							206		489
Stillwater								19	83	114				36	462	2				97		100
Ellershouse					362	14		148	18	23				31	71	24				1759		100
Newport	24				107			12		7				48						1758		292
Windsor																						
Totals	23	566	22	42	81	551	109	16	384	266	164	62	12	24375	6352	149	150	81	813	7549		1094111

(B 14.) — CONTINUED.

STATIONS.	RAILWAY MATERIAL.										Machinery.											
	Rope in coils.	Stoves and Castings.	Iron and Steel (bbls).	Iron (bars).	Pig Iron (tons).	Spikes and Nails (kegs and bags).	Coal (chaldrons).	Chains and Anchors.	Sundry Bags.	Sundry Barrels.		Sawdust.	Rails.	Chairs.	Spikes.	Keys.	Sleepers (cars).					
Richmond	3252	2502	6026	26379	173	4486	201	286	7504	10045		cars.	cars.	2125	kegs.	332	cars.	bbls.	cars.	6 cars.		
Bedford		5	1																	12		
Rocky Lake	4	60	24		19		3		32	170									200	25		
Fletcher's																				90		
Grand Lake																						
Enfield	2	18	3		36				1	104												
Elmsdale and Truro Road		41	2	4					142	18												
Wickwire's			12	2					117	58												
Shubenacadie	3	3	284	53					236	87												
Stewiacke									136	72												
Brookfield	2	4	2	8	4				353	704												
Truro		2144	3	144					1672	1980												
Windsor Junction	2	4	1	2	11																	
Beaver Bank		1							11	23												
Mount Uniacke		5	2100																			
Stillwater			2																			
Ellershouse																						
Newport				46																		
Windsor		3519	163	7					53													
Totals	3264	8310	8623	26640	243	4486	204	292	10257	13262	2	1	9872	9	13222	3	433	1	6	200	244	6 cars.

(B 15.)

Weight of Inward Freight from all Stations to Richmond for Twelve Months ending 30th September, 1866.

STATIONS.	1866												Totals.
	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	
Bedford.....	15150	66097	8685	12280	10715	9608	64500	38900	4050	48730	30993	81776	391894
Rocky Lake.....	23695	137675	316020	656860	649240	8740	12275	3120	1122425	16200	760350	29950	3736550
Fletcher's.....	80000	.....	.....	80000	.....	64000	112000	85755	179000	179000	50350	164000	992105
Grand Lake.....	32000	.....	.....	.....	.....	.....	1100	550	.....	.....	.....	.....	33650
Enfield.....	910715	317750	28430	6020	5850	224700	325580	479250	223750	377390	999770	616740	4515945
Elmsdale and Truro Road.....	144490	95930	70665	34800	426860	335370	49600	98170	70570	233410	626430	121380	2307675
Wickwire's.....	35942	15150	81130	56590	32770	50660	140050	29870	25860	18820	98270	13495	598607
Shubenacadie.....	263704	743048	195633	303814	120484	318414	146005	458963	436271	751056	956955	255980	4950327
Stewiacke.....	180960	121680	150095	126510	114975	102220	149670	129730	180010	159560	88190	52400	1556000
Brookfield ..	110050	90710	122930	38200	35535	238550	283550	285540	66290	102000	94330	285710	1752495
Truro.....	548030	553098	793304	481831	383571	354242	991967	324920	504522	470602	486326	1106384	7000797
Windsor Junction.....	33810	35650	193710	236580	601150	413650	416030	153150	269030	68650	67950	19660	2499020
Beaver Bank.....	686410	600284	464000	471730	301680	1188250	864140	966819	1131340	837013	1321680	797440	9630786
Mount Uniacke.....	85285	119180	163625	321250	126100	180800	158058	96260	169030	163190	74775	151875	1819428
Stillwater.....	40000	.....	.....	20100	17000	76000	16600	544200	128000	212700	40000	72700	1167300
Ellershouse.....	384170	339090	539450	65350	160850	273650	947050	605330	89010	153090	741225	1407400	5705665
Newport.....	178170	164474	241212	293724	281296	258926	223177	223276	112030	136230	226100	205740	2544305
Windsor.....	680090	1265390	1038160	1421940	1722642	643811	1135423	757686	632068	666798	799413	885741	11689162
Totals.....	4432671	4665206	4408149	4627579	4990718	4751491	6036775	5281489	5321256	4594489	7463017	6268371	62841211

Weight of Outward Freight from Richmond shown on Return C. 14.

Weight of Freight.....	17075 tons.
Loaded Waggon and Sleighs.....	1431 "
Empty " estimated 550 lbs. each.....	496 "
<b>Totals.....</b>	<b>19002</b>

## APPENDIX C.

LOCOMOTIVE AND CAR DEPARTMENTS,  
RICHMOND, October, 1866.

AVARD LONGLEY, Esq., Chief Commissioner of Railways.

SIR,—Herewith I beg to submit the returns in connection with the Locomotive and Car Departments for the year ending 29th September, 1866.

Return No. 1 shows the number of miles run and stores consumed by each locomotive.

Return No. 2 shows the number of miles run, and the average consumption of stores per mile by locomotives on regular and extra passenger trains.

Return No. 3 shows the total number of miles run, and the average consumption of stores on all services.

Return No. 4 shows statement of mileage, consumption of stores, and cost of repairing locomotives, with the cost per mile run.

Return No. 5 shows the cost of repairing Nos. 2, 4, and 5 engines, which were damaged when employed on the construction service in the years 1858 and 1859.

Return No. 6 is a list and description of all the Rolling Stock.

## LOCOMOTIVE DEPARTMENT.

I beg to make a few remarks on the above returns:—Referring to No. 4 Return you will see that the mileage has increased over the previous year 6,492 miles, and the increase of wages and materials, for running and repairing, has increased in proportion; the average increase of cars per train is very trifling, but the *weight* of trains has increased very considerably; the main increase is in the wood, both in quantity and price; the increase of price is 38.75 cents per cord, making a difference in the total quantity of nearly \$2,700; in previous years ten per cent. additional had been charged to meet deficiencies in the measurement of wood into the tenders, but this did not meet the deficiency during the past year, and a further sum had to be charged in the consumption of wood by the locomotives, which has made an increase in the cost of the wood of \$3,200, which accounts for the excess in the cost per mile run of 3.75 cents; the oil has increased 1/8 of a cent per mile; tallow has increased 1/8 of a cent per mile. The increase of oil and tallow is altogether owing to the increase of the price of these articles. Waste has decreased 1/8 of a cent per mile, being a little cheaper. The cost of repairing engines has decreased 1/8 of a cent per mile. Heavy boiler repairs have been made on two of the engines, and the engines and tenders have had general repairs during the year. Those engines that were not previously furnished with Blowers and Sand Boxes, have had them put on during the past year, as it became absolutely necessary, owing to the great increase in the *weight* of trains. Some of the engines have yet to be supplied with Sand Boxes.

The unyielding state of the road during last winter, owing to the frost having penetrated to a great depth into the road-bed, and the absence of snow, caused a great many of the Engine Tyres to break—namely, fourteen, which is a larger number than during any previous years. I am, however, happy to state that no other casualty has happened besides what was caused by the frost.

It will be necessary in the ensuing year to re-build one or two of the Tender Tanks. The number of years that some of the engines have now been running will necessarily entail larger and heavier repairs than formerly.

The engines generally are in good repair.

In my last report I recommended that a Coal Shed should be built, which, I am happy to say, is now in course of construction.

The increase in the quantity of stock in the store rendered it necessary to have more assistance and larger accommodation, and the new office that is now building, I am happy to say, will meet all requirements.

I have now again to URGE THE NECESSITY of lighting the works with *Gas*, and more especially now that the Pictou Extension will furnish us with more work, and an increased number of hands, and it *now* becomes a point of *economy* as well as security against fire, to have the *Gas*.

## CAR DEPARTMENT.

*First Class Cars.*

These cars have had general repairs and renewals. Sixteen new chilled wheels have been put under them, and six repaired wheels; eleven brass bushes; three have been renewed, cleaned, and varnished; and three have been painted complete.

*Second Class Cars.*

These cars have had general repairs. Two repaired wheels; twelve brass bushes; one painted during the year.

*Box Freight Cars.*

These cars have had general repairs; two chilled wheels; fifty-one new brass bushes, and other repairs in the wood work.

*Horse and Cattle Cars.*

Twenty-four new chilled wheels; ten repaired wheels have been put under them, and thirty-one new brass bushes and other general repairs in wood material.

*Flat Cars.*

These cars have had put under them twelve new chilled wheels and fifty-six repaired wheels during the year; also, one hundred and thirteen new bushes have been put in; nineteen were altered for ballasting purposes and sent to the Truro end of the Pictou Extension; eighteen have been rebuilt in wood materials, also in some of the iron mountings.

*Side Tip Cars, 11 in Number.*

These cars are in good working order.

*Snow Ploughs, 3 in Number.*

These are in good order.

Referring to the Cars for the Pictou Extension, forty new Platform Cars have been built. Two new second class cars, 41 feet long, to hold 60 passengers, have been built. Six new Box freight cars have been built, but are not in use. Twelve new Flat Cars were sent to New Glasgow early in the Spring, and six, renewed in wood work only, were sent this Fall. Nineteen of the old Flat Cars were altered and fitted with trap doors for ballasting purposes, and sent to the Truro end of the Pictou Extension, as they were better fitted than new ones, owing to the ballasting being very injurious to new cars. There are still 16 new Box Cars to be built yet to complete the estimated list for the Pictou Extension. I would state that the cars for the Pictou Extension have been constructed on the works at Richmond, only the Iron and Steel and Wheels were imported. This was owing to the new Blacksmith's shop, which has enabled us to do all the forging on the works; also, the Switch Points and Crossings for the Pictou Extension were made in the shop at Richmond.

Sixteen new Jack Screws for the use of the engines and cars have been constructed at Richmond for Pictou Extension. I would now strongly recommend that you erect a shop for the construction, (especially of passenger cars), fitted with some tools for wood work. I am satisfied that the first class cars could be built cheaper than imported, and equally as good. A partition has been put up in the Stone Car Shed to build the passenger cars in winter, but the work cannot be so satisfactorily done owing to the dampness of the building. A shed is much required for the passenger cars to keep them clean, and from the weather when they are not in use.

A very good cargo of pitch pine and oak and other wood materials have been purchased to meet the requirements of this department for some time.

I have to say that the cars are in a fair state of repairs.

Your obedient servant,

W. JOHNSTON,  
*Locomotive Superintendent.*

**RETURN C 1.**

*Statement of Mileage and Consumption of Stores by Locomotive Engines for the year ending 29th September, 1866.*

No. of Engine.	MILES RUN.										CONSUMPTION OF			
	Regular and Extra Passenger Trains.	Extra Freight Trains.	Construction Work.	Shunting.	Assisting Trains.	Maintenance of Way.	Total Miles.	Wood—Cords.	Oil—Gallons.	Tallow—Lbs.	Waste—Lbs.			
1	10608	52	.....	176	90	.....	10926	330 00	72 00	563 00	160 00			
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
3	.....	556	.....	34	.....	.....	590	17 00	6 50	42 00	15 00			
4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
5	.....	.....	.....	61	.....	.....	61	2 00	.....	.....	.....			
6	5670	1746	.....	3205	130	90	10841	485 25	122 95	530 00	212 00			
7	6454	.....	.....	288	.....	.....	6742	257 25	86 50	284 00	139 00			
8	17506	27	.....	305	.....	.....	17888	530 00	137 00	629 00	268 50			
9	11102	90	.....	951	.....	.....	12143	495 25	92 25	492 00	194 75			
10	4847	1326	.....	1124	160	.....	7457	337 50	71 50	326 50	135 50			
11	11075	2030	.....	629	142	990	14866	646 25	169 25	692 00	248 50			
12	.....	.....	.....	600	.....	.....	600	15 75	4 50	24 00	5 00			
13	12412	26	.....	3456	.....	165	16059	460 75	117 25	516 50	241 25			
14	16695	.....	.....	957	.....	180	17882	823 50	141 75	850 00	292 50			
15	5430	1896	.....	577	219	1005	9127	347 25	102 25	366 00	171 00			
16	13387	2344	.....	704	.....	1589	18024	645 00	189 50	631 00	306 00			
17	13329	.....	.....	547	31	.....	13907	510 25	130 00	464 00	215 50			
18	7410	390	.....	931	.....	137	8868	294 50	97 00	333 00	158 50			
19	1420	3497	.....	6893	101	1287	13198	469 75	121 75	710 50	206 00			
20	1339	3697	.....	613	.....	1025	6674	264 03	80 00	371 00	106 50			
1866	138684	17677	.....	22051	873	6468	185753	6881 53	1744 75	7028 50	3079 50			
1865	137210	10658	86	20172	667	10468	179261	5265 01	1510 75	7274 50	3053 50			

WILLIAM JOHNSTON.

Richmond, 29th September, 1866.



## RETURN C 2.

Showing the number of Miles run; Wood, Oil, Tallow, and Waste consumed; together with the average of Regular and Extra Passenger Trains Engines for the year ending 30th September, 1866.

On what Line running.	Total Miles run.	Total Wood burnt (cords).	Total Oil used (gallons).	Total Tallow used (lbs.)	Total Waste used (lbs.)	Miles Run to 1 Cord Wood.	Miles Run to 1 Gall. Oil.	Miles Run to 1 Lb. Tallow.	Miles Run to 1 Lb. Waste.	Average No. of Cars in each Train.
Halifax and Truro .....	76765	2499.78	653.00	2593.00	1204.00	30.60	117.57	29.60	63.75	13.81
Halifax and Windsor .....	61919	2663.25	595.00	2778.00	1102.00	23.24	104.06	21.92	56.18	12.47
Total average 1866.....	138684	5163.03	1248.00	5371.00	2306.00	26.86	111.12	25.82	60.14	13.54
1865 for comparison .....	137210	4156.37	1113.50	5260.00	2293.50	33.01	123.22	26.08	59.82	13.29

W. JOHNSTON.

RICHMOND, 29th September, 1866.

**RETURN C 3.**

*Shewing Miles Run on all Services, Wood, Oil, Tallow, and Waste consumed; together with the Averages, for the year ending 29th September, 1866.*

How Employed.	Total Miles Run.	Total Wood burnt (cords).	Total Oil used (gallons).	Total Tallow used (lbs).	Total Waste used (lbs).	Miles run to 1 cord Wood.	Miles run to 1 gallon Oil.	Miles run to 1 lb. Tallow.	Miles run to 1 lb. Waste.	Average No. of cars in each Train.
Regular and Extra Passenger and Freight Trains. { Halifax and Truro . . . . .	85076	2813.28	747.00	2943.00	1346.00	30.24	113.89	28.90	63.20	13.81
{ Halifax and Windsor . . . . .	71285	3051.25	705.00	3235.00	1246.00	23.36	101.11	22.03	57.21	12.47
Construction Works . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Shunting . . . . .	22051	778.75	213.75	1138.50	380.50	28.31	103.16	19.37	57.95	.....
Assisting Trains . . . . .	873	35.25	8.25	31.00	13.00	24.76	105.81	28.16	67.15	.....
Maintenance of Way Service . . . . .	6468	203.00	70.75	281.00	94.00	31.86	91.42	23.01	68.80	9.00
<b>Totals and Averages, 1866. . . . .</b>	<b>185753</b>	<b>6881.53</b>	<b>1744.75</b>	<b>7628.50</b>	<b>3079.50</b>	<b>26.99</b>	<b>106.33</b>	<b>24.34</b>	<b>60.31</b>	<b>13.31</b>
<b>1865 for comparison . . . . .</b>	<b>179261</b>	<b>5265.01</b>	<b>1510.75</b>	<b>7274.50</b>	<b>3053.50</b>	<b>34.04</b>	<b>118.65</b>	<b>23.97</b>	<b>58.70</b>	<b>13.29</b>

W. JOHNSTON.

RICHMOND, 29th September, 1866.

RETURN C 4.

Statement of Mileage, Consumption of Stores, and Cost of Repairs of Locomotives for the year ending 29th September, 1866.

No. of Engine.	MILES RUN.										CONSUMPTION OF STORES AND WAGES.										REPAIRING.										Total Cost of Running and Repairing.
	Regtr. and Extra Passr. trains.	Extra Freight Trains.	Maintenance of Way Service.	Shunting.	Assisting Trains.	Construction Service.	Total Miles run.	Wood, cords, at \$2.91 1/2.	Oil, Gallons, at \$1.21 1/2.	Tallow, lbs., at 10. 3/4.	Waste, lbs., at 24. 7/8.	Amount.	Wages of Drivers, Firemen, and Cleaners.	Coal, bushels, at 1. 1/2.	Amount.	Wood, cords, at \$2.88.	Oil, Gallons, at \$1.44 1/2.	Tallow, lbs., at 10. 3/4.	Waste, lbs., at 26. 1/2.	Amount.	General Stock Materials.	Wages, Mechan- ics, &c.	Work not done by Railway.	Old Stock Mate- rials.							
1	10008	62		176	90		10226	390 00	962 31	72	87 30	87 37	100	30 57	916 85	200	31 00	65	1 68	9	13 01	16	1 69	4	1 63	35	16	10 70	2574 03		
2		656		31			690	17 00	49 78	61	7 88	4 32	91	3 71	35 08			56	1 68	6	8 01	4	1 63	4	1 63	35	16	10 70	2574 03		
3	6670	1746	90	3235	130		10811	485 25	1231	3	3 61	41	9	2 23	2 25	28 00	2 76	7 92	11	1 60	2	2 25	24	1 64	19	11	10 70	2574 03			
4	6454	27		288			6742	257 25	760 17	861	104 87	254	24	62 33	625 03	170	28 00	1 36	3 91	1	1 60	1	1 60	1	1 60	19	11	10 70	2574 03		
5	17606	21		395			17888	630 00	1945 63	137	166 10	629	64 71	253 65	618 48	170	28 00	8 82	2 36	4	6 87	1	1 60	1	1 60	19	11	10 70	2574 03		
6	11102	1828	90	1351			12143	435 25	1144 20	921	111 81	492	60 64	101 48	660 78	183	28 73	6 77	16 62	4	8 41	16	1 69	2	1 69	25	14	10 70	2574 03		
7	4531	1828		1124	100		7457	357 69	984 18	711	89 69	326 1/2	33 61	185 33	637 70	183	28 73	2 77	7 92	9	13 01	29	2 11	2	1 69	25	14	10 70	2574 03		
8	11076	2030	90	1225	142		14866	646 25	1881 63	1631	205 20	632	71 22	284 61	654 65	183	28 73	6 65	1 68	8	11 66	10	1 65	3	1 65	35	16	10 70	2574 03		
9	12412	26	165	3456			10650	460 75	1313 60	117	112 16	614	63 17	241	615 73	200	34 00	2 20	6 23	181	26 37	66	6 19	2	1 69	25	14	10 70	2574 03		
10	16395	1896	180	357			17882	823 69	2401 41	1411	171 86	850	87 48	262	820 37	183	28 73	2 20	6 23	10	14 81	20	6 20	6	1 65	35	16	10 70	2574 03		
11	6430	1896	1006	577	219		10272	517 25	1012 62	1021	123 97	395	37 68	171	422 20	183	28 73	2 20	6 23	2	3 25	8	1 65	6	1 65	35	16	10 70	2574 03		
12	13357	2344	1689	704			18221	615 00	1880 89	1891	229 75	691	61 95	304	75 68	183	28 73	2 20	6 23	3	4 87	11	1 65	6	1 65	35	16	10 70	2574 03		
13	13329	380	137	641	31		13871	610 25	1487 94	1391	157 61	464	47 65	216	634 63	183	28 73	2 76	7 92	6	7 60	9	1 65	6	1 65	35	16	10 70	2574 03		
14	7410	380	137	686	101		8868	294 60	865 79	97	117 69	333	34 28	168	381 20	183	28 73	1 10	3 16	8	12 10	16	1 69	9	1 69	25	14	10 70	2574 03		
15	1420	8497	1287	686	101		13198	463 75	1339 81	1211	147 01	710	73 13	208	601 65	183	28 73	1 10	3 16	8	12 10	16	1 69	9	1 69	25	14	10 70	2574 03		
16	13329	3837	1025	613			6974	264 63	769 91	80	97 00	371	38 18	166	278 68	183	28 73	1 10	3 16	2	2 89	8	1 69	9	1 69	25	14	10 70	2574 03		
1666	138634	17677	6468	22651	873		185753	6881 63	20067 25	17441	2115 35	76281	785 22	29791	761 65	3000	610 00	23 07	66 40	1151	103 33	315	33 41	677	175 63	5654 91	7470 83	1477 98	263 94	47169 14	
1665	137210	10658	10468	20172	607	86	179261	6285 01	19314 42	16103	1787 67	72741	731 75	30331	971 37	1729	277 83	15 91	39 61	1147	173 39	235	23 72	764	221 88	5111 82	7724 92	663 67	314 71	39623 35	

Recapitulation of average cost per mile of Locomotives for Year ending 30th Sept. 1865.

	Cost per mile in cents.
<b>RUNNING 179,261 MILES.</b>	
5265 <sup>1</sup> / <sub>2</sub> Cords Firewood .....	\$13314 42
1510 <sup>1</sup> / <sub>2</sub> Gallons Oil .....	1787 57
7274 <sup>1</sup> / <sub>2</sub> Lbs. Tallow ..	731 75
3053 <sup>1</sup> / <sub>2</sub> Lbs. Waste.....	871 37
Wages Drivers, Firemen, and Cleaners .....	7865 86
	24570 97
<b>REPAIRING.</b>	
1739 Bushels Coal.....	277 85
15 <sup>1</sup> / <sub>2</sub> Cords Firewood.....	39 51
144 <sup>1</sup> / <sub>2</sub> Gallons Oil.....	173 30
235 Lbs. Tallow.....	23 72
760 <sup>1</sup> / <sub>2</sub> Lbs. Waste.....	221 88
General Stock Materials.....	5114 82
Wages Mechanics, &c., repairing Engines.....	7222 92
Work not done by Railway .....	563 67
Old Stock Materials.....	314 71
	14452 38
<b>1865. Total cost of running and repairing .....</b>	<b>\$39023 35</b>
	8 <sup>1</sup> / <sub>2</sub>
	21 <sup>7</sup> / <sub>10</sub>

Recapitulation of average cost per mile of Locomotives for Year ending 29th Sept. 1866.

	Cost per mile in cents.
<b>RUNNING 185,753 MILES.</b>	
6881 <sup>1</sup> / <sub>2</sub> Cords Firewood.....	\$20087 25
1744 <sup>1</sup> / <sub>2</sub> Gallons Oil.....	2115 36
7628 <sup>1</sup> / <sub>2</sub> Lbs. Tallow.....	785 22
3079 <sup>1</sup> / <sub>2</sub> Lbs. Waste.....	761 65
Wages Drivers, Firemen, and Cleaners .....	7780 80
	31510 28
<b>REPAIRING.</b>	
3000 Bushels Coal.....	510 00
23 <sup>1</sup> / <sub>2</sub> Cords Firewood.....	66 40
115 <sup>1</sup> / <sub>2</sub> Gallons Oil.....	166 39
315 Lbs. Tallow.....	33 41
677 Lbs. Waste.....	175 53
General Stock Materials.....	5554 94
Wages Mechanics, &c., repairing Engines.....	7470 38
Work not done by Railway .....	1477 98
Old Stock Materials.....	203 94
	15658 86
	1042 87
<b>1866. Total cost of running and repairing.....</b>	<b>\$46126 27</b>
	7 <sup>1</sup> / <sub>2</sub>
	24 <sup>1</sup> / <sub>10</sub>

LOCOMOTIVE DEPARTMENT, N. S. RAILWAY, }  
Richmond, 29th September, 1866.

WILLIAM JOHNSTON.

## RETURN C 5.

*Shewing the Cost of repairing Nos. 2, 4, and 5 Engines, damaged on Construction Service, in the years 1858 and 1859.*

No. of Engines.	Wages of Mechanics, &c.	OIL.		TALLOW.		WASTE.		General Stock Materials.	Work not done by Railway.	Total.
		Gallons.	Amount.	Lbs.	Amount.	Lbs.	Amount.			
2	\$ 658 83	5	\$ 8 04	4	\$ 0 44	35	\$ 8 94	\$ 134 46	\$ 88 25	\$ 898 96
4	46 78	24	2 25	24	2 64	19	4 56	.....	.....	56 23
5	82 00	14	1 50	14	1 54	11	2 64	.....	.....	87 68
Total.....	787 61	84	11 79	42	4 62	65	16 14	134 46	88 25	1042 87

W. JOHNSTON.

RICHMOND, 29th September, 1866.

**RETURN C 6.**

*Shewing the Number of various Classes of Engines and Cars comprising the Rolling Stock on the 29th of September, 1866.*

PARTICULARS.	Locomotive Engines.			Passenger and Freight Cars, &c.								Total.	
	Passenger.	Ballast.	Total.	1st class Passenger Cars.	2nd class Passenger Cars.	Cattle Cars.	Box Freight Cars.	Sheep Cars.	Platform Cars.	Side-tip Cars.	Scotch Cars.		Snow Ploughs.
Stock per last year's Report.....	16	4	20	10	9	21	34	1	106	12	1	3	197
Built and charged to Capital Account..	.....	.....	.....	.....	.....	.....	.....	.....	12	.....	.....	.....	12
Built for Picou Extension.....	.....	.....	.....	.....	2	.....	6	.....	40	.....	.....	.....	48
Imported from New Brunswick.....	.....	.....	.....	.....	.....	.....	2	.....	3	.....	.....	.....	5
									* 18				
<b>Total.....</b>	16	4	20	10	11	21	42	1	161	12	1	3	262
Less broken up.....	.....	.....	.....	.....	.....	.....	.....	.....	3	1	.....	.....	4
* List of Rolling Stock, 29th Sept., 1866	16	4	20	10	11	21	42	1	158	11	1	3	258
Increase.....	.....	.....	.....	.....	2	.....	8	.....	52	.....	.....	.....	62
Decrease.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
	.....	.....	.....	.....	.....	.....	.....	.....	.....	10	.....	.....	.....
	.....	.....	.....	.....	.....	.....	8	.....	52	.....	.....	.....	61

\* 18 Flat Cars rebuilt in wood materials.

RICHMOND, 29th September, 1866.

W. JOHNSTON.

## APPENDIX D.

MAINTENANCE WAY DEPARTMENT,  
RICHMOND, 31st October, 1866.

AVARD LONGLEY, Esq., Chief Commissioner of Railways.

SIR,—I respectfully beg leave to submit the following report upon the state and condition of the Nova Scotia Railway for the year ending 30th Sept., 1866.

The main line, from Halifax to Truro, is divided into 16 sections, and the Windsor branch into 8 sections, for the purposes of maintenance or upholding road.

The principal object during the year has been to maintain the roadway in the best and safest condition, and to do so in the most economical manner.

The slurry in the cuttings was not so heavy this spring as in previous years, and therefore less labor was required to have it properly cleaned out; but owing to the summer season having been so wet, the ditches in the cuttings filled considerably, and had to be well cleaned out in the fall, so as to give good and sufficient drainage to the ballast and road-bed.

During the year the stuff excavated from the cuttings and deposited on embankments on previous years, and during construction, has, in many instances, been levelled down with the bottom of the sleepers so as to prevent the track from heaving irregularly during frost.

I regret that a heavy slip again occurred in the McBean cutting on the Windsor branch, which has greatly increased the cost of upholding. This cutting is on sidelong ground, and collects and retains the water during frost from the rising ground above, and therefore ought to be provided with a proper surface drain twenty or thirty feet from top of slope, as a proper means of carrying away all surface water.

In the early part of the spring I had the girders of the Stewiacke bridge lifted and replaced to their proper alignment. The west abutment has settled seven inches since repaired. However, the east abutment and pier do not show any signs of settlement, and as the river is free from navigation at all times, I would recommend that it be filled with large boulder stones and brush to within three feet of low water, so as to prevent the river from deepening the channel under bridge.

The Barney's Brook Bridge (on Main line) and St. Croix Bridge (on Windsor branch) have been replanked, and new longitudinal timbers put on the former.

On the 3rd July the Jordan Bridge caught fire, which completely destroyed one span, and timbers and planking of south abutment, and only for the prompt assistance rendered to the road-masters by the workmen employed at Stillwater Mills the whole of the timber work of said viaduct would have been consumed. The trains were required to shunt for one day. On the following day the bridge was repaired and trains allowed to run without interruption as formerly. In making the necessary repairs, I found that the beams wherever resting on the masonry were fast decaying, so that the six remaining spans will require to be renewed next summer. Wherever renewals of large bridges are necessary to be made, the materials used should be of the best description, and I would recommend American pitch pine as being very much superior to stuff of Nova Scotia growth.

The pile bridge near Mount Uniacke is being strengthened by a thorough system of diagonal bracing, but I would urge the necessity of filling up the space with materials taken from the cuttings between Stillwater and Windsor in the coming summer.

The masonry of cattle guards near Fletcher's station (Halifax and Truro road) has been taken down and re-built, and new cattle guards put in at Mr. Andrew's level crossing, near Shubenacadie.

The culvert under embankment opposite Mr. Yeoman's, near Wickwire's station, having been found too small to carry off the water during freshets, it has been enlarged to three and a half feet in height. On several occasions the water rose eighteen feet, overflowing rails and partly carrying away embankment. Two small culverts near Grand Lake and Stillwater have also been repaired.

New beams and planking have been put on large culvert at Richmond, and lengthened 18 feet for the purpose of laying down an additional siding.

Twenty-three miles of fence have been taken down and re-built, and one and a half miles of new pole fence put up at Beaver Brook Bridge (Main line). Also three and a half miles near Mount Uniacke, making a total of 28 miles.

The permanent way has been maintained and kept in perfect running order, and I can certify to the perfect efficiency of the road. Notwithstanding the increased traffic and the amount of special trains running almost daily, particularly over the Windsor branch, the efficiency of the road has been maintained at an unusually low cost.

The track between Four-mile House and Piers' Mill, and also between Ellershouse and St. Croix bridge should be re-laid with new rails. The best of the old rails taken out will be required for repairing other portions of the permanent way.

Twenty-five thousand seven hundred and twelve new sleepers have been replaced for decayed ones on Main line, and twelve thousand six hundred and seventy-two on the Windsor branch, in all 38,384 sleepers. The quantities contracted for will be sufficient to meet the requirements of the road during next summer.

A heavy rain storm occurred on the 20th January, which was succeeded by one of the coldest nights of the season. The ensuing morning exhibited the permanent way greatly disturbed, and a breakage of several thousand chairs. Four thousand five hundred and two joint chairs, and twelve thousand two hundred and twenty single chairs have been used in upholdence. Five thousand unchilled chairs have been cast at Truro foundry. The greater part I have had put on the most exposed embankments and rock cuttings with a view to have them properly tested.

On Main line a new siding has been put in near Rocky Lake station, 595 feet in length, for loading ice; and another at Johnston's road, 612 in length, for the accommodation of loading cord wood, ton timber, &c.

On Windsor branch a new siding has been constructed, 345 feet in length, for loading plaster at Mr. Wilkins' quarry; and also at St. Croix bridge a new siding 907 feet in length, for the accommodation of new saw-mill lately erected there. The embankment has also been formed of sufficient length to extend siding 145 feet when required.

The excavations and embankments for proposed new siding to Five-mile Lake Mills is intended to be completed by May next. This siding when completed will be fully two-thirds of a mile in length, and will greatly increase the traffic.

A great want of siding accommodation having been felt at Richmond, particularly in the outward freight and hay department, extensive improvements are in the course of being effected with the view of gaining increased facilities for loading and unloading freight trains.

The platform at Mount Uniacke requires renewal, and as the facilities for procuring stone are so great, I would recommend that a stone wall be put up in front instead of a wooden structure, and finished in every respect similar to platforms at Brookfield and Truro stations.

New station houses have been put up at Enfield and Ellershouse, 60x22. The platform at Enfield has been lengthened 60 feet, and at Ellershouse 67 feet. The ground behind station has been levelled, and a loading bank put up 115 feet in length.

A new freight house has also been erected at Rocky Lake for the storage of freight to Waverley gold diggings.

The planking and cross sleepers of Windsor wharf have been renewed 65 feet in length, for loading plaster into vessels and discharging other produce.

The wooden structure at Richmond reservoir has been taken down, and a sufficient and durable wall is being built with stone and cement. I do not, therefore, anticipate any more trouble from this source.

All wood sheds have been repaired, and have been provided with slide doors and put under lock and key. The saving effected in fuel in one season will more than pay the cost of improvements.

I am, Sir, your most obedient servant,

**WILLIAM MARSHALL,**  
*Road Inspector.*





## APPENDIX No. 12.

# MINES REPORT.

*Department of Mines,*

*Halifax, December 1st, 1866.*

SIR,—

I beg leave to submit, for the information of His Excellency the Lieutenant Governor, the following Report upon the Mines of Novascotia, for the twelve months ending the 30th September last.

So far as the extent and productiveness of our Mines—of whatever class—is to be considered, the experience of the past year fully corroborates, or more than corroborates, all that has been affirmed and predicted on this subject in my former Reports. Nevertheless, the result of Mining operations during the year has not, in all respects, been as satisfactory as could be wished. This has been owing as will be shown hereafter, to incidental causes which may never recur again, or which, if they should recur, are not likely ever to affect our Mining interests to the same extent. They do not affect the questions of the extent, richness and profitable character, of the Mines of Nova Scotia.

### GOLD MINES.

Our Gold Mines continue to be worked steadily and satisfactorily. The area over which operations are carried on is yearly extending. As a rule, if not universally, the quartz lodes being worked show no decrease in richness, but rather the reverse. Improvements in machinery and increased skill in Mining and extracting the Gold from the quartz has led too to the profitable working of many lodes which, in former years, were abandoned, or left untouched, as too unprofitable to be mined. This accounts for the fact to be observed in the Appendix, that there is an apparent falling off in the average yield of gold per ton of quartz when compared with that of last year.

In the course of the summer a large portion of the *Ovens* areas, lying unworked and being forfeited, fell into new hands, and Mining was recommenced. Of late, operations have been much more extended. The quartz veins now being operated upon are small as compared with other Gold Districts; but they are exceedingly rich. Personal observation leads me to believe that this will prove a characteristic of the *Ovens* quartz veins. Yet, I must add, I see nothing to lead me to doubt the correctness of the predictions ventured in my former Reports—that, notwithstanding the mishaps of this hitherto unfortunate District, profitable gold mining can and will yet be carried on at the *Ovens*.

*Renfrew* has taken a great stride in advance since the date of my last Report. The *Renfrew* quartz has always yielded a fair, paying average of gold; and so far as the bed rock has been exposed, the quartz lodes are numerous. Yet, during the years 1863, '64, and '65, the progress made in mining operations was slight compared with that of most other Districts. During the fiscal year just closed, many of the previously leased areas at *Renfrew* fell into new hands; large additional areas were leased; new and larger quartz crushers were erected; and mining was carried on with greater vigour, and, thus far, with a success which promises to be lasting. As a proof of this I need only point to the fact that,

whilst in 1865 the yield of Gold from Renfrew was 820oz. 12dwt. 23gr., in the year just closed it has amounted to 4176oz. 3dwt. 17gr., or more than five times what it was for the preceding year.

I must here observe that the new road from Enfld Railway Station to Renfrew is in a very bad condition, owing to the bad material of which it was made, all the surface soil in that vicinity, seeming to be clayey, and to the extent of the traffic upon it during the past season. As this traffic will unquestionably increase during the incoming year, I fear that the road will soon become quite impassible unless a considerable expenditure is made upon it in repairs as early as possible after the expiration of the coming winter.

*Oldham* is, just now, enduring one of those seasons of depression to which all our Gold Districts seem to be periodically subject, and which are usually owing to accidental and temporary causes which it is needless for me in every instance, to particularize in this Report. The aggregate Gold product of this District for 1866 shows a falling off in comparison with that of the preceding year; yet the average yield per ton of quartz and the average yield per man engaged in mining, are greater. These facts show that Oldham is, at all events, capable of sustaining its character as a productive Gold Field; and such are the mutations of popular feeling in the Gold Mining world, that it is quite within the bonds of possibility that, in another year's time, this District may be the most in vogue of any in the Province.

Although the product of *Waverley* for the year is less than that for 1865, this District still shows the highest aggregate product of any in the Province. It more than doubles that of any other District. Latterly mining operations at this place have not been carried on with the same vigor which characterised those of the last two previous years. This has been owing, I believe, mainly to a temporary suspension of work on the part of some of the principal lessees, growing out of negotiations for the sale of property. Still, the prospects at *Waverley* continue to be very cheering. As an instance of the greater confidence which those engaged in the mining and treating of auriferous quartz have acquired in their own skill, I may mention that, on the "barrel quartz" beds of Laidlaw's Hill, which were virtually abandoned about three years ago as not being sufficiently profitable under the treatment of that period, mining operations have been recommenced during this autumn, and will, I doubt not, be carried on at a fair profit for years to come.

*Montagu* has fairly kept up its reputation as a Gold producer during the time that mining operations were actually carried on; but here, as in a portion of *Waverley*, such operations were suspended during the latter portion of the year owing to negotiations which eventuated in the transfer of nearly the whole leased areas of the District to new hands. Mining has been recommenced with much vigour by the new proprietors.

Like the last District, a large portion of *Tangier* has, during the past year, been transferred to new hands; and, at the date of this Report, operations are being carried on by the new proprietors upon a scale of magnitude and with a degree of energy not witnessed in that District before since the year 1863. Notwithstanding the comparatively small product of *Tangier* for the past year, the richness of that District is evidenced by the facts that, during that time, the *Tangier* mines have yielded some of the largest nuggets and richest specimens of auriferous quartz that *Novascotia* has yet produced; and that the yield of Gold per man engaged in mining proves to be greater than that of any previous year.

In the part of this District known as Old *Tangier*, about twelve miles back from *Tangier* harbor, prospects have materially improved. This is attributable to a passable road having been opened from the shore to these mines; for there never was any question as to the richness of this section of the District. Mining, both in the quartz lodes and the surface drift, has been recommenced, and, especially during the latter part of the season, carried on with vigor. I have said that the road from the shore to these mines is *passable*. It is only just barely so. It would probably not be considered passable to any man less adventurous and less accustomed to facing difficulties than the backwoodsman and the gold-miner. Loaded

wagons are driven from the shore to Old Tangier ; but the difficulties in the way of doing so are very great. The money appropriated to this road during the last session of the Legislature seems to have been well expended ; yet a considerable larger outlay is essential to prepare this road for the traffic which is required to pass over it. In former Reports I urged the construction of this road as a means of settling a large tract of valuable, wilderness, Crown land in the vicinity of Old Tangier, besides developing the Gold mines in that section of country. As a confirmation of the views then expressed, I mention that, in 1864, the road was cleared out so as to be serviceable in winter. I now find that nine families have already settled at Old Tangier as tillers of the soil, and form the *nucleus* of what, I feel assured, will soon become a large and flourishing agricultural settlement. I must repeat, however, that it is of great importance, both in the interests of our Gold mines and of this part of the country generally, that the Old Tangier road be put in a more efficient condition and be continued through to Musquodoboit. As mentioned in my last annual Report, a very promising auriferous tract had been discovered between Old Tangier and Musquodoboit upon the line of the proposed road. At one time, about one hundred and fifty acres of it had been taken up in mining claims. The whole of these have been practically abandoned, and solely owing to the want of a road by which to gain access to them.

In *Sherbrooke* we find that the result of the year's operations is most gratifying. This District has, from the first, been a continuously successful one ; but never before to such an extent as during the past year. The yield of Gold although still less than half that of Waverley, far exceeds the yield of any previous year. As a conclusive proof of the profitable character of mining in this District, I may mention that, for the year just closed, the yield of gold to each man engaged in the Sherbrooke mines, according to official returns, amounts to no less a sum than one thousand three hundred and eighty-two dollars and eighty-six cents (\$1382 86.) This proportion exceeds what has been attained before in any District in the Province. Some new lodes of exceeding richness, not previously known to exist, have been discovered and opened. The general prospects of this District are considered so promising by those upon the ground that nearly the whole of the large tract which was taken up for mining purposes during the excitement of 1862, has been recently again put under lease, and much more ground besides, without any excitement whatever being manifested on the part of the applicants. About the commencement of the past year, the largest portion of this tract had become forfeited and lay vacant.

*Wine Harbour* is one of the few Districts which show a falling off in the product of Gold for the year. I see no reason to doubt, however, that Wine Harbour will soon resume its place as one of principal Gold producers of the Province. During the latter portion of the year, the lessees who are most largely interested have been combining their efforts and carrying on a work which must be unproductive for some time, but which will eventually prove the auriferous character of the District. This is a tunnel, starting from the shore at near tide level, and driven, in a direction transverse to the strike of the quartz lodes, quite across the worked portion of the District. This tunnel, when completed, will expose all the lodes within its length and afford facilities for determining their character.

The greater portion of the mining areas at *Stormont* (Isaac's Harbour) on which mining has actually been carried on of late years, has become the property of two companies, or partnerships. This fact accounts, in part at least, for the comparatively small number of men engaged in mining in this District during the year. The proprietors evidently anticipate extending their operations over a long period of years, but upon a moderate scale. The returns show that the average yield per man has been greater than for any previous year, with one exception, a fact which shows that there is no falling off in the richness of the District.

In *Wagamatkook*, shortly after it was declared a Gold District, large tracts comprising what was then supposed, and indeed is still supposed, to be the most valuable portion of the District, were leased by two companies from the United States. I do not know whether these companies secured the properties in question merely for speculating purposes or not, but they certainly never did anything upon them

worth mentioning, and eventually surrendered them altogether. Very recently portions of these tracts have been taken up by new lessees who have commenced operations with, I have reason to believe, very good prospects.

The only other "proclaimed Gold District" of which mention is to be made is *Lawrencetown*. Owing to various causes, mining business in this place has been almost stagnant ever since 1863. Nevertheless some new lessees have, during the latter portion of the year, commenced work with vigour. They have already succeeded in opening up ground of a very promising character; and there is, at present, every prospect of their labours being crowned with success.

In some of the as yet unproclaimed Gold Districts, mining operations have been carried on with much spirit during the year. On the old Truro road, near Gay's River, and upon Gay's and Corbet's farms, mining was commenced in 1863, in a curious bed of auriferous conglomerate unlike any thing found elsewhere in the Province, so far as I am aware. The discoveries were, for the most part, made upon improved lands; and the great prices demanded by the owners for permission to enter thereon and mine, acted as a serious check upon all such operations. Some men of moderate means paid the prices demanded of them, and pecuniarily embarrassed themselves in consequence. Others were deterred from doing so, and left the place altogether. Consequently, during that and the two following years, very little mining was done in this locality. Latterly, however, affairs are there looking more cheering. Much of the property originally leased has changed hands. One company has erected a neat and substantial stamping mill which, at the close of the fiscal year, was nearly completed. That the conglomerate bed at this place contains a large proportion of Gold, is beyond all question; and the operations of the in-coming year will prove whether it can be profitably mined and treated, or not.

Early in the year, a "prospecting" party made a discovery of some auriferous quartz lodes in the forest, in the township of Uniacke, Hants Co. They immediately secured a number of areas for themselves and commenced to vigorously prosecute their explorations. The prospect was found to be so exceedingly promising that before midsummer there was already occupied, under leases and prospecting licenses, a larger tract in this District than in any other in the Province. The tract thus occupied belonged in part to the estate of the late Hon. Richard J. Uniacke; and its centre is nearly three miles distant, in a north-easterly direction, from the Mount Uniacke Station of the Windsor Branch Railroad. Under direction of the Provincial Government, a road was laid out from this station to near the eastern line of the tract covered by mining applications; and, during the autumn this line was cleared out and partially leveled so as to be serviceable as a winter road. To put this road in a condition sufficient to meet the traffic of this year's open season, it will be necessary to expend upon it a considerable additional sum of money, and as early in the Spring as possible. Already one quartz mill has been erected in this district. The quartz lodes opened are numerous, of good workable thickness, and very rich in gold. I therefore feel confident that there will be much traffic on this road in 1867; and that the Uniacke Mines bid fair to equal in productiveness those of any other district in the Province.

#### MINES OTHER THAN GOLD.

The Report of the Inspector of Mines, hereto appended, in giving a detailed description of the works in the several Collieries of the Province, has incidentally shown, in a great measure, their progress during the year. As further and more full details upon this point will be found in the tables in the Appendix, it would be needless for me here to refer to the Collieries severally and particularly.

Although, as will be shown hereafter, there has been a falling off in the total quantity of Coal produced from our mines, the large number of applications made for Licenses during the year evinces the interest which still prevails relative to this department of our mining resources. Within the year, 376 applications have been made for Licenses to Search, embracing about 1880 square miles. Of this

area, 84 applications, covering about 420 square miles, have been for ground never previously applied for. Again, the number of Licenses to Work taken out during the year comprises 73 square miles, a larger extent than has ever been applied for within any previous year. This last fact indicates an increased degree of confidence in the Nova Scotian Coal deposits from those who have been most engaged in exploring them.

We have in fact no *Copper* Mine in actual operation, in Nova Scotia; although, as has been mentioned in former Reports, there have been areas put under license in several localities with the view of searching for this mineral, and there is one tract actually under lease. Under this lease nothing has been done within the past year; and very little progress has been made anywhere in exploring for Copper.

The "Acadia Charcoal Iron Works," of Londonderry, is still the only iron mine that is worked in the Province. From information kindly furnished by the Manager, I learn that, during the year ending September 30th last, 2053 tons of Pig Iron were made at these works. Of this quantity, 1489 tons were manufactured into 1394 tons of Bar Iron, leaving the remaining 564 tons for shipment in Pigs. The Iron Works at Londonderry have been a good deal influenced, during the year, by the depression in the Iron trade in England.

#### GENERAL REMARKS.

Taking everything into consideration, the results of the year's mining cannot but be considered satisfactory; although I must admit that they are not so to as great a degree as I ventured to anticipate a year since. There has been a slight falling off in the quantities both of Gold and Coal mined during the year, as compared with the operations of the previous year. This is easily explainable. As to the former, in the course of my remarks upon the operations in the several Gold Districts taken separately, I have mentioned several special causes which temporarily militated against the success of those operations. To these I must add one general cause which I believe to have been the principal one in nearly every instance. I allude to the extraordinary wetness of the season. Where the works were of a superficial character—and most of them have not reached any considerable depth below the surface—it was found almost impracticable to carry on operations at all, during the greater part of the Summer, owing to the quantities of surface water being almost constantly poured into the pits. Indeed, in many places works had to be suspended owing to this cause. The returns for the current quarter, ending December 31st, during which we had much fine, dry weather, will show a large increase of Gold over the previous one. The several causes mentioned have led to there being a smaller average number of men employed than during the previous year. The average yield of Gold per man, however, exceeds that of any previous year, amounting to \$669.41 each. Consequently, although the yield of Gold for 1866 is slightly less than that for 1865, the profits to those actually engaged in mining in 1866 exceed those of every previous year.

As to the decrease in our Coal product for the past year, the cause of that must be patent to every one. The abrogation of the so-called "Reciprocity Treaty" with the United States, and the imposition, in the latter country, of a somewhat heavy duty on Coal, has, of course, had its damaging effect upon our Coal trade, as the United States was our largest consumer. Still, the effect has not been so great as might reasonably have been expected; and the aspect of affairs at the close of the first fiscal year after the abrogation of the Treaty, is the very reverse of discouraging. On reference to tables in the Appendix, dropping fractions, it will be seen that the total sale of Coal during the year amounted to 601,302 tons, or 51,552 tons less than those of the last previous year. Yet the shipments to the United States show a decrease of 145,744 tons. This falling off, it may reasonably be presumed, is not due wholly to the abrogation of the Treaty. The great demand for Coal during the late war, and the depressing effects of that war

upon productive industry in the United States, gave a great stimulus to our Coal trade, and one which did not cease with the close of the war. Again, when the abrogation of the Treaty was imminent, a further stimulus was afforded to that trade, efforts being made to force as much Coal as possible into the United States market before a duty should be imposed upon it.

When we look to the other side of the account—to the direction in which our Coal trade has increased—the prospect is very cheering. The proprietors of Collieries, having a check put upon their trade with the United States, have been looking about them for new markets. The home consumption has increased, as might have been expected in the natural course of things—the increase amounting to about fifty per cent. within the year. What is more important, the exports of Coal to the neighbouring North American Colonies has increased by 54,099 tons. These figures, however, do not sufficiently explain the matter. The annual export of Coal to the neighbouring Colonies has more than doubled within the past year; and present indications warrant the belief in a rapid and continued increase in this trade. In the prospect of negotiations for a revival of the “Reciprocity Treaty,” these facts are worthy of note. Should existing commercial relations with “other countries” remain as they are, I see no reason to doubt that, by the close of the incoming year, the sales of Nova Scotian Coal will have attained as great an amount as they would, at the same period, had the “Reciprocity Treaty” continued in operation.

The Comparative Statement [Appendix G] shows, under their respective heads, the Receipts and Expenditures of the Department for the year; and also those of the last previous year. In the accounts for the past year under the head of “General Expenses, Salaries, &c.,” are included the salaries of the Chief Commissioner and Inspector of Mines. These items have not heretofore appeared in the books of this Department, but have been charged against the general revenue of the Province. Taking this fact into consideration, it will be seen that, notwithstanding the falling off in the Gold and Coal product, the balance to the credit of the Department is slightly in excess of that of the previous year.

There is one matter to which reference was made in my last Annual Report, the consideration of which I beg leave again to urge most earnestly. I mean the great necessity of opening up the great auriferous districts of Nova Scotia by a system of, at least, fair, passable roads. It has been proved beyond all question that the auriferous quartz of Nova Scotia is not only richer, but that it pays the miner better, than that of any other country in the world where Gold mining is now prosecuted. The question might well be asked then: why is it that so small a number of men are engaged in mining in this country? Doubtless the fact that “distance lends enchantment to the view” accounts in part for this. Englishmen, inhabitants of the neighbouring Colonies, and even Novascotians, rush half way round the world to reach Australia, New Zealand, or British Columbia, with a view to mining Gold there, although the average chances of success are much greater here in Nova Scotia. But I believe the main cause to be the lack of facilities for access to our auriferous deposits. Six years' experience clearly proves to us that, as a rule, capitalists, whether of our own country, or coming from abroad, will not invest their money in a gold mining property until it has been tested and proved to be valuable. All such auriferous deposits, with scarcely an exception, have not only been discovered, but have been tested and proved, by men of moderate means. This has, in most instances, been achieved at a vast outlay of energy, physical toil, and pecuniary expense, in proportion to the results obtained; because the locality operated upon was in a rugged wilderness, distant from any road. But the utmost efforts of such men are necessarily very limited. Consequently there have been, to my certain knowledge, numerous discoveries of Gold—especially in the interior of Guysborough, Halifax, Hants, and Lunenburg Counties—in localities where the prospects are exceedingly promising, which have, as yet, led to nothing, simply because a few miles of passable road is required to make such localities accessible. Of course there are many other auriferous tracts in the Province which neither I, nor any body else, know aught of as yet. I would not recommend that a road

be constructed at the Provincial expense to every spot where Gold is alleged to have been discovered; but would strongly recommend that such lines of road be made through the auriferous districts as may serve to open them up for mining enterprise and form general thoroughfares. It perhaps would not be just and fair for the cost of their construction to come out of the county appropriations for roads annually voted by the Legislature. Indeed if any such system as that I am recommending should be determined upon, the fairer course would evidently be to make special appropriations for the purpose, as in the case of the "great roads" of the Province. At all events, I feel constrained to reiterate, and with greater urgency, the sentiments upon this head expressed in my last Annual Report. If all the revenue derived from the Gold Mines, or even a considerable larger amount, were, for the next two or three years, to be expended in this way, it would be money judiciously expended—the mining interests would be materially advanced, the country would in other respects be improved, and still the receipts in the Provincial Treasury would be increased.

There is another point to which I beg leave to call your attention. I mean the desirability of amending the existing law so as to provide a more complete system of registration of Leases and Licenses. At present, there are kept in this office, as the law directs, a record of all applications made throughout the Province for any description of mining property subject to the jurisdiction of this Department; and a Book of Registry of all Leases issued from the Department. A Registry is also kept of all Licenses to Search and Licenses to Work, issued. Under ordinary circumstance, this system works well enough as far as it goes. But it will be perceived that the law has made no provision for the case of transfers of Gold Mining Leases. Heretofore when any such transfer and assignment has been made, being without guidance, my practice has been this: On receiving such evidence of the assignment as was satisfactory to my own judgment, I have filed that evidence in the office, and thereafter dealt with the assignee as representative of the assignor. When the former wished to have a lease in his own name, he could do so by surrendering the original and applying anew for the same premises. Such is the only mode in which this could be done; as a lease cannot be made void except by a forfeiture, or a surrender.

The evidence of assignment is not taken under oath; therefore it will be admitted, I presume, that the Commissioner is more likely to be deceived, if in any case fraud should be attempted, than he would were a more solemn proof of the assignment required. What I have just stated applies equally to assignments of Licenses to Search for, or to Work, mines other than Gold. Two adverse parties might, at the same time, represent themselves as each the legal assignee, and produce formal and correct looking documents to show it; and still the original lessee might come in and dispute the claims of both. Again, a mine is sometimes attached, or levied on, under process of law, and sold at Sheriff's sale. In such cases the proceedings have been of a very informal character. I have always managed to get from the Sheriff some sort of a certificate of the facts to place on file in the office before treating the purchaser as representative of the original lessee; but the proceeding as a whole has always been unsatisfactory to myself, and might well be still more unsatisfactory to the purchaser. I would suggest the desirability of the law being so amended as to provide the Commissioner of Mines with more definite instructions in such cases. I think it would be well if, as in Deeds of Real Estate, all such assignments were solemnly executed, proved under oath, and registered in this office; and that such registration as an evidence of title have the same effect as in the case of a Deed of Real Estate.

There is a registration of another kind which has become very necessary in this Department, and which must soon become absolutely indispensable. It is a registration of Gold mining areas. The better to illustrate what I mean, I may state that in numerous instances a mining area has changed hands five or six times within the last four years; and on each occasion it has been included in a different lease with several others, each of which may, during the same period, have passed through a like series of changes. Consequently it has already become a



difficult and complicated piece of business to make out the title to some mining properties comprising a number of old areas; and this difficulty is growing daily. Were each area registered, with all the mutations it passes through, a glance at the registry would, at any time, show its whole history.

The system of registration above recommended would necessitate a considerable amount of extra work and consequent expense in this office. To meet this a small fee might be charged for searches. Indeed it seems to me that, even now, it would be only just if, as in the Registry of Deeds, Registry of Probate, and some other public offices, a fee were charged for searching out titles in the Mines Department: for a large portion of the time of all belonging to this office is spent in making searches, often fruitlessly and to the delay of more important work.

There is one other subject upon which I must briefly remark before concluding this Report. For years past it has been suspected that much pilfering has been going on in most, if not all, of our Gold Districts. The circumstantial evidence upon this point has been accumulating, year after year, and now leaves no reasonable ground for doubt that thefts of Gold from the different mines are of not infrequent occurrence. Indeed, I must express the belief that this crime has been on the increase, year after year, and has become almost alarming. I fear that both the Provincial Treasury and private individuals are thus defrauded to a great extent; and I suspect that this falling off in our Gold product for the past year is owing, in no inconsiderable degree, to this growing evil. The prevalent *modus operandi*—although, doubtless, many schemes are in vogue—is this: Parties hover, for a time, about a Gold District as intending mining speculators, pedlars, and by various other pretexts. They insinuate themselves into the confidence of hired miners and enter into traffic with them. The latter are tempted to steal their employers' Gold, whenever they have the opportunity, and sell it to the tempter at much less than—perhaps a half of—its real value. It can scarcely be doubted that, in most cases, all the parties concerned in these transactions, from first to last, are fully aware of the criminality of their acts. In a few instances, the obviously guilty parties have been arrested and brought before local magistrates, when, if I can believe statements which I have every reason to believe perfectly reliable, they have been expeditiously released with what I would venture to call a criminal degree of lenity.

The importance of having a stop put to this state of things is obvious. I do not see that very much could be done with that end by new legislation; although doubtless something may be. But I would respectfully suggest that this is a matter calling for vigorous action on the part of the Executive. Next to increased vigilance, and combined, systematic action on the part of the proprietors of mines I would recommend the constant employment of some expert detective police officers, and the exhibition of a determination to make "signal examples" of parties brought to conviction, as the best means of checking, if not of curing, this great and growing evil.

As a part of this Report, I append that of the Inspector of Mines, the two comprising a full Report upon the affairs of the Department of Mines for the past year.

I have the honor to be,

Your obedient servant,

P. S. HAMILTON.

The Honorable the PROVINCIAL SECRETARY.

## INSPECTOR'S REPORT.

*Halifax, December 1st, 1866.*

SIR,—

I have the honor to submit the following Report on the operations of mining in the Province during the past year. I have deemed it desirable to give a brief general description of each Colliery. This necessarily includes some information that has already appeared in former Reports. I have, however, been induced to repeat it in order that in conjunction with that now given, this Report may form a basis for comparison of progress in the future.

The principal localities in which Coal-mining is pursued, are the Counties of Cumberland and Pictou, and the Island of Cape Breton.

### CUMBERLAND COUNTY.

In this County there are seven Collieries, all of which have not, however, been in operation during the year. Beginning at the north-western limit of the County, at that portion of the coast known as the Joggins Shore, these Mines stand in superficial relation to each other in the following order:

#### JOGGINS COLLIERY.

Notwithstanding the well-deserved geological fame to which the extensively developed section of the Coal measures on this coast has given rise, and the presence in it of upwards of seventy beds of Coal, only two seams are worked; the others being too thin to be worth opening. The principal workings are in the seam opened some years ago by the General Mining Association, and locally known as the King's Seam. It dips to the south-west at an angle with the horizon of  $19^{\circ}$ , or about 1 in 2.9. Originally entered by an adit driven in the seam where it appears in the cliff near the beach, as the works were extended shafts were put down in order that the Coal might be brought to the surface, where the necessary apparatus for screening and cleaning it might be erected; there not being room on the shore. Only one of the shafts is now used, up which all the Coal worked is drawn. It is situated 270 yards to the east of the adit mouth, and is divided into two equal parts by a brattice extending the full depth of the shaft, 110 feet. The mine is also entered by a slope from the crop which is used as a travelling road by the workmen and horses, the former not being allowed to ascend or descend the shaft.

The system of working is the ordinary bord and pillar, with this important modification, viz.: the removal of as much Coal as possible in the first working, without regard to the subsequent working of the pillars. A large proportion of the Coal is thus taken away, and the remainder is left to support the roof. The bords are driven 18 feet wide, and the pillars are left 12 feet square. The pillars now extend over an area of about 25 acres.

As this mode of working has been very generally adopted, I reserve such remarks as I have occasion to make to the conclusion of this Report.

The drainage is effected by the adit or drift from the shore being continued as a water level as the workings are extended. No workings have been made to the dip of this level, which is about 200 yards from the crop. It has been driven

2,200 yards from the mouth of the adit. The seam near the face is of the following section :

Coal .....	0.6
Do. with ptgs.....	0.7
Coal.....	2.1
Fire Clay.....	1.6
Coal.. ..	1.6
	6.2
Total.....	6.2

No inflammable gas has been seen in the mine, and the ordinary ventilation which exists in summer by virtue of the difference of temperature at the openings into the mine, and in the mine itself, and in winter the occasional use of a fire lamp or portable furnace, suffices in a somewhat irregular manner to keep it clear of other noxious gases.

On the surface the erections consist of a small steam engine of nine horse-power for drawing the Coal up the shaft, screens for cleaning the Coal, and 35 workmen's houses, and workshops, &c. The Coal is taken by rail in wagons carrying 1½ ton to the shipping wharf near the adit mouth.

Situated 1500 yards to the north of the crop of the King's Seam, is the other seam worked at this mine, and locally termed the "Hard Scrabble" or "Cumberland Seam." It is also entered by an adit from the shore, and is worked in precisely the same manner as the King's Seam. As the opening has been recently made, the workings are of limited extent; the face of the adit or level being about 350 yards from the entrance. The section of the seam taken near the face is as follows :

Coal .....	1.3½
Do. coarse.....	0.4½
Coal .....	1.1½
Fire Clay .....	0.3½
Coal .....	0.3
	3.4
Total.....	3.4

The course and ratio of dip are conformable with the King's Seam. The Coal is at present brought direct out of the Mine to a shipping wharf erected at the adit mouth. The ventilation and drainage are effected in a similar manner to that adopted in the other seam; one of the working places being driven to the crop to form an upcast or return air course.

#### VICTORIA.

Three miles to the east of the Joggins in the Victoria Maine, which has been only partially worked during the year. There are here three seams, all of which have been worked. The first opening was made by slope from the crop, a short distance from the River Hebert. West of this slope several dykes were met with, which rendered a considerable tract unproductive; these were drifted through, and on the Coal resuming its regular appearance other slopes were made and a shaft sunk to the lower seam, the depth to which is 135 feet. The middle seam is in the shaft 53 feet above this, and the upper seam 16 feet higher; they dip to the south at an angle of 17°, or about 1 in 3½. The produce of these seams is drawn up the shaft—the size of which is 12 feet by 6 feet—by a steam engine of 15 horse-power. The shaft is divided into two spaces for hoisting, and a third in which the pumps are placed.

The seams are worked on the bord and pillar system; the bords being driven 12 feet wide, and the pillars left 8 feet square. No attempt has been made to remove them. The lower levels in each of the seams are about 160 feet from the

crop. Owing to there being no plan of the early workings to the east of the present shaft, I am unable to say to what extent operations were carried in each seam in that district of the mine, or to state the area occupied by the pillars. By the present arrangement the west level in the upper seam has been driven 52 feet from the shaft, and the east level 81 feet. No bords have been turned out of these levels. The thickness of the seam is 1'.10". In the middle seam the west level has been driven 570 feet from the shaft, and the east level connected with the old working. This seam is three feet thick. In the lower seam the face of the lower west level is 290 feet from the shaft, and that of the lower east level 350 feet. It is of the following section :

Coal .....	0.6
Fire Clay.....	1.4
Coal .....	1.2
Fire Clay.....	0.9½
Coal .....	1.4
Total.....	5.1½

The two lower portions of Coal only are worked.

The water is lifted from the mine by a set of pumps 4" in diameter, worked by the engine. The leakage from these pumps is the only artificial aid to the ventilation; a shaft 60 feet deep to the upper level in the lower seam being the upcast. Operations in the upper and middle seams have been suspended during the past year, and confined to the lower seam. They have, however, been on a very limited scale, and have now also ceased.

On the surface there have been erected an agent's and six workmen's houses and smith's shop. The Coal is taken by rail to the shipping place on the river, distant from the mine about 750 yards.

The returns show an expenditure at this mine during the year as follows :

Adits and levels.....	\$175 00
Drains, &c.....	400 00
Total.....	\$575 00

#### LAWRENCE.

This Colliery adjoins the Victoria on the east side of the River Hebert, and is distant from it one mile. Two seams have been worked by a slope driven in the lower one in the course of the strike of the seam. They dip to the south at an angle of 22°, or about 1 in 2½, and are separated by a thickness of strata of 20 feet.

The workings in each seam are connected at intervals by level cross-drifts. An upper and lower level have been driven in the lower seam, and the Coal worked nearly up to the crop; the face of the lower level is about 680 yards from the foot of the slope. The thickness of this seam is 2'.6". In the upper seam a single level has been driven about 750 yards from the slope; this seam is also 2'.6". The mode of working is similar to that practised in the adjoining Mines; the bords are driven 12 feet wide in the lower seam, and 16 feet wide in the upper; the pillars being left the same size in each, viz., 9' by 6'. They have not been removed in either seam, and their extent in each is about six acres.

The ventilation is of the same simple character as in the other mines: air shafts are sunk near the crop as the levels and working advance, and become the upcasts for the air passing in by the slope.

A steam engine of 12 horse-power was used to haul and pump; the house in which it was placed was, however unfortunately destroyed by fire last year, and the engine considerably injured. It has not been repaired, and operations in the mine have been entirely suspended since.

On the surface, in addition to the usual erections for cleaning and screening the

Coal, there are a shed for storing it, and 22 workmen's houses.

A railway 580 yards in length connects the mine with the shipping place on the river.

The returns show a sale of 420 tons; this was made from Coal stored prior to ceasing to work; and it will be observed that it consists principally of slack. This is attributable to the length of time the Coal has been worked and the mode of storing.

#### MACAN.

Situated to the east of the Lawrence, but separated from it by an area held by the Mulgrave Company, is the Macan Mine, in which operations have been carried on for some time. There are three seams of Coal, two only of which have been worked: the "big bed" and the two-feet seam. They dip to the south at an angle of  $35^\circ$ , or about 1 in  $1\frac{1}{2}$ . The principal workings are in the two-feet seam, which was opened by a shaft 100 feet deep near the western boundary, and distant from the present working slope 400 yards. Between these workings and the slope there is a downthrow dyke to the west, by which the crop of the seam is thrown to the north 290 feet.

The first workings terminate to the east, against this fault, and the present operations are confined to the Coal won by the new slope. These workings were made on the bord and pillar principle; the level is about 60 feet from the crop, and extends from the dyke to the west face 340 yards. The bords were driven 14 feet wide, and the pillars left 6 feet square. They have not been removed. The new slope is situated 275 yards to the east of the dyke; it is 14 feet wide, and has a double road for raising the Coal. A steam engine of 14 horse-power has been recently erected to hoist and pump. The length of the slope is 50 yards; at which depth east and west levels are turned.

The workings in this district have been made of a modified form of the long-wall system of working. Pillars 12 feet square and 12 feet apart are left to protect the level or horse-road, and the Coal is then taken away in lifts of 24 feet, kept a little in advance of each other. Timber is set to support the roof, and a box or shoot is formed in the centre of each lift, down which the Coal slides to the opening between the pillars, and is there filled into the tubs. The sides are stowed with the coarse stony coal which is taken down in working the seam. By this system nearly all the workable Coal is removed, and the adoption of it is very commendable, as it is very important in so thin a seam that as much as possible of it should be got.

The east level has been driven 170 yards, and the west level about the same distance. The seam is of the following section in the west face:

Coarse stony Coal . . . . .	0.8
Good Coal . . . . .	1.8
	2.4
Total . . . . .	2.4

And in the east face:

Coarse stony Coal . . . . .	0.8
Fire Clay . . . . .	0.1
Good Coal . . . . .	1.7½
	2.4½
Total . . . . .	2.4½

The seam is worked 100 feet to the rise. The ventilation of the mine is at present effected without any assistance from artificial means. An air course is maintained along the top of the workings, and connected on the west side of the slope with one of the old shafts; and on the east side a similar provision has recently been made by sinking a new shaft about 200 yards from the slope. This

shaft is 5 feet square, and has a tube erected above it 22 feet high. The "big bed" has been opened by slope about 60 yards to the west of the dyke; and at the depth of 35 yards a level was driven to the west 400 feet. Workings were made for a distance of 200 feet on the bord and pillar system. The seam is of the following section:

Coal .....	0. 2
Shale.....	0. 4
Coal.....	0.10
Shale.....	1. 6
Coal.....	1. 2
	<hr/>
Total.....	4. 0

This seam was abandoned in May 1864, and has not been worked since.

The surface erections consist of 16 workmen's houses, a smith's and a carpenter's shop, besides the arrangements for screening. A large shed for storing the coal has been built in connection with the latter. The coal is conveyed in wagons containing 33½ cwt. over a railway about 1½ mile long, to the shipping place on the river Macan.

The expenditure during the year is returned as follows:

Shafts .....	\$1160 00
Adits and Levels.....	800 00
Drains, &c.....	535 00
Machinery .....	900 00
Houses .....	405 00
	<hr/>
Total.....	\$3800 00

As the proprietors of the Macan Mine are also interested in the Mulgrave area, I may here state that the efforts of the Company to find a workable seam in that tract have not yet been successful. The seams at Lawrence and Macan have been traced in each direction, but they are so disturbed by dykes that they have not yet been found in a position or of a size to be workable.

#### CHEIGNECTO.

To the east of the Macan Mine, and adjoining, are the areas on which the Cheignecto and St. George collieries are situated, the latter being the easternmost colliery at present worked in the District. At Cheignecto a shaft nine feet by seven feet has been sunk to the seam, 90 feet. It is divided into two parts, one being used for drawing and the other for pumping. Only one seam is worked, which is entirely different in character to those at Macan.

The following section was taken in the face of the east level:

Coal (coarse) .....	2.2
Shale .....	0.6
Coal .....	2.1
Slaty band .....	0.1½
Coal .....	1.5½
do. (coarse) .....	0.4
Shale.....	1.3
Coal .....	1.2
Slaty band .....	0.2
Coal .....	3.6
	<hr/>
Total .....	12.9

The seam is very irregular, both the Coal and the shale varying in thickness; thus, the six inches of shale between the upper portions of the seam is five feet thick at the shaft. Some of the Coal is also coarse in quality, and is thrown aside in the mine. The seam dips to the south at an angle of 42°, or about 1 in 1.2. A pair of levels have been driven to the east of the shaft 250 yards, and the Coal worked to the rise on the bord and pillar system. The bords are 18 feet wide, and the pillars are eight yards by six yards. The level is about 170 feet from the crop of the seam. The shaft is fitted up with slides and cages, one tub being drawn at a time. A steam-engine of 30 horse-power is applied to hoist and pump. The water is lifted from the mine by a double acting force pump, the delivery pipes being three and a half inches diameter. A portion of the water is allowed to fall down the shaft and the ventilation of the mine is thus assisted and made steadier. A small furnace at the bottom of a shaft near the crop, is also occasionally used. As this Colliery has not been long in operation the workings are small in extent, and no attempt has been made to work the pillars.

Ten workmen's houses have been erected, a smith's shop, barn and stable. A railway upwards of three miles in length connects the mine with the shipping place on the Macan River, to which the Coal is carried in wagons containing 3 tons each.

The expenditure during the year is stated in returns as follows :

Adits and Levels .....	\$2799 95
Drains, &c .....	4497 42
Machinery.....	352 38
Houses .....	282 00
Railway .....	11830 53
<b>Total .....</b>	<b>\$19762 28</b>

#### ST. GEORGE.

The seam opened at the St. George Mine is the same as at Cheigneto; the areas adjoining. It is entered by a slope from the crop. This slope is 12' wide and 6' 6" high, and has been driven in a transverse direction 210 feet to the dip, which is here to the south at an angle of 46° or about 1 in 1. At a depth of 194 feet, levels have been turned east and west, and workings on the bord and pillar principle made from them. The bords are driven 16 feet wide and the pillars left 15 feet by 8 feet. The west level has been driven 356 feet, and the east level 193 feet. A part of the seam only is worked from 3 feet to 3'8" in thickness. The upper and lower portions are coarse in quality and are farther apart than at the Chiegnecto Colliery, as will be seen in the following section :

Coal with partings.....	3. 6
Fire Clay .....	2. 0
Coal .....	0. 3
Shale.....	0. 1½
Coal .....	1. 3
Shale.....	0. 2
Coal .....	1. 9
Fire Clay .....	1.10
Coal .....	0.11
<b>Total.....</b>	<b>11.9½</b>

Early in the year operations were suspended until a steam engine was erected to draw the Coal and pump the water. This engine is of the same size and construction as that at Chiegnecto. The failure, however, of one of the boilers in May last, caused a further stoppage, and the working of the mine has not since been resumed. It is now filled with water.

The screening and other arrangements on the surface are incomplete, but they could be easily put into working order. The erections consist of screens, smith's and carpenter's shops, saw-mill, barn and stables, and 8 houses for workmen; also a large Coal shed. A branch line to join the Chiegnecto railway has been made, by which the Coal is taken to the river, distant about  $4\frac{1}{2}$  miles.

The returns for the year show an expenditure at the mine as follows:

Adits and Levels .....	\$2203 00
Drains, &c. ....	810 00
Machinery.....	2641 00
Houses .....	1322 00
Railway.....	1232 00
<b>Total.....</b>	<b>\$8208 00</b>

#### NEW YORK AND ACADIA.

A short distance to the north of the Chiegnecto Mine a slope has been put down on the area held by this Company. It is driven from the crop in the same seam as that worked at Chiegnecto and St. George, and is 16'4" wide and 6'6,, high. It is divided into 3 parts, two of which are intended for hoisting and the other for pumping. It has been driven upwards of 300 feet to the dip, and is intended to be carried farther down before winning any working places.

#### PICTOU COUNTY.

The most extensive Colliery at present in operation in this County is that belonging to the General Mining Association, and known as the

#### ALBION MINES.

The extraordinary thickness of the beds of Coal at these Collieries has given them a well deserved celebrity; the number as well as the size of the seams in this Coal field being perhaps unparalleled. Having been in operation many years a large extent of Coal has been mined. Only two seams have, however, been sunk to and worked, viz.: the main seam and the deep seam, the latter lying 25 fathoms below the former, and being the next in the series in descending order. They dip to the north-east at an angle of 20° or about 1 in 2 $\frac{1}{2}$ . The thickness of the main seam is so well known that it is unnecessary to give a section of it. Its average thickness may be stated to be 38 feet. Several shafts have been sunk to the seam, the workings in connection with which have received a peculiar classification, which had its origin in the following circumstances. A large tract of workings to the rise of the shafts, which are distant from the crop 250 yards, extending 800 yards to the west and 200 yards to the east of them, and covering an area of about 40 acres, forms the earliest worked portion of the seam. In nearly the whole of this district about 12 feet only of the upper part of the seam has been worked, the lower portion being considered inferior in quality. These workings are locally known as the "burnt mines," and are so designated in consequence of a fire that occurred some years ago in the stables and was only extinguished by closing the shafts to prevent the admission of the air into the Mines. Further to the dip other shafts have been sunk, and they with some, situated 960 yards to the west and known as the Dalhousie pits, are the present working shafts. From the former of these the workings were considerably extended both east and west; they are in the upper part of the seam only and their extent is about 90 acres. In some workings to the dip of these an accident occurred in May 1861, which was attended with still more disastrous results than the preceding one, it being found necessary to fill the mine with water in order to extinguish the fire. An attempt was made to get into these workings in 1862, but their condition was such that they were abandoned, and this district from this



circumstance has received the name of "Crushed Mines," a designation sufficiently indicative of the state of the workings on re-opening the mine.

The main seam is at present worked on the east side of the "Crushed Mines," and in the Dalhousie pits on the west side. In the latter, the seam has been worked the entire thickness, the lower portion being much improved in quality. The extent of workings in this district is now upwards of 100 acres.

The difficulty of working a seam of such a thickness and with such a declination has unfortunately been exemplified during the last two years in this district of the Mine. Whilst the *modus operandi* remained the same, a change appears to have been made in the scale of pillarage to meet the requirements of so largely an increased height of seam, which, however, proved inadequate, and a large extent of workings has been and still is under the effect of a crush in consequence.

The system of working pursued from the commencement of the Colliery has been continued ever since, with some modifications in the size of the pillars. The bords are driven 18 feet wide, and the pillars are made from 8 to 10 yards thick with holings at irregular intervals. No regular pillar working has been attempted in this seam.

The "deep seam" is worked at the Dalhousie pits only. Its average thickness is 15' 16". It is worked the entire height of the seam, and on the same principle as the main seam; the bords and pillars being of a similar size. The workings are altogether on the west side of the pits; and the main level in that direction has been driven 1600 yards. It is about 250 yards from the crop. The workings extend over an area of 60 acres, the whole of which is standing in pillars, with the exception of a few near the face, a partial working of which has recently been begun.

An extension of the works at these mines is in progress. During the year a new shaft has been sunk to the main seam near the face of the west workings. This shaft is 450 feet deep to the top of the seam, and is intended to be used for drawing Coal. A steam engine for hoisting has been erected, and a railway between the pit and the main line in part constructed. Another shaft has also been begun to the dip of the "Crushed Mines" pits, and is now upwards of 300 feet deep. An additional shaft for ventilation has been put down near the crop of the "deep seam," and a slope is being driven in the main seam, to be connected with the pit above referred to. The working powers of this already extensive Colliery will, on the completion of these works, be much increased.

Eighteen workmen's houses have also been erected during the year.

The ventilation and drainage of this Colliery are on a scale commensurate with its extent. The former is accomplished by the aid of large furnaces placed at the bottom of some of the shafts. There are several of these connected with the different districts of the Mine, and a steady and sufficient ventilation is thus provided. Gas of an explosive character is occasionally observed in the workings, but not to any extent. The precaution is, however, taken, of having the working places examined before the men go to their work, and safety-lamps are used when considered necessary. Neither of the seams produces much water, and the drainage of the mine is in consequence effectively provided for by the use of two pumping engines, one of 20 horse-power and one of 70 horse-power. The former is stationed at the Dalhousie pits, and works an 8-inch set of pumps; and the other, at the "Crushed Mines," works two 12-inch sets.

The arrangements on the surface are equally as extensive as those in and immediately about the mines. Any description of them appears to be unnecessary, they are so generally well known.

The statement of expenditure given in the returns is as follows:

Shafts .....	\$15506 69
Adits and Levels .....	596 09
Drains, &c. ....	634 10
Machinery .....	6150 26
Houses .....	12142 96
Railway. ....	3645 22
<b>Total .....</b>	<b>\$38675 32</b>

## ACADIA.

Adjoining the Albion Mines, on the south and west, are those belonging to the Acadia Company, whose property now consists of the areas originally held by the Messrs. Fraser, Carmichael, and Hoyt, respectively. Two seams only have been worked since its occupancy by the present Company: the McGregor seam, in which the principal workings have been made, and a bed of Oil Coal, which has received the name of the "Stellar Coal," from the peculiar scintillations exhibited when burning. This latter seam was formerly worked by Mr. Fraser. These seams, in their relation to the Albion Mines seams, are not the next in succession to the "deep seam;" there being two others between it and the McGregor seam; which latter lies at the depth of about 47 fathoms below it, and the Stellar Coal 40 fathoms lower. They lie conformably with the main and deep seams, in the course and ratio of dip. As already stated, the McGregor seam has been chiefly worked. It was originally opened by the General Mining Association, by an adit driven on the strike of the seam about 100 feet from the crop. The present Company have put down a slope from the crop, up which the Coal is now hauled by an engine of 8 horse-power. This slope has been driven 80 yards to the dip, and working places are won out on each side. The old adit or level crosses it 22 yards from the crop, and is continued to the west upwards of 500 yards. The workings made to the rise from it have been driven to the crop. A level is in course of driving from the bottom of the slope to the east, and is intended to be connected with another pair of slopes which have been driven from the crop 150 yards to the south-east of the first slope. These will then be made the main working slopes. One of them is to be used for drawing the Coal, and the other for pumping, or other purposes as may be required. The size of the former is 14 feet wide at bottom, 9 feet at the top, and 9 feet high; and of the latter, 8 feet at the bottom, 6 feet at the top, and 9 feet high; with a space of 18 inches between them. They are both very substantially timbered. The main or drawing slope has been driven 550 feet, and the other 400 feet.

The bord and pillar system of working has been adopted in this mine. The bords are driven 21 feet wide, and the pillars left 11 yards by 5 yards. The workings are very small in extent.

The seam is of the following section:

Coal (top bench).....	2.6
" 2nd do .....	3.3
" (coarse).....	4.0
Shale.....	0.4
Coal (good).....	1.5
	11.6
Total.....	11.6

At present the two upper divisions, 6'9" in thickness, only are worked.

The ventilation of the mine is effected in the same manner as that already described. A shaft near the crop, 47 feet deep, is used as an upcast, a furnace being placed at the bottom. It is surmounted by a tube 30 feet high and 7 feet square. The seam yields a little carburetted hydrogen gas, which has on one or two occasions been ignited, but fortunately without fatal results. There is not much water made in the mine. It has for some time been drawn up the slope in tubs, but arrangements are being made by which on completion it will be pumped at a shaft to the dip of the present workings by a steam engine which has recently been erected.

The slack Coal made in screening has recently been submitted to experiment for the purpose of converting it into coke. It is at present burnt in covered heaps, and the result is considered so satisfactory that it is purposed to erect ovens for the purpose of effecting the conversion in a more skillful manner, and a ready sale for this production of the mine is anticipated.

The surface erections at this mine are arranged in a very systematic form, and on an apparently well considered plan. Near the new slopes a series of workshops has been built. They consist of one large continuous building divided into an engine and boiler house, saw-mill, lumber-house, carpenter's shop, iron house and smith's shop. The engine is of 14 horse-power, and in addition to working the set of pumps previously named, it is intended to drive the saw-mill and the various machines in the shops, and by an arrangement of clutch gearing to work the slope. 28 workmen's and agents' houses have also been erected, the former being placed so as to form in course of time a well arranged and commodious village. A large and elegant suit of offices has also been completed. The produce of the mine is at present carted to New Glasgow, where it is put on board small vessels or lighters and conveyed down the East River to ships in Pictou harbour. Preparations are, however, being made for its carriage by rail over the Nova Scotia railway, and a branch line from the mine to join the railway is in course of formation and well advanced towards completion.

The Oil or Stellar Coal has not been much worked by this Company. A single drift has been driven about 50 yards on the strike of the seam. Operations are at present suspended.

The works above described are altogether on the Fraser area. On the Carmichael area adjoining on the west, explorations have been made during the year, resulting in the opening of a very fine seam of Coal. About 2½ miles to the north-west of the Fraser area works, a pair of slopes similar in all respects to those previously described have been driven in the seam, and are being continued. The section of the seam is as follows:

Coal.....	7.2
Soft band or ptg.....	0.3
Coal.....	10.4
Coal (coarse) .....	1.3
Total.....	19.0

The dip is to the east 20°, or about 1 in 2½. The slopes have been driven to the dip 60 yards. The Coal is at present drawn up them by horse gin, and taken in carts to the wharf at New Glasgow. A continuation of the branch line from the Nova Scotia Railway is contemplated, which will enable the produce of this mine to be carried direct to the place of shipment. Underlying this seam, at a depth of 160 feet, another seam has also been sunk to, the thickness of which is 13 feet.

The expenditure during the year at these mines on the Fraser and Carmichael areas is stated to be:

	Fraser.	Carmichael.
Shafts.....	\$967 30	\$507 80
Adits and Levels.....	19431 29	1930 17
Drains, &c.....	13879 66	529 07
Machinery.....	9718 79	
Houses.....	12049 39	111 96
Railway.....		3800 00
Total.....	\$56046 43	\$6879 00

## NOVA SCOTIA.

Adjoining the western boundary of the Carmichael area, is that under lease to Truman French, Esq., who has opened by a slope the same seam of Coal as

that on which operations have been commenced by the Acadia Company. The section, however, is a little different, and is as follows:

Coal.....	7. 0
Fire Clay.....	0.11
Coal.....	3. 9
Stoney band.....	0. 2
Coal.....	6. 0
Do (coarse).....	2. 0
Total.....	<u>19.10</u>

The course and angle of dip are the same. Beyond driving the slope about 75 yards to the dip, and a few working places on each side, there has not been much done at this mine during the year, and it has for some time been standing full of water. Meantime an adit is being driven from near Middle River, 1½ mile from the slope, with the intention of winning a considerable tract of rise Coal, and to be an outlet for the water. It is at present going in the course of the strike, and is upwards of 250 yards in length. From this adit a railway is projected to a shipping place on the Middle River, the length of which will be a little over four miles. Near the slope three workmen's houses have been erected.

The expenditure has been, on

Adits and Levels.....	\$3675 00
Houses.....	600 00
Total .....	<u>\$4275 00</u>

#### BEAR CREEK.

To the east of Mr. French's Mine, and south of the Carmichael area, is the mine opened in the early part of last year by Mr. John Campbell. The seam is the same as that worked by Mr. French and the Acadia Company. A shaft has been put down near the crop, and a small quantity of Coal taken out by means of a horse gin; but beyond the mere opening of the seam, no workings have been made, and all operations have been suspended for some time. A company has recently been formed to work this Colliery, and active steps are being taken to place it in an effective condition. The returns show an expenditure on—

Drains, &c.....	\$20 00
Machinery. ....	281 00
Houses.....	300 00
Total .....	<u>\$601 00</u>

The existence of the seam opened at the three last named Collieries, and of others underlying—the size and relative position of which have not been fully proved—so far removed from the series proved by the General Mining Association and the Acadia Company, has opened a field of conjecture as to their identity with that series; and the probable cause of their removal—assuming them to be the same—from the course of strike as proved by the western workings of the Albion Mines. It would, I think, be premature on my part to support or dissent to the theories of others on this point. Enough has been proved by explorations, both in this and in other parts of the Pictou Coal Field, to give it a somewhat complicate configuration. Future development will alone strengthen or modify the opinions now held by many. Meanwhile it is a gratifying and important fact that seams of Coal of an exceedingly valuable character have been traced over a tract of country in which their existence was only a short time ago exceedingly problematical. To what extent they may spread, existing openings scarcely afford a sufficient basis for

conjecture; but considering their inland position, and consequent freedom from the limit of yield to which sub-aqueous coal fields are subject, their economical importance cannot be too highly estimated.

#### GERMAN.

The mining operations at this Colliery are situated to the east of the Albion Mines, and consist of a slope driven from the crop in the main seam about 130 feet. The quality of the Coal was considered so unsatisfactory that no workings were made out of the slope, and it was abandoned. A shaft was then begun 400 yards to the east, and about 300 yards from the crop. This shaft has been sunk 360 feet to the seam, with, I regret to say, an equally discouraging result, and all operations on the main seam have ceased. The expenditure is returned as follows:

Shafts.....	\$3293 93
Houses.....	760 61
Total.....	<u>\$4054 54</u>

#### MONTREAL AND PICTOU.

A company has been formed with the title of the Montreal and Pictou Company, to work the seam which has recently been opened by R. G. Haliburton, Esq., on the west side of East river, and adjoining the Albion Mines on the north. A shaft has been sunk through several beds of Coal, varying in thickness from 2'6" to 15'6", and separated by beds of fire clay from 7 to 10 feet thick. They dip to the south-east at an angle of 65°. Although these beds are so far apart as to be practically distinct seams, there are points of resemblance and other circumstances which lead to the belief that they represent the main seam of the Albion Mines, and that this Colliery is on the northern crop of that seam. The shaft has been sunk 180 feet, and drifting commenced at a depth of 165 feet.

The discovery of Coal on this area has added to the importance of the Pictou Coal field in a remarkable degree. It has given to it a conformation which appears to have been entirely unsuspected, and by which a large quantity of Coal is placed within easy reach. The same seam has been discovered by Mr. Kirby on the east side of East river, and to the north of New Glasgow. This extension of the knowledge of this portion of the Coal field will doubtless lead to further explorations, the progress of which will be watched with interest. The returns show an expenditure on—

Shafts.....	\$2000 00
Drains, &c.....	40 00
Machinery.....	120 00
Houses.....	55 00
Total.....	<u>\$2215 00</u>

The preceding are the principal Mining operations in this County at present. Explorations have been made in several places during the year with more or less success. In addition to the seam proved by Mr. Kirby, and already alluded to, that gentleman has also sunk a shaft on the area owned by him, about 2 miles to the east of New Glasgow and proved 2 seams of Coal, each 4 feet thick, with a dip to the east of 18° or about 1 in 3½. Beyond drifting a short distance into the lower seam, at a depth of 27 feet, nothing further has been done. About a mile nearer New Glasgow a slope has also been driven

from the crop of a seam, the thickness of which is 4 feet, and coal is now being taken from it for landsale purposes.

The expenditure as stated in the return is

Shafts.....	\$800 00
Adits and Levels .....	250 00
Drains, &c.....	1500 00
<b>Total.....</b>	<b>\$2850 00</b>

A seam of Coal has also been found at Sutherland's River, and a shaft sunk to it by Mr. Haliburton. It is somewhat disturbed in appearance and further explorations are being made. The same gentleman has made some openings at Bear Brook, on the south of the Campbell or Bear Creek area, in which Coal has also been found. The expenditure at these places is returned as follows :

	Sutherland's River.	Bear Brook.
Shafts.....	\$400 00	
Adits and Levels.....	101 62	\$324 79
Houses.....	50 00	
<b>Total.....</b>	<b>\$551 62</b>	<b>\$324 79</b>

On the Geo. McKay area, shafts have been sunk and a seam of Coal proved, and on the McBean area, a seam has also been opened, by shafts and slope. The respective expenditure is stated to be :

	McKay.	McBean.
Shafts.....	\$39 00	\$442 30
Adits and Levels.....	21 00	52 00
Drains, &c.....	366 00	
Machinery.....	35 00	
<b>Total.....</b>	<b>\$461 00</b>	<b>\$494 30</b>

CAPE BRETON.

The Coal Mines in Cape Breton are situated in each of the Counties into which the island is divided. In Inverness County the only Colliery actually in operation is

PORT HOOD.

This Colliery was opened last year by a slope driven from the crop in the seam, the dip of which is to the north-west at an angle of 27°, or about 1 in 2. It is the only seam at present worked. This slope has been driven to the dip, 300 feet. At distances of 50 yards, levels have been turned on each side, and working places won out. The system of working is the bord and pillar. The bords are driven 10 feet wide, and the pillars are left from 6 to 8 feet thick, and the full length between each level. The upper levels are from 300 to 500 feet from the slope, and the lower level 150 feet in each direction. The seam varies a little in section, as will be seen by the following, taken at different sides of the slope, and about 200 feet in each direction from it.

South Level.	North Level.
Coal with bands.....1.5	Coal (coarse).....0.8
Slaty band.....0.9	Do. with ptgs.....0.10
Coal.....4.2	Coal (good).....4.4‡
<b>Total.....6.4</b>	<b>Total.....5.10‡</b>

The workings being yet limited in extent, no pillars have been worked. A short distance to the south of the slope a shaft has been sunk to the upper level; an adit has also been connected with the same level on the north side. By means of these the ventilation of the mine is effected, no other artificial aid being yet used. A steam engine of 14 horse-power has recently been erected, which, besides hauling the Coal up the slope, works a set of pumps 3 inches diameter, by which the mine is drained. On the surface there have been erected 8 workmen's houses, agent's house and office, and smith's shop. The Coal is carried in wagons containing 1½ ton by rail to the shipping wharf, the distance of which from the slope is 190 yards.

The following is the expenditure at this Colliery during the year, as stated in the returns.

Shafts.. .....	\$4330 62
Adits and Levels.....	1700 00
Drains, &c.....	6000 00
Machinery.....	5250 00
Houses.....	2200 00
Total .....	<u>\$19480 62</u>

Although no other mines have been opened in this County, explorations have proved several seams of Coal along the coast to the east of Port Hood. At Mabou, Broad Cove, and Chimney Corner, seams varying in thickness from 3 feet to 7 feet have been found. At each place they have been drifted into a short distance, but no further attempt has been made to work them in an effective manner.

In Victoria County the only Mine at present worked is the

#### NEW CAMPBELLTOWN.

The New Campelltown Colliery is situated at the northern extremity of the series of measures constituting the Eastern Coal field of Cape Breton. Three seams are worked; their position in relation to each other being somewhat peculiar. The Coal measures here rest against a huge mass of syenite, which ranges in an east and west direction; and at the northern part of the area they have been lifted into a nearly vertical position. An adit has been driven in this locality at right angles to the strike, and by it two seams are worked. The length of this adit is 151 yards. The first or uppermost seam in the series is reached at a distance in the adit of 72 yards. It is called the 4 feet seam, from its thickness. Separated from this seam by a thickness of strata of 36 yards is the 6 feet seam, also so called from its size.

The bord and pillar principle has been adopted in working these seams. A pillar of coal is left overhead to form a roof and protect the horse road or levels. Above this are the working places which are carried forward in the same manner as if in a less angular position. Horizontal holings are made every 9 or 10 yards, and the Coal is taken along them to holings put through the pillar immediately above the horse road, at short distances apart. In these, boxes or shoots are fixed, and the Coal is put down them into the tubs at the bottom. In the four-feet seam the levels have been driven 238 yards to the east of the adit, and 170 yards to the west. The six-feet seam is worked on the west side only, by a drift from the four-feet seam at the face of the west level: for, although the adit was driven 28 yards beyond the distance at which it should have been found, if in the same position with respect to the four-feet seam as proved on the west side, the only indications were some thin pieces of Coal.

The Mine is ventilated by the aid of shafts sunk at intervals from the crop; one of them being 150 feet deep. The air entering the adit passes through the workings and up the shafts. The adit serves to drain the Mine; the water being brought along the levels to it. About three-fourths of a mile to the

south of the adit a slope has been driven into another seam, the identity of which with either of the other two is not yet established. The section of this seam is as follows :

Coal (coarse).....	0.4
Coal.....	2.9
Soft parting.....	0.1
Coal.....	1.3
	4.5
Total.....	4.5

It dips to the east at an angle of 12°, or about 1 in 5. The ordinary bord and pillar mode of work is pursued in this seam. From the bottom of the slope, the length of which is 100 yards, levels are turned north and south, and bords driven in the usual way. The bords are 16 feet wide, and the pillars are made from 4 to 5 yards thick, and of irregular length, varying from 10 to 15 yards. No pillars have been worked; their extent is about three acres. The Coal is drawn up the slope by a small steam engine, which also works a set of pumps 2½ inches in diameter. These deliver the water into an upper level having an outlet at the crop. The principal workings have been made on the north side of the slope, the level having been driven 280 yards, and the south level 140 yards. A shaft 4'6" square and 70 feet deep is used as an upcast, and is the only aid to the ventilation of the Mine.

The surface erections consist of twenty-seven agents' and workmen's houses, two of which have been built during the year; six smiths' and carpenters' shops, and the usual arrangements for screening and cleaning the Coal. The produce of the Mine is carried by rail in wagons containing 1½ ton to the shipping wharf, the distance of which from the adit is about 2½ miles, and from the slope 1½ mile.

The expenditure during the year is returned as follows :

Shafts.....	\$ 248 00
Adits and Levels .....	2076 00
Drains, &c.....	13070 00
Houses .....	180 00
	\$15574 00
Total .....	\$15574 00

In the important Coal-mining County of Cape Breton, there are at present 14 Collieries, of which the most northerly situated is the

#### LITTLE BRAS D'OR.

Between the New Campbelltown Colliery and the Little Bras d'Or, there is a considerable tract of country in which no Mining operations are at present carried on. A large portion of it is held by the General Mining Association. The only Mine worked is that formerly held by Mr. C. J. Campbell, and now owned by Mr. Mattheson. It is situated on the north side of the Little Bras d'Or, and adjoins the General Mining Association's property on the west. The seam, which is exposed on the face of the cliff, is entered by an adit driven in the coal about 80 feet from the crop, and seven feet above high-water mark. It dips to the east at an angle of 8°, or about 1 in 7, and is of the following section :

Coal (coarse) .....	0. 2
Coal (good).....	0.10½
Soft parting .....	0. 0½
Coal (good).....	1.11
	2.11½
Total .....	2.11½



The Mine has been worked on the bord and pillar principle; the bords being driven 12 feet wide, and the pillars left of very irregular size. The adit or level has been driven 270 yards to the north, and the Coal worked to the crop, the distance of which varies from 80 to 130 feet. The pillars have not been worked. A small shaft near the crop is the only aid to the ventilation of the Mine. The water made in the working passes—by a level to the dip of the adit—out to the shore. The Coal is taken direct out of the pit to a small wharf erected at the adit mouth, and put on board vessels. There are no screens or other erections; the slack is taken out by riddling. The Colliery has been only partially worked during the year. The only expenditure returned is, cost of adits and levels, \$10.

## COLLINS.

On the opposite shore of the Bras d'Or is the Collins Mine, in which all operations have been suspended since November, 1865. Only one seam has been worked. It was originally opened by the General Mining Association, by adit from the shore, but abandoned after a few workings had been made. It was re-opened by slope from the crop by Mr. Collins, and the Coal was taken out by horse-gin until the cessation of work at the time named. The seam is of the following section :

Top Coal. ....	2. 7 $\frac{1}{2}$
Bottom Coal.....	2. 4
	—
Total.....	4.11 $\frac{1}{2}$

It dips to the east at an angle of 6°, or about 1 in 10. A shaft has been sunk to the dip of the present workings and connected with them. Its depth is about 90 feet. Two small steam engines have also been erected, one for pumping and the other for hoisting. The shaft fittings were not, however, finished when operations were suspended, and they have not therefore been used for these purposes. The seam has been worked on the bord and pillar principle, the bords being driven 15 feet wide, and the pillars left 7 to 9 yards long and 4 yards thick; they have not been worked. The ventilation is of the same character as that which exists at other mines where no artificial aid is used. The whole of the workings in this mine are now filled with water.

## SYDNEY MINES.

At this well-known and extensively worked colliery, the principal mining operations during the year have been confined to the working of two seams, viz., the "Main" and the "Lloyd's Cove" seams. The large and valuable tract on which this colliery is situated, contains other seams in which openings have been made at different places; the workings, however, are of small extent, and operations in them have been suspended for some time. Almost the entire produce of the colliery is from the main seam, the workings in which are the most extensive in the Province. Having been in operation many years, they are spread over a large area, and connected with several shafts that have from time to time been sunk to the seam. It dips to the east at an angle of 7°, or about 1 in 8, and is of an average thickness of 6 feet. The mining operations have of late been altogether confined to a district lying to the dip of the first workings, and opened by three shafts, one, known as the Queen pit, being used for drawing, one as an upcast or furnace pit, and the other for pumping. Their depth is 360 feet. These shafts are situated about  $\frac{1}{4}$  of a mile from the crop of the seam, and the workings in connection with them are separated from those to the rise by a barrier of coal from 50 to 60 yards in thickness. At the commencement of the colliery the system of working adopted was the bord and pillar, and it has been continued ever since; the only alteration being an increased size of pillars as the workings extended to the dip. The workings made from the shafts between the Queen pit

district and the crop extend over an area of about 300 acres. The whole of this area is standing in pillars, no attempt having been made to work them; and a large space adjoining the barrier is filled with water. The Queen pit is situated to the dip of the barrier 440 yards. From this pit drifts have been driven further to the dip upwards of 1100 yards, and levels extended on each side. The area covered by these workings is nearly 400 acres, the whole of which is standing in pillars. These, as before remarked, have varied in size as the workings extended. For some time the bords were driven from 6 to 7 yards wide, and the pillars made 30 yards by 7 yards; the bords are now  $5\frac{1}{2}$  yards wide, and the pillars are left 30 yards by  $14\frac{1}{2}$  yards.

The provisions for the drainage and ventilation of this mine are commensurate with the extent of the workings. A large furnace of the ordinary construction, placed at the bottom of a shaft used exclusively for this purpose, is the motive power of the ventilation; the pumping and drawing shafts being generally down-casts. Carburetted hydrogen gas is found in the mine, but not to any extent; on one occasion during the year it was ignited, and three men were burnt.

The condition of this mine with respect to water is important in its bearings on the mode of working. The bord and pillar system in a well-managed mine, allows an arrangement of form by which the pillars are removed progressively with the whole coal. As the face advances, the pillars are worked behind, with such a distance between as is required for roads and ventilation. All the advantages of the system are thus obtained; the pillars are more easily removed, the ventilation is more simple, the workings are less rapidly extended, and those expensive as well as expansive tracts of workings called "wastes" are avoided.

That so large an area of pillars should so long have remained unworked in this mine, seems extraordinary, and can only be accounted for on the supposition that in the early stages of working the pillars were not proportioned with a view to subsequent removal, or the apprehension of a large influx of water if they were worked, prevented the experiment. To the latter fear is attributed the extent of pillars surrounding the Queen pit. In addition to the water made in this district of the colliery—of which, however, there is not a very large quantity—that in the rise workings is also brought by boreholes in the barriers through the workings to the shaft in which the pumps are placed. Of these there are two sets, one 18 inches, and one  $21\frac{1}{2}$  inches diameter, which are worked by a steam engine of 150 horse-power. Notwithstanding this provision, however, it is feared that it would prove inadequate to keep the mine clear of water should the working of the pillars be attended with an increase.

The Lloyd's Cove seam overlies the main seam 120 fathoms. It has been opened by level from the shore and a slope driven from the crop. This slope is half a mile to the east of the Queen pit. The direction and ratio of dip are the same as the main seam. This seam is of the following section:

Coal . . . . .	2.1
Soft clay band . . . . .	0.1 $\frac{1}{2}$
Coal . . . . .	0.5 $\frac{1}{2}$
Clay band . . . . .	0.1
Coal . . . . .	3.6 $\frac{1}{2}$
Total . . . . .	<u>6.3<math>\frac{1}{2}</math></u>

From the foot of the slope a pair of drifts have been driven 200 yards to the dip, and a level to the north 350 yards. A level to the south is connected with that from the shore, and serves as a water level. The same system of working is pursued as in the main seam. The coal is at present drawn up the slope by a horse gin, but it is intended to erect a steam engine for this purpose. No artificial aid to the ventilation has yet been found necessary, the relative position of the slope and drift producing sufficient for present purposes.

During the year the Company have sunk other two shafts; one to the main seam at Cox Hill,  $2\frac{1}{2}$  miles to the west of the Queen pit, and the other a short

distance to the east of the Little Bras d'Or. The depth of the shaft at Cox Hill is 74 feet. The seam was found to be reduced in thickness, being only 3.7"; the measures being apparently disturbed by a fault. Operations are at present suspended till a steam engine is erected, when it is proposed to drift in the coal in order to prove it.

The Edward's pit near the Bras d'Or has been sunk 67 feet to a seam of the following section :

Coal.....	2.4
Stone band.....	0.4½
Coal.....	2.7
	<hr/>
Total.....	5.3½

This seam is supposed to be the Indian Cove seam, which underlies the main seam about 77 fathoms. No workings have yet been commenced at this shaft.

The mode of conveyance of the Coal to the shipping place, and the general character of the surface arrangements and erections are so well known, that any remark respecting them is unnecessary. The expenditure during the year, as stated in the returns, is as follows :

Shafts.....	\$2547 17
Adits and Levels.....	1262 60
Drains, &c.....	3213 49
Machinery.....	16670 64
Houses.....	4664 23
	<hr/>
Total.....	\$28358 13

## INGRAHAM.

This Mine, formerly worked by Roach and McInnis, is situated to the west of the Sydney Mines, and adjoins the General Mining Association's tract. The seam is entered by a short slope from the crop, and has been very little worked. A level has been driven about 30 yards, and a few bords turned out of it. The seam is the following section :

Coal.....	1. 1'
Clay band.....	0. 3½"
Coal.....	0. 5½"
Clay band.....	0. 2½"
Coal.....	1.11½"
	<hr/>
Total.....	4. 0

Ten tons of Coal are all that have been worked during the year. No steps are being taken to place the Mine in a position to raise Coal to any extent. Explorations have been made with the hope of finding a thicker seam, and under this head there is returned an expenditure of \$420.

## LINGAN.

The Lingan Mine is situated at the southern limit of the area known as the Lingan tract, and held under lease by the General Mining Association. Several seams have been proved on the area; only one is, however, worked at present. It is termed the Lingan seam, and is the third in descending order; the first, or upper one, being called the Davie's Head seam, and the second the North or Indian Head seam. They dip north-east at an angle of 12°, or 1 in 4.7. The Lingan seam is worked by a slope which has been driven to the dip 200 yards,

and levels turned out of it on each side. The upper south level is connected with an adit from the shore, and is used as a delivery drift for the water made in the Mine. The lower levels, in their progress northward, have exhibited an alteration of the seam of some importance. In the south lower level the seam is of the following section :—

Coal .. .. .	3.0
Fire Clay Band .. .. .	0.6
Coal .. .. .	5.8
Total .. .. .	<u>9.2</u>

In the corresponding level to the north, and at about 300 yards from the slope, the band is 2'.8" thick; and at a farther distance of 150 yards the thickness between the upper and lower coal is increased to 8 feet, thus virtually dividing them into two distinct seams. In consequence of this the lower portion only of the seam is worked, and its height at this point is 5'.5". The borings by which the increased thickness of the band was ascertained also proved that the thickness of the top Coal was unaltered.

The system of working is the bord and pillar. In the earlier workings the pillars were left five yards square with the intention of allowing them to remain to support the roof; during the last eighteen months, however, the removal of the greater portion has been accomplished with a very trifling loss of Coal. The scale of pillarage has been altered in the more recent workings, and the pillars are now left 22 yards by 5 yards; the bords being driven 15 feet wide. The workings extend over an area of about forty-five acres, in seven of which the pillars have been entirely removed. The ventilation of the Mine is effected in the same manner as that already described. No artificial means are resorted to, and the consequent changes occasionally occur in the course of the air. To avoid these the Manager is about to erect a furnace in one of the rise workings, to which a shaft will be sunk and be used as an upcast. The Mine does not yield much water; its drainage is effected by a set of pumps, 8 inches diameter, placed in a drift parallel with the slope, and worked by an engine of 50 horse-power, which is also used to haul the Coal up the slope.

From the Mine the Coal is taken in wagons, containing two tons, over a railway to the shipping wharf, which is distant about a mile. Horses were until very recently employed to haul these wagons, but a small locomotive is now used in their stead.

Considerable improvement has been made in the place of shipment during the last eighteen months. A dredger has been kept very constantly at work, and the result has been a great addition to the depth of water. It will be observed that the yield from this Mine has also largely increased.

A manager's and 8 workmen's houses have been erected during the year; and the expenditure is as follows:

Adits and Levels .. .. .	\$200 00
Drains, &c. .... .	700 00
Machinery .. .. .	4620 00
Houses .. .. .	7000 00
Railway .. .. .	500 00
Total .. .. .	<u>\$13,020 00</u>

## INTERNATIONAL.

Between this Mine and Lingan is the Bridgeport tract, belonging to the General Mining Association. The International adjoins this tract on the south. The operations are confined to one seam, from which since the opening of the mine the entire produce has been taken. It is entered by a slope from the crop; and

dips to the east at an angle of 5°, or about 1 in 11. The average thickness is 5'6". The mode of working is the same as in the adjoining Mines; the bords being driven 16 feet wide, and the pillars left 12' x 10'. From the bottom of the slope—the length of which is 100 yards—a drift has been continued to the dip 120 yards, and a level turned to the south. This level has been driven 400 yards, and workings have been made from it to the crop. On the north side of the slope workings have also been made, and connected with a level from the sea shore, by which the water made in the mine passes out. No pillars have been worked, and their extent is now seven acres. A small steam engine is used to haul the coal up the slope. The ventilation is entirely dependent on the difference of position of the slope and the level on the shore, and is of the same irregular character as that in other collieries similarly situated. A short line of rail connects the mine with the shipping place. There have not been any additions to the buildings or other surface erections during the year; the mine not having been worked to any extent.

The expenditure is returned as follows:—

Adits and Levels .....	\$ 933 80
Drains, &c. ....	4262 65
Machinery. ....	342 00
Houses .....	83 40
Total .....	<u>\$5621 85</u>

#### CALEDONIA.

The International is adjoined on the south by the Caledonia Colliery, which is in course of preparation for raising Coal. A level was driven last year from the north shore of Glace Bay Lake in the seam which it is intended to work, and trial pits put down near the crop. These having satisfactorily proved the seam, operations of a more effective character have been steadily pursued during the year. Two shafts have been sunk to the seam, which has been reached at a depth of 173 feet. One of these is intended for a drawing shaft, and is 11' x 10½' in size, and the other, for pumping, is 8 feet in diameter. These shafts are situated 500 yards from the crop, and will win a large tract of Coal. The seam on which they are sunk is called the Phelan seam. Its thickness in the shaft is 8'3". Steam engines for hoisting and pumping are being erected, and it is expected that in the course of the ensuing year this Colliery will be prepared for extensive working. A large tract of ground has been cleared about the pits, and an agent's house, 35 workmen's houses, 2 smiths' and carpenter's shops, and other buildings have been erected.

In conjunction with the Clyde Company, a contract has been made by the Caledonia Company for the excavation and formation of a harbor or dock in the Big Glace Bay Lake, which is in course of execution. A line of railway to connect the Colliery with this harbor has been located. The returns give the expenditure as follows:

Shafts .....	\$9638 50
Adits and Levels .....	473 96
Drains, &c. ....	35890 39
Machinery. ....	4219 62
Houses .....	8260 54
Total. ....	<u>\$58483 01</u>

#### LITTLE GLACE BAY.

The operations at this Colliery, which is situated to the east of the Caledonia, have from their extent assumed an important character. The quantity of Coal

worked last year necessarily implies considerable productive powers. Two seams are worked, locally known as the "Hub vein" and the "Harbor," the former being the uppermost in the series. The first workings in this seam were by slope near the shore, driven on the strike of the seam a short distance from the crop. As the workings extended another slope was put down, which is now the working slope. It is 400 feet in length, and the coal is drawn up it by a steam engine of 30 horse-power. The principal workings have been made to the north of this slope. A pair of levels have been driven to the north 670 yards, and out of them the working places are turned and driven to the crop, the distance of which is upwards of 300 yards. The seam is of the following average section :

Top coal (coarse).....	1.2
Coal.....	5.6
Stone band. ....	0.1½
Coal.. ..	3.0
	9.9½
Total.....	9.9½

The top coal is mixed with stone, and very inferior in quality; it is left as a roof. The seam dips easterly, at an angle of 5°, or about 1 in 11. The mode of working is the bord and pillar; the bords being driven 18 feet wide, and the pillars left 5 yards by 4 yards. No attempt has been made to work them, and they now extend over an area of about 25 acres. To the east of the slope a shaft 7 feet in diameter has also been sunk, the depth of which is 90 feet. It is used for pumping only, two sets of pumps 8 inches in diameter being placed in it and worked by a steam engine of 12 horse-power. The water made in the workings is brought along the lower level to this shaft, and thus the mine is drained.

The ventilation of the mine is at present dependent on the same circumstances as those relied on at less extensively worked mines. A level from the shore is made the intake for the air which, after circulating through the mine, passes up the slope. No means are used to maintain the current in one steady course, and it is therefore liable to the changes incidental to such an arrangement.

About 200 yards to the dip of the present level another shaft, the size of which is 13' × 9', has recently been sunk to the seam—111 feet—and is being fitted up with slides and cages for drawing coal. It is intended to remove the pumping engine and apply it to hoist and pump at this pit.

The "Harbor" seam has been opened by two shafts; one near the crop, 27 feet deep, and the other 100 feet to the north of the harbor, and 36 feet deep. The size of the latter is 12' × 7', and it is divided into three parts—two for drawing coal, and one for pumping. A small engine is used for these purposes. The seam is worked on the same principle as the other. From the shaft a level has been driven to the north 264 yards, and the bords driven from it to the crop, from which the level is distant about 80 yards. Near the face of the level the seam is of the following section :

Coal (coarse).....	0.2½
do .....	1.5
Soft band .....	0.0½
Coal .....	3.4½
	5.0½
Total .....	5.0½

The bords are driven 16 feet wide and the pillars are made 5 yards by 4 yards. This pit has been in operation only a short time, and the workings therefore are limited in extent. The ventilation is not aided by any artificial means. Mining operations were entirely suspended at this Colliery in May last, and were only resumed in October. The sales during that period have been from the Coal worked and stored during the winter working.

The Coal from the Hub seam is conveyed in wagons containing 4 tons, by rail to the harbor, the distance to which is  $\frac{1}{2}$  of a mile. The wagons are hauled by a locomotive engine which has been recently substituted for the horses previously employed for that purpose. The "Harbor" seam pit is so near the harbor that the coal is shipped in tubs direct from the pit or heap as there may be occasion.

Five additional shipping places have been erected during the year and the facilities in this respect are now very considerable.

The expenditure is stated in the returns as follows :

Shafts. . . . .	\$3073	22
Adits and Levels. . . . .	1948	56
Drains, &c. . . . .	20063	40
Houses . . . . .	3157	29
Total . . . . .	\$28242	47

#### CLYDE.

This Colliery is situated on the southern side of Big Glace Bay, and is separated from the last named Colliery and the "Caledonia" by the Glace Bay Lake and an intervening area, on which no mining operations have yet been begun. One seam only, the Phelan, is worked. It was opened by slope near the shore, and as the workings advanced to the south another has been made, which is now the working slope. The seam dips to the north-east at an angle of  $7^{\circ}$  or about 1 in 8. The slope has been driven 60 yards to the dip of the level driven from the first slope, and is now about 160 yards in length. Levels have been turned and driven a short distance on each side. The following is an average section of the seam :

Top Coal . . . . .	1.6"
Coal . . . . .	6.0
Bottom Coal. . . . .	1.0
Total. . . . .	8.6

The 1.6" of top Coal is left to form a roof, the overlying strata being broken and difficult to keep up.

A level has been driven to the shore from the first slope, with which the workings from the new slope are connected, and is used as an outlet for the water made in the Mine. This level extends from the shore to the south face 350 yards; the workings from it have been put up to the crop 45 yards. The system of working is the bord and pillar; the bords are driven 14 feet wide and the pillars are made 12 feet by 9 feet. No pillars have been worked. The slope is worked by a steam engine of 7 horse-power which has been erected during the year.

The ventilation is of a similar character to that already described; no means are used to maintain the current of air in one direction, and the slope and the water level are alternately the intake. The Coal is at present shipped from a wharf near the Mine by wagons containing 23 cwt. The Company, however, as already named, are having a harbor made in the Glace Bay Lake, by which their shipping facilities will be much improved. The returns show an expenditure on

Adits and Levels . . . . .	\$357	46
Drains, &c. . . . .	190	27
Machinery . . . . .	163	25
Houses . . . . .	621	64
Total. . . . .	\$1332	62

## SCHOONER POND.

At this Colliery, which adjoins the Clyde on the south, the only seam worked is the "McPhail." It underlies the "Phelan" seam, about 260 feet. Like many of the other Mines, the first workings were made from the shore where the seam was exposed. Subsequently a slope, the length of which is 80 yards, was put down in the seam, and it is now the outlet for the coal, which is drawn up by horse-gin. The seam dips to the north at an angle of  $6^\circ$  or about 1 in 8.7. The section is variable; the following was taken near the face of the level 250 yards from the foot of the slope:

Coal with clay bands. ....	1.4
Coal .....	0.4 $\frac{1}{2}$
Stone band.....	0.1
Coal . ....	3.7 $\frac{1}{2}$
Softish band.....	0.3
Coal .....	1.3
Total. ....	<u>6.11<math>\frac{1}{2}</math></u>

The workings are made on the bord and pillar principle; the bords being driven 18 feet wide and the pillars left 6 to 9 feet wide and 12 to 18 feet long. The bords, as the workings progressed, have been driven to the crop, about 60 yards. The old workings are connected with the main level, and the water made in the Mine passes through them to the shore. A small shaft has been sunk near the crop to assist the ventilation, but it is at present nearly closed up. There has not been any Coal worked at this Mine during the past year.

## BLOCK HOUSE.

This Colliery has assumed an important position from the development of its productive powers last year.

The seam worked is called the Block House seam, and is the upper one in the series of beds in the Cow Bay district. It dips to the north-east at an angle of  $5^\circ$  or about 1 in 11, and is of the following section:

Top Coal .....	1.0
Coal .....	7.10
Total.....	<u>8.10</u>

The lower portion only is worked, the top coal being left to support a softish stone which overlies it.

The Mine is worked by a slope driven nearly in the strike of the seam and through some old workings made by the French. This slope, from its highly advantageous position, is an important outlet for the coal. In addition to the slope a shaft called the "Dawson" pit was sunk a few years ago; it is situated on the first level, which is a continuation of the slope above named, and is distant from the shore 580 yards. It is 80 feet deep, and is fitted with slides for cages, in which one tub of coal is drawn at a time.

The system of working is the bord and pillar. The first operations in this Mine appear to have been conducted somewhat irregularly; the pillars being left of different forms and dimensions, and although they do not at present exhibit much weakness their removal will be attended with more difficulty than would have been the case had they been of larger capacity. They extend over an area of 12 acres. The subsequent workings have been made on a much more judicious scale of pillarage; the bords being driven 16 $\frac{1}{2}$  feet wide, and the pillars left 20 yards by 5 $\frac{1}{2}$  yards. The upper or slope level has been driven upwards of 1200 yards, and the workings put nearly up to the crop. A pair of drifts have been



driven to the dip from this level, 370 yards, and levels turned out of them. With the upper of these, 100 yards below the main level, another slope from the shore has recently been connected, passing also through a portion of the old French workings. No pillars have yet been removed, and in addition to the old workings there is now an extent of about 25 acres.

The coal is raised to bank at the Dawson pit by a steam engine of 50 horse-power, and drawn out of the slope by horses. Another engine of 40 horse-power is being erected to draw the coal up the new slope from the dip workings, by which the powers of the mine will be still further increased.

The extent of the workings in this Colliery requires a system of ventilation to be practised by which its regularity may be maintained. This is accomplished by the use of a furnace placed at the bottom of a shaft, situated about midway between the mouth of the slope and the Dawson pit. This shaft is 6 feet diameter and 60 feet deep, and is used entirely as an upcast.

The water made in the dip workings is pumped by two small steam-pumps placed in the mine, to the lower of the upper or slope levels, and passes along it and through the old French workings to the shore.

The external arrangements at this Colliery are on a par with the extent of the operations. There are eighty-four workmen's houses, three workshops, office, and other buildings. Four workmen's houses have been built during the year. The expenditure is returned as follows:

Adits and Levels .....	\$ 1589 79
Drains, &c. ....	3860 57
Machinery.....	2950 52
Houses .....	3553 77
Total .....	<u>\$ 11954 65</u>

## GOWRIE.

This Mine adjoins the Block House on the south-west. The seam worked is the McAulay, and is the next in succession to the Block House seam. It dips to the north-east at an angle of 7°, or about 1 in 8. Originally opened by drifts from the shore, the level has been continued, and the coal worked towards the crop as it advanced. Half a mile from the level mouth a shaft has been sunk to the seam 80 feet. A slope has also been made from the crop, and is used as a travelling road for the workmen and horses. Up this shaft the entire produce of the mine has for some time been brought; a small steam-engine being used for hoisting. Beyond the shaft the levels have been driven to the west upwards of 600 yards. A section of the seam taken near the face of this level, and about 115 yards from the crop, is as follows:

Coal .....	2.2
Stony band .....	0.0½
Coal.....	2.8½
Total .....	<u>4.11</u>

Two inches of the top coal are left to support a soft stone overlying it. The seam is worked on the bord and pillar principle, the bords being driven 18 feet wide and the pillars left 18 feet by 9 feet. Several of the pillars to the rise have been taken away without any inconvenience from water, notwithstanding their nearness to the crop; those remaining extend over an area of about 13 acres. A little to the west, and 100 yards to the dip of the main level, another shaft has recently been sunk. The size of this pit is 15'x4½'; it is divided by a brattice into two portions, one being used for drawing the coal and the other for pumping, and is fitted with slides and cages. Workings have been commenced in this pit on the same principle as hitherto practised; the pillars have however been slightly enlarged. An engine of 25 horse-power is used for drawing and pumping. The

ventilation of the mine is assisted by the use of a small furnace near the bottom of the upper pit. The arrangements for draining the mine consist of two sets of pumps 10 inches diameter, which are placed in the new pit. The water in the upper workings passes along the level to the shore.

The surface erections in connection with the new pit are well arranged, with a view to the production of the coal in a good, merchantable condition. The yield of the mine will be considerably extended by this opening.

The shipping facilities at this Colliery have been much improved during the year by the extension of the breakwater, on which it will be observed there has been a large expenditure. The returns show on

Shafts.....	\$ 5810 00
Adits and Levels.....	1250 00
Drains, &c.....	911 00
Machinery.....	4700 00
Houses.....	3750 00
Breakwater.....	14600 00
<b>Total.....</b>	<b>31021 00</b>

MIRA BAY.

The Mira Bay Colliery is situated on the north shore of the Bay and near to False Bay Beach. The seam worked underlies the McAulay seam at a considerable depth and is the lowest in the series that has been opened. It was entered at the commencement by a slope from the shore driven on the strike at the seam; subsequently a shaft was sunk a short distance to the dip of the level driven from the slope. West of this shaft 220 feet, another slope has been put down from the crop, which is intended for the working slope. It is 90 yards in length, and is connected by a level with the shaft. To the west of the slope this level has been continued 120 yards, and workings made out of it. The mode of working is the bord and pillar, but without any uniformity, the size and shape of the pillars being very irregular. The seam dips to the north-east and is of the following section:

Coal.....	2. 6
Fire Clay.....	.0.10
Coal.....	1. 2
<b>Total.....</b>	<b>4. 6</b>

The workings are of very limited extent and have not been increased during the year; mining operations having ceased in the autumn of last year and not been since resumed. The Mine is now filled with water. An expenditure is returned of \$1200.17½ on Drains, &c.

SOUTH HEAD.

This Colliery, formerly known as the Caledonia, is situated near the point of land forming the South Head of Cow Bay. Only one seam of Coal has been worked; it is supposed to underlie the McAulay seam. The first opening was by slope from the crop and level, driven from the shore. A shaft has recently been sunk to the south of the slope, and 80 yards from the crop. It is 71 feet deep, and is fitted with slides and cages for drawing Coal. A steam-engine of 10 horse-power has also been erected for hoisting, and other arrangements are being made for working the Mine on a more extended scale than hitherto. The seam, which has an easterly dip, appears to be a part only of a thicker seam, which is separated into different beds by the thickening of the bands. The section of the portion worked is 3'.6". It is overlaid by a bed of Fire Clay 2'.4" thick, above which there are 3'.6" of Coal and Clay, mixed. The seam is worked on the bord and pillar system, though wanting in regularity as to size of pillars. The bords are driven 16 feet wide. From the foot of the slope a level has been driven to the south,

and a few bords turned. This level is being continued for the purpose of connecting the workings with the new pit. On the north side the level is in connection with the wharf from which the coal is shipped. The water made in the mine runs to the shore by a lower level. The ventilation of the mine is effected in the same manner as already described. The returns show an expenditure as follows :

Shafts. ....	\$ 620 00
Adits and Levels.....	1040 00
Drains, &c.....	1410 00
Machinery .....	1483 00
Houses ..	325 00
Total .....	<u>\$4878 00</u>

## RICHMOND.

In the County of Richmond two Mines only have been opened, the Richmond and the Sea Coal Bay.

The Richmond Colliery is situated about three miles from the mouth of Little River. Two seams of Coal have been worked, one 3 feet thick, and the other 4 feet. These seams are nearly vertical in position, and have been opened in several places along the crop by slopes and shafts. There is a thickness of strata between them of 154 feet. The dip is to the north-east 85°, and the course of strike north-west and south-east.

The first shaft sunk was in the 3 feet seam, and to the depth of 50 feet. East from it another was sunk between the seams 40 feet, and connected with each by a drift on each side. From this depth the four feet seam has been worked to the west 250 feet, and to the east 750 feet. This shaft was then sunk an additional 40 feet, and a drift was put into the 4 feet seam. Slopes were afterwards driven in each seam to the west of the shafts; that in the 3 feet seam being driven 120 feet, and in the 4 feet seam 150 feet. To the east of the 80 feet shaft another one has been sunk on the 3 feet seam also 80 feet, and further east one 130 feet deep. The workings have of late been principally in this district of the Mine. A modification of the long wall system of working has been adopted in working these seams. A drift is driven in the lowest part of the seam and kept in advance of another drift 20 feet above it; as these advance the Coal is taken out between them, and the space excavated is filled up with portions of clay and stone taken down with the seam. The timber put in to support the sides is left, and scaffolds are fixed on which the clay and stone are deposited; the drift being maintained beneath as a roadway by which the coal is taken to the slopes or shafts. By this method the seam is worked nearly to the surface, from 20 to 25 feet being left above the workings. The ventilation of the Mine is not aided by any artificial means; the mode of conduction of the air is simple, but increased power will be required as the workings advance. No coal has been worked since January last. Since then operations have been confined to sinking the 80 feet pit to a greater depth, in order to cut the seams at a lower level. This shaft is being sunk 13' x 7', divided into three spaces, the centre one 2'4" wide, being appropriated to the pumps, and the others for drawing Coal. A steam-engine of 30 horse-power is used for these purposes. It is expected that this shaft will reach the seam at a depth of 200 feet, within a few feet of which it is now sunk.

The coal is taken by rail to the shipping wharf, distant about 2½ miles. The surface erections consist of an Agent's house and a block containing 13 tenements.

The expenditure during the year, as stated in the returns, is—

Shafts .....	\$6991 33
Adits and Levels.....	226 57
Drains, &c.....	1500 11
Machinery.....	92 00
Total .....	<u>\$8810 01</u>

## SEA COAL BAY.

At this Colliery, which is situated about 3 miles to the south of Richmond, the seams of coal are in a similar position to those at that mine; the angle of dip is however a little less, and the direction of dip directly contrary, being to the south-west. Several seams, varying in thickness from 3 feet to 7 feet, have been exposed on the property; in only one however has there been any actual mining. It is entered by an adit near the shore driven across the measures 350 feet till it cuts the seam at a depth of 20 feet below the crop. The thickness of the seam is 4 feet.

Operations have been entirely suspended at this mine for upwards of a twelve month, and the adit has in consequence been allowed to get out of order and unsafe to enter. I am unable on this account, of my own knowledge, to state the position of the workings. From the information of the agent, however, they are of small extent.

An expenditure is returned of \$208.55. This has been spent in exploring.

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GOLD MINES.

The localities in which the Gold Mining operations are carried on are now so well known that any extended notice of them in this report is unnecessary. Following the arrangement in which they have been treated in former reports, I proceed therefore to give a few particulars of each Mine in the different districts. I have confined these to a brief detail of the operations in each, and reserved the remarks I deem it necessary to make to the conclusion of this part of the report.

## THE OVENS.

The operations in this district are at present of very limited extent, the only Mines in which any work is being done are those of Messrs. McCulloch & Co. and McDonald. By the former several shafts, varying in depth from 30 to 60 feet, have been sunk on a lode 5 inches thick. One of these is situated 240 feet from the sea shore, and is 50 feet deep. A tunnel is in course of driving from the shore to the bottom of this shaft; it is now 140 feet in length. South of this lode is the Bent lode on which shafts are being sunk by Mr. McDonald.

## RENFREW.

In this district the mines are being vigorously worked by the Ophir Company, the New York and Renfrew, and Messrs. Allen & McLure.

On the lode worked by the Ophir Company, known as the No. 1 North lode, four shafts have been sunk, the depths of which are from 80 to 107 feet. In the west shaft the lode has been stoped to within a few feet of the surface, and between the other shafts it is also being stoped at the various depths. The space worked includes three lodes, two one inch and one half an inch thick, separated by slate and quartzite. Four shafts have also been sunk on the No. 2 or South lode, which is about 10" thick. These are from 50 to 60 feet deep. At 55 feet in No. 3 shaft a tunnel has been driven between the shafts, and the lode is now being stoped above it. In the other shafts the lode is being stoped to 17 feet from the surface.

The No. 1 North lode is also worked by the New York and Renfrew Company, who have four shafts on it, to the west of those of the Ophir Company. Three of these are 100 feet deep, and one, the westernmost, 50 feet. Between Nos. 1 and 3 shafts the lode has been stoped nearly to the surface. From No. 4 a tunnel has been driven through to the adjoining shaft, but stoping has not yet been commenced. The three lodes have run together in this mine, and their aggregate thickness is ten inches.

On the "free claim" this Company are working seven lodes, varying in thickness from 2" to 18", and running in some cases into each other. On the northernmost of these lodes a shaft has been sunk 80 feet, and the lode stoped to the east about 30 feet in height. On the west side of the shaft little has been done. To the east another shaft has been sunk 60 feet, and the stoping connected with that from the 80 feet shaft. On the east side of the 60 feet shaft the lode has been stoped 30 feet from the surface. South of this lode a shaft has been sunk on another lode 30 feet, and stoping is being done on each side of it, and further south a shaft has been put down to same depth on another lode. Adjoining these on the south two shafts have been sunk 40 feet on the next lode, and a tunnel driven 40 feet to the east, and stoping commenced. Between the shafts the lode is stoped to the surface. Further south of this lode another has been sunk on to the depth of 65 feet, and at 55 feet a tunnel driven on each side 50 feet, and stoping commenced. These lodes, and two others in course of opening, are all within a few feet of each other.

The mines worked by Messrs. Allen & McLure are situated to the north of the No. 1 North lode. There are 4 shafts on the lode, the thickness of which is 10 inches. At the depth of 45 feet in No. 1 shaft the lode is stoped out to the east. The other shafts are in course of sinking.

#### OLDHAM.

The principal mining in this district is being done by the Boston and Oldham Company, who have sunk 4 shafts on a lode, the thickness of which is 4½ inches. From their No. 2 shaft, the depth of which is 70 feet, the lode has been stoped to the west within 30 feet of the surface; and on the east side it has also been stoped various heights between the other shafts. At No. 4 shaft, 80 feet deep, it has been stoped to the east about 200 feet, at a depth from the surface of 65 to 70 feet.

The same Company are working to the south of this lode, in the barrel-quartz district, so called. The operations are at present entirely superficial, and small in extent.

In the same district the lode is similarly worked in the adjoining claim by Mr. Lockhart. The lode is 5 inches thick.

#### WAVERLEY.

The Waverley district is still characterized to some extent by that activity with which the mining operations have for some time been carried on. The mines that have been worked during the year are those belonging to Messrs. Burkner & Co., DeWolf & Co., the Lake Major, the Waverley, the Boston and Nova Scotia, and the Stanford Companies.

The most extensive workings are on the "Tudor lode," on which several shafts have been sunk. On the property of Messrs. Burkner & Co., the deepest shaft is 226 feet, and between it and the other shafts worked by them, the lode has been stoped to the surface, and it is now being mined by same process, as the shafts are deepened. These shafts are adjoined on the east by those belonging to the Lake Major Company, of which there are 9, varying in depth from 198 feet to 251 feet. Between the shafts the lode is stoped various heights, from 34 to 67 feet.

East of the Lake Major Company's shafts are those of Messrs. DeWolf & Co., who have 7 on this lode, the deepest being 160 feet. At a depth of 80 feet in this shaft, the lode is stoped to the surface and through to the shaft on the east. On the west side the stoping has been done to the surface, and between the other shafts, from a depth of 120 feet, and is now being carried on from the lower depth.

North of the Tudor lode, about 40 feet, the Brodie lode has been opened and mined by the three last named companies. Shafts have been sunk, and the lode stoped to various depths. It is at present worked by Messrs. DeWolf & Co.,

only, who have 6 shafts on it, 3 of which are in use. In the west shaft, the depth of which is 90 feet, the lode is stoped to the surface on the west side. Between this shaft and No. 1, which is 45 feet deep and situated to the east of it, the lode is also stoped to the surface. This lode is 16 inches thick.

South of the Tudor lode, the "Nigger lode," 15 inches thick, is being worked by the Stanford Company. Four shafts have been sunk on it, but only one is at present used. It has been sunk 60 feet, and tunnels have been commenced on each side.

On the east side of Muddy Pond the Taylor lode, lying to the south of the Tudor lode, is worked by Messrs. DeWolf & Co., who have sunk 2 shafts on it, 100 and 130 feet in depth. The lode is stoped to the surface at the west shaft, and to different heights between it and the east shaft. The thickness of the lode is 14 inches.

South of the Taylor lode the Boston and Nova Scotia Company have 4 shafts on the No. 6 lode; one of them being 180 feet deep. On the west side of this shaft the lode has been stoped from the surface to within a few feet of the bottom of the shaft, and on the east side it is also stoped to the surface through to the east side of No. 2 shaft. The lode is 14 inches thick.

The Waverley Company have also worked this lode, by shaft 140 feet deep, to the east of the Boston and Nova Scotia Company. At the depth of 130 feet a tunnel was driven east, and the lode stoped to the surface from it a distance of 90 feet. On the west side the sloping has been carried 60 feet above the tunnel and 70 feet in length. A few feet to the north of No. 6 lode a shaft has been sunk by the same company 40 feet on the No. 7 lode, which has been stoped to the west 50 feet. It is not worked at present.

In the barrel quartz formation the lode is being worked by the Messrs. DeWolf. The operations here have been for some time conducted on the open work principle, the singular position of the lode requiring only the surface cover to be removed. This, however, has become thicker as the lode is worked to the dip, and close drifting has now become necessary. As the lode is removed the quartzite, or slate worked with it, is packed behind to aid in supporting the overlying rock.

#### MONTAGU.

Two mines only have been in operation in this district during the year. They are worked by the "Albion" and the "Union" Companies, and are on the same lode.

By the former company the lode, the thickness of which is 4 inches, has been mined by open trench a distance of 500 feet, and to an average depth of 80 feet; the greatest depth being 115 feet. The Union Company's mine has been worked in a similar manner, 381 feet, and to an average depth of 45 feet. From a depth of 63 feet a shaft has recently been begun, and is in course of sinking. This it is intended to sink 60 feet, and to tunnel east and west at that depth.

#### TANGIER.

Operations in this district are at present confined to the working of two lodes, the "Nigger" and the "Leary," by Messrs. Barton & Co.

On the "Leary" lode, which is from 9 to 10 inches thick, shafts have been sunk, varying in depth from 40 to 125 feet. At a depth of 60 feet in the 125 feet shaft, the lode is stoped to the surface on the east side through to the eastern shafts, and on the west side from the same depth it is stoped to the western shaft, a distance of 183 feet. This latter shaft is being sunk lower and is now 65 feet. It is intended to sink it to the same depth as the one to the east, and tunnel through to it. On the "Nigger" lode, which is 320 feet to the north of the "Leary," and from 12 to 15 inches thick, several shafts have been sunk, none of which are at present used. A tunnel 300 feet in length has

been driven across the course of the lodes, from the surface into this lode, which it cuts at a depth of 83 feet. At the end of this tunnel others have been driven in the lode, to connect it, on the west side, with a shaft 90 feet distant, from which the lode has been stoped to different heights. On the east side a similar distance has been driven, but no stoping done, and it is intended to continue it till it is connected with a shaft 60 feet to the east. On the same lode, and to the east of these operations, a tunnel, begun on the surface, is also being driven, and is now 150 feet in length. In this the lode is being stoped as it proceeds.

In the old Tangier district operations on a small scale are being prosecuted on the "Furnace" lode by Messrs. Adams & Co. A shaft has been sunk to the west of the former open workings, to the depth of 54 feet. Thirty feet to the east of this shaft the lode is stoped from the surface 35 feet, and the length of the open work to that depth.

#### SHERBROOKE.

Several lodes are extensively worked in this important district. On the "Cummings lode" the easternmost workings at present are carried on by the Messrs. Cummings & Co., who have sunk 3 shafts. The east shaft is 87 feet deep, and the lode has been nearly all stoped to the surface on the east side. Between the east and the middle shaft, the depth of which is 122 feet, the lode has been worked out to the surface. The west shaft has now reached the depth of 200 feet, and the stoping has been regularly carried forward. The lode has become much reduced in thickness at this depth. On the surface it was 2'6"; it is now from 6 to 7 inches. In the adjoining area, to the north of these workings, the New York and Sherbrooke Company are sinking a shaft for the purpose of working the same lode, which it is expected it will cut at a depth of 200 feet. It is now upwards of 70 feet.

On the west the Cummings mine is adjoined by the Wellington Company, who have two shafts on the same lode. The eastern is 200 feet deep, and the lode has been stoped to the surface from it 25 feet to the east. The west shaft has been sunk 74 feet. A tunnel is being driven to the west from the east shaft at a depth of 140 feet. The lode is here from 15 to 24 inches thick.

North of the "Cummings lode," about 500 feet, the "Blue" lode is being worked by the Grape Vine Company, who have sunk a shaft on it to the depth of 278 feet. At 213 feet in this shaft a tunnel has been driven to the west, and the lode is now being stoped from a depth of 50 feet below it. The lode has also been stoped on the east side from the same shaft; the stoping being 150 feet from the surface. The lode is at present 8 inches thick.

A lode 2 inches thick, and lying to the south of the Blue lode, has been worked by the Messrs. Bayne & Hayden. A shaft has been sunk 60 feet, and on the east side of it the lode has been stoped to the surface, a distance of 40 feet, and on the west side 16 feet. On east side of this shaft another is in course of sinking, and on the west side there is one 80 feet deep, which is not worked at present. On the same lode the New York and Sherbrooke Company have sunk a shaft 73 feet, out of which a cross level was driven 20 feet. At a distance of 8 feet in this level, a tunnel has been driven to the east 8 feet without finding a satisfactory lode. On the Palmerston lode, which consists of 2 lodes 3 and 4 inches thick, with 3'4" of slate between them, Messrs. McLure & Co. have sunk a shaft 62 feet. At a depth of 30 feet a tunnel has been driven to the east 30 feet. East of this shaft, about 92 feet, another is being sunk, the depth of which is at present 44 feet. Out of this shaft the lode has been stoped 51 feet to the west, the height of the sloping being 15 feet, which is the full height of the lode on this side. On the east side it has been sloped 38 feet and to the surface.

A shaft is also being sunk on this lode by Messrs. Cummings & Co., to the east of the above. It has been sunk 30 feet, and a tunnel commenced on the west side.

## WINE HARBOR.

The mining operations at Wine Harbor are carried on by the Caledonia, the Glenclg and Eldorado Companies, and the Hon. the Attorney General.

The "Hattie" lode has been the most extensively worked. On this lode several shafts have been sunk. The breadth of work is 7 feet, which includes several lodes of different thicknesses. The shafts vary in depth from 70 to 183 feet. At a distance of 70 feet from the 183 feet shaft, which is on the Caledonia Company's area, and at a depth of 80 feet, a drift has been driven to the north 50 feet, and one to the south 38 feet, without cutting any thing of moment. Between these shafts nearly all the lodes have been stoped to the surface, the operations being confined at present to stripping the lode at the back of the old tunnels. The Caledonia and Glenclg Company's areas adjoin, and the hoisting and pumping are done at both mines by a steam engine fixed at the former Company's main shaft.

To the east of these are the shafts on the Hon. the Attorney General's claim. Three shafts are being sunk on the Hattie lode, the westernmost of which is now 28 feet deep, and a tunnel has been driven connecting it with the next shaft. Openings have also been made on a lode 14 feet to the south, and also on one 16 feet to the north of the Hattie lode.

The Eldorado Company's operations consist at present of the driving of a tunnel to cut the middle lode, which is about 700 feet to the north of the Hattie lode. The length of this drift is expected to be 500 feet. As it has only been recently begun, some time must elapse before this company can be in full operation.

Mining operations have recently been begun at the Barasois, where 4 shafts are being sunk on a lode from 10 to 12 inches thick. They are now 40 feet deep.

## STORMONT.

Two lodes only are being mined at Isaac's Harbor, the Mulgrave and the Victoria, the latter lying about 540 yards to the north of the former. The Mulgrave lode is worked by Messrs. Gallagher & Co., who have sunk a shaft to the depth of 230 feet. This shaft is connected with another 100 feet to the east and 23 feet deep by a tunnel. There has not yet been any stoping, but it is now intended to begin it, the lode being more satisfactory in yield.

The Victoria lode is mined by the Isaac's Harbor Company. It has been worked at various depths along the lode. The present shaft is 130 feet deep. From the depth of 110 feet, stoping has been done to a height of 50 feet. East of this shaft another has been sunk 25 feet. A shaft has also been sunk to a lode which lies 60 feet south of the Victoria, the thickness of which is 3 inches. No tunnels or other work have yet been commenced on it.

## LAWRENCETOWN.

In this district the operations are of very limited extent. Messrs. Waddilow & Co. are working a lode 1'6" thick, on which shafts have been sunk to a depth of 20 feet, and the lode stoped to the surface. About 15 feet to the north of this lode, a shaft has been put down a few feet on a lode two feet thick, and a drift set in across the course of the lode.

On the big lode south of the above, several shafts have been sunk, and the lode stoped for a considerable distance. The only work being done at present is by Mr. Strange, who has sunk a shaft 6 feet into the rock to the west of the old workings, and is driving a tunnel westward. There are two lodes 1'6" and 2 inches thick, with from 3 to 10 inches of quartzite between.



## REMARKS.

One general system of working the Gold Mines is pursued which does not appear to admit of much modification. The similarity of position and of nearly all the other circumstances in relation therewith are such, that whatever method is found to be the most beneficial in one district is almost equally applicable in another. One great advantage should result from this resemblance. Those mines in which the greatest skill is displayed in working, in which not only every resource is adopted to reduce labor, but also the greatest consideration given to the stability of workmanship both in and about the mine, will form a standard of comparison below which it is hoped the mine owners generally will be reluctant to be found.

The condition of the working shafts in many of the mines is not so satisfactory as is desirable. There is a want of care not only in the hoisting arrangements, but also in the timbering and securing of the sides of the shafts; and although in such shafts the workmen may not be allowed to ascend or descend in the tubs, a ladder at the side of the shafts does not much reduce the liability to accident, unless the passing up or down the shaft be prohibited whilst any material is being hoisted. It would be conducive to the safety of the workmen if such a restriction were imposed in the case of single shafts. In many cases a shaft may be set apart exclusively for this purpose; this is done in some of the mines. The ladders, generally speaking are in very fair order. The scaffolds erected in the course of stoping are not in some instances so strongly constructed as is requisite, the shores being placed rather wide apart; care, however, appears to be taken in setting them. Little difficulty is experienced in clearing away the smoke produced in blasting, and as no noxious gas is produced in the mines, the ventilation appears to be sufficient. The water is in most cases drawn up the shaft in tubs. In some of the mines pumps are worked by steam or horse-power, and the drainage of the mines is thus more efficiently accomplished.

## ACCIDENTS.

It is gratifying to have to record so few accidents in comparison with the extent and character of the mining operations, though it is to be regretted that four of them were attended with fatal results.

During the year eight accidents have been reported. The order of their occurrence, cause, and result, is stated below.

No.	Date.	Name.	Name of Mine.	Cause.	Result.
1	March 24..	Edward Jones. . . . .	Albion . . . . .	Rope breaking. . . . .	Recovered.
2	April 10...	John Simpson. . . . .	Sydney. . . . .	Run over by wagons. . .	Died.
3	July 10....	Thomas Dynan. . . . .	Sydney. . . . .	Run over by wagons. . .	Recovered.
4	Aug. 11...	Chas. McKay . . . . .	Acadia . . . . .	Explosion . . . . .	Recovered.
	Aug. 11...	J. G. Blackwood . . . . .	Acadia . . . . .	Explosion . . . . .	Recovered.
5	Aug. 14...	William Day, senr. . . . .	Sydney. . . . .	Explosion . . . . .	Recovered.
	Aug. 14...	William Day, junr. . . . .	Sydney. . . . .	Explosion . . . . .	Recovered.
	Aug. 14...	James Marsh. . . . .	Sydney. . . . .	Explosion . . . . .	Recovered.
6	Aug. 20...	Henry Hoyt. . . . .	Lingan. . . . .	Fall of coal . . . . .	Died.
7	Sept. 6. . . .	William Burke. . . . .	Caledonia. . . . .	Fall of picks in shaft . .	Died.
8	Sept. 26...	John McLean. . . . .	Albion . . . . .	Fall of coal . . . . .	Died.
	Sept. 26...	Patrick Mahoney . . . . .	Albion . . . . .	Fall of coal . . . . .	Died.

No. 1.—Edward Jones was employed to keep a door at the foot of a slope up which the coal was drawn by horse-gin. On the last tub for that day having

passed, he followed behind, and the rope breaking, the tub came upon him, and crushed his leg so severely that it had to be amputated.

No. 2.—This accident occurred on the railway between the mines and the harbor. Simpson was a young man, employed as a laborer at the Sydney Mines. Attempting to get on the wagons when in motion, he slipped, and falling beneath the wheels of the wagons, fourteen of them ran over his legs, mutilating them so severely that he died eight hours after the accident. He was not on duty at the time; and I am informed by the manager that all persons are prohibited from riding on the wagons, and that the men in charge have instructions to that effect. In this case the train having started, the foolish attempt could not be prevented, and the unfortunate result was the consequence.

No. 3.—Thomas Dynan was a collier, employed at the Sydney Mines. Returning from his work up the engine plain, he stepped on one side to avoid the empty tubs which were running down, and was struck by the full ones coming up. There are places of refuge at short distances into which persons may go till the tubs pass, but in this case he had not taken advantage of them.

No. 4.—Two boys who were employed at the Acadia Mines, Pictou. Some gas having appeared in one of the levels, they were sent to clear it away with fans, no lights being allowed them. Whilst thus employed the gas is supposed to have been ignited by one of the miners going to his work before the usual hour; and not knowing the gas was there, he went into his place with a naked light. It seems improbable that the gas could be ignited in this manner, and the person who caused it be uninjured, or if injured be able or desirous to conceal it. Setting this doubt aside, the important point in this case is the illustration it affords of the necessity of a strict regulation in all cases with respect to the examination of the mine by qualified persons before any one is allowed to go to his work.

No. 5.—The injuries in this case arose from an explosion of gas in the Sydney Mines. The men were not seriously hurt. Some gas had accumulated in a headway, the face of which was six yards beyond the holing through which the air passed. The men were sent to remove an irregularity in the bottom, to allow the tubs to be got into the face. They knew the gas was there, and after removing it, as they expected, by brushing it with their jackets, one of them in the course of working, went into the face with his light, and an explosion occurred.

Respecting this accident, I would remark that the use of open lights should be strictly prohibited in such cases.

No. 6.—This accident occurred at the Lingan Mines. Hoyt was a miner; and whilst engaged in underming the coal, it suddenly fell upon him, and so injured him that he died a few days after.

No. 7.—This accident was caused by the picks, which Burke had been using, falling out of the tub in which they were being sent up the shaft. He was a sinker in the employ of the Caledonia Company at Glace Bay, and was at the time the accident occurred engaged putting in timber for fixing the pumps. He sent the picks away himself without fastening them in the tub, and the handles having projected beyond the edge of the tub, caught some of the shaft timbers, the tub was canted, and the picks fell out and struck Burke on the head, causing him to fall from the scaffold on which he was standing into the bottom of the shaft, 40 feet below.

No. 8.—The sufferers in this case were two miners, in the employ of the General Mining Association at the Albion Mines. They were following their ordinary work, cutting coal in the main seam, when a mass of coal fell upon them and caused instant death.

I happened to be at the Colliery the day that the accident occurred, and saw the place where the coal fell. Care appears to be taken in working the upper part of this seam to support the portion of coal left as a roof, when that immediately beneath it is being mined. The need of this is best observed in the course of working, and if considered necessary strong timbers are then put in. In this case there was no timber, and no danger was apprehended. The portion of the seam next beneath that first worked was in course of removal, and the floor on which

the men were working was about 32 feet from the top coal. Ladders are used to examine the roof.

With reference to the preceeding I would remark that, though accidents of a fatal character only are generally noted in the reports of accidents in mines, I considered it desirable that all accidents should be recorded, in order that even in those cases where death has not resulted, the mode of occurrence may act as a warning.

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### REMARKS.

With a few exceptions the remarks I am about to make will apply to nearly all the Collieries in the Province; and I have on this account avoided what would have been a mere repetition had I made them in each case. They have reference to pillar working, ventilation, drainage, storing of Coal, and plans, under which classification I proceed to give them.

#### PILLAR WORKING.

The facility with which the Coal has been reached in all the districts, as compared with other Mining countries in which, from the exhaustion of the seams near the crop, expensive sinkings become necessary to reach the underlying Coal, and consequent great skill and carefulness are required in properly opening out the Mine; this freedom from an expensive preliminary outlay, instead of enabling an effective winning of a large tract of Coal to be made before commencing the regular working thereof, seems to have engendered an indifference to future operations, and allowed the desire for an immediate profit to supersede the necessity of a judicious arrangement of the mode of working. To this cause I attribute the short distance from the crop, to which in most of the Mines the workings are confined; and the adoption of a system by which as much of the seam as possible is taken away in the first working and the pillars are reduced to a minimum of strength for the purposes of support. The injudiciousness of this system cannot be too strongly urged. The introduction into the market of coal worked so close to the crop must have operated prejudiciously—and I have reason to believe that it has—to the interests of the Mine owner; and the continuance of the scale of pillage, which has, I think, from the preceding cause been too generally adopted, will be fraught with consequences of a more serious character. For, although with the present limited extent of workings and the absence of pressure in consequence of the proximity of the Coal to the surface, the pillars may be sufficient to keep the Mine open for ventilation or other purposes, yet if unaltered where the overlying strata are very much thicker and heavier, their inability to support will in no long time be exhibited to the serious detriment of all concerned. For this reason I have felt it my duty to recommend an increased size of pillars as the workings extend to the dip, with a view to their subsequent entire removal. I have also advised the working of the pillars at such a distance from the crop as the quality of the Coal will warrant. I am glad to be able to report that this has been effected with success at the Lingan and Gowrie Collieries, and been attended with an additional advantage, to which I will hereafter refer. This removal of the pillars should commend itself to the managers of Mines not only on account of the importance of avoiding a waste of Coal, but also because it has the further advantage of lessening the working area of the Mine, and consequently reducing the amount of materials required to supply the otherwise rapid extension of roads, and the means of conveyance necessary in widely spread districts.

#### VENTILATION.

The limited extent of the workings of many of the Collieries, and the adoption of the system on which they have been made, have not been without their effect

so far as ventilation is concerned. The maintenance of travelling roads through the pillars, and the adoption of any artificial aid, appears to have been thought unnecessary in most cases,—a difference of level as respects the intake and outlet, and the difference of the internal and external temperature, being chiefly relied on to cause the circulation of a current of air.

The freedom from gas of an explosive character—carburetted hydrogen—and the absence of the equally noxious and dangerous non-explosive gas—carbonic acid—have produced an indifference as to the necessity of making provision for a more effective ventilation as the workings become extended. In most of the mines all that is attempted is the conduction of the air into the neighborhood of the face, and thence allowing it to find its way to the nearest place of outlet. The parts of the mine standing in pillars—as well those immediately behind the working places as those more remote—are thus without any admixture of the air but that which the movements in the mine may occasionally cause to pass into it. A steady and constant current is not to be relied upon under such circumstances, and therefore frequently happens that the circulation is reversed, and the intake becomes the outlet.

The mere fact of there being at present in most of the mines no deleterious gasses requiring to be swept away or reduced to an innocuous mixture, should not be deemed sufficient to render unnecessary the provision of such a quantity of fresh air as is necessary to the healthy pursuit of the occupation of the miner. To effect this, no simpler agent can be employed than the furnace. This, properly constructed, and placed at the bottom of one of the ventilating shafts,—which should be used exclusively for that purpose,—would, with attention to the size of the air-courses and the position of the stoppings, suffice to maintain the steadiness of current and amount of fresh air which are too frequently wanting.

#### DRAINAGE.

In many instances the exposure of the coal on the faces of the cliffs has induced the opening of the seams to be made by driving an adit or level from the shore, which has answered the double purpose of being an outlet for the coal and the water made in the mine. The desire to obtain as much coal to the rise as possible, has, in many cases, led to this level being so placed that it is within the reach of the tide, which occasionally flows into the mine. These levels are in many Collieries still used as the outlet for the water after being lifted from the dip workings. I am glad to be able to state, however, that in some of these Collieries precaution has been taken, by fixing dams, to prevent any unusual rise of the tide extending so far as to overflow into the dip workings. In those mines in which the workings have not yet been made to the dip, I have recommended the adoption of similar means to prevent such a casualty. The quantity of water made in the mines is not large, and, generally speaking, the provisions made for its removal appear to be adequate. One objection that has been made to the working of the pillars is the apprehension of the breakage of the strata setting free a larger quantity of water than could be removed by the present appliances. I have given some attention to this, and am inclined to the opinion that much of the water met with in the deep workings finds its way there from the surface, and that if it were tapped in the upper workings a considerable diminution would be the result. For this additional reason I have advised the removal of the pillars to the rise of the water levels; and it is to the benefit in this respect which has been experienced at Lingan and Gowrie, to which I before alluded.

#### STORAGE OF COAL.

It may perhaps seem premature to cry “waste” at so early a stage of mining as the very recent development of the mineral resources of this country implies;

but, at a time when attention is being directed in England to the exhaustion of her coal supplies, and the consequent necessity of economising them by every available means, it cannot, I think, be considered inopportune to direct attention to a source of waste which may with care, to some extent, be lessened.

In many of the Collieries the greater part of the slack made in working is separated from the large Coal by riddling, and thrown aside in the mine. The proportion thus taken out varies from 5 to 20 per cent. This slack is seldom removed, and has therefore largely accumulated. It is reasonable to suppose that if it could be sold even at a very small profit, it would not be left in the mine; and it is thus treated to avoid expense of depositing it on the surface, and the combustion that would probably occur if a large quantity were heaped together. By attention to the peculiarity of each seam, and the manner in which the miner performs his work, the proportion of slack made in the ordinary course of working may be reduced, and the loss of merchantable coal from this cause be diminished. But there is another source of loss to which, inasmuch as it affects the revenue to a much greater extent, I wish to draw attention. I allude to the large stores of coal that are formed during the winter months. The suspension of shipment for a period of from three to four months necessitates the adoption of one of two courses: either the Colliery must be stopped, or be continued at work and the coal brought out and stored on the surface. It must be evident that in the former case both employers and workmen would be subject to much inconvenience and loss: the workmen would be obliged to seek other means of employment, and the mine owner would be unprepared to commence operations on an adequate scale when the shipping was resumed. For this reason the latter course is adopted, and the consequence is a deterioration of the Coal from exposure, and the production of a large proportion of slack both from this cause and from the breakage in putting down and relifting. To such an extent does this take place, that I have reason to believe that in some instances the produce of large coal from the heap has not much exceeded 50 per cent. When it is remembered that a large percentage has already been taken out of the mine, and that the coal brought to the surface is with respect to size in nearly a merchantable state, the loss of revenue from this cause must be apparent. Impressed with the importance of obviating this as much as possible, I have endeavored to induce the adoption of some means by which this loss may be reduced to a minimum; and I am hopeful that as the interests of the mine-owner are seriously affected by so small a yield of saleable coal, they will readily adopt any practical scheme for realizing so desirable a result. This would, I conceive, be to a considerable extent accomplished by an extension of the power of production by a judicious laying out of the mine, and the formation during the winter of a number of working places, together with the opening of more shafts or other means of bringing the coal to the surface. With such a provision much of the coal might be stored under ground, and be raised as required without interrupting the ordinary working of the Colliery. The injury to that portion which would be sent out of the mine would also be very much less if suitable erections were made for protecting it from the weather. There are details of arrangement in carrying this out which it is unnecessary to state here. I make the suggestion with the hope of drawing the attention of owners and managers of mines to the importance of devising some means of lessening a loss by which the interests of all are affected.

#### PLANS.

It is to be regretted that some system has not been earlier organized by which an accurate representation of the workings would be preserved. In many instances I regret to find no record, either by survey or written description, of the first operations. The coal has been worked on the principle to which I have alluded, with no intention of returning to those parts of the mine in which operations have ceased. Being thus abandoned, and no care exercised in keeping

the workings open, they are closed in many instances by the falling of the roof, and cannot, therefore, be shown on the plans with that degree of accuracy which is desirable. The importance of a knowledge of the position of old workings has been so often and painfully illustrated by the numerous accidents that have occurred in England from the absence of it, that I cannot too earnestly direct the attention of mine-owners to a neglect that may hereafter be attended with serious consequences. These workings are generally near the crop, and liable, therefore, to be filled with water; and as the subsequent operations are not in all cases connected with them, the risk incurred from the ignorance of their position must, I think, be evident.

Most of the Collieries have now plans of the workings. Some improvement is desirable in many of them with respect to the mode of showing the workings in different seams; but more especially would I recommend the adoption of one uniform scale for the variety which prevails at present.

I have the honor to be,

Your obedient servant,

JOHN RUTHERFORD,

*Inspector of Mines.*

To P. S. HAMILTON, Esq.,

*Chief Commissioner of Mines.*

APPENDIX A.

TABLES showing the number of Gold Mines being worked, the number of Men engaged in Mining, the Quantities of Quartz raised and crushed, with average yield per ton, and the total yield of Gold, &c., &c., in the various Gold Districts, for the Twelve Months ending September 30th, 1866, as per Statistical Returns of the Deputy Commissioners.

OCTOBER.

DISTRICTS.	Number of Mines being worked.	Average No. of Men daily employed in Mining.	Total No. of Quartz Mills in District.	Do. Steam Power.		Do. Water Power.		Quartz raised.		Quartz crushed.		Yield per Ton.		Maximum yield per ton.		Gold obtained other-wise than from Crusher.		Total yield of Gold.				
				Tons.		Lbs.		Tons.		Cwt.		Lbs.		Oz.	Dwt.	Gr.	Oz.	Dwt.	Gr.	Oz.	Dwt.	Gr.
Stormont, "Isaac's Harbor"	5	41	8	1	2	1	40	25	15	1	07	12	3	10	32	16						
Wine Harbor	8	60	4	3	3	491	17	491	17	2	12	21	2	10	316	10						
Sherbrooke	9	64	4	4	4	325		325		2	00	15	3	10	660	09						
Tangier	1	5	5	3	2										2	02						
Montagu	8	38	1	1	1	80		80		1	02	22	2	12	91	13						
Waverley	17	328	5	4	4	1169		1169		1	00	14	1	08	1203	07						
Oldham	11	56	6	4	2	75		65	11	1	05	6	03	19	82	00						
Renfrew	12	79	5	3	2	100																
Unproclaimed and other Districts	10	10	1			15																
Totals	71	681	34	24	24	102281	02	2157	03	1	02	03	6	03	2889	03						

NOVEMBER.

Stormont, "Isaac's Harbor"	6	31	3	2	1	50		53		1	05	1	15		68	10			
Wine Harbor	6	66	4	3	1	162	11	162	11	2	06	12	5		57	16			
Sherbrooke	9	68	4	4	4	205	10	205	10	2	05	10	2	15	411	05			
Tangier	4	30	5	2	3	140		130		0	16	04	4	18	106	19			
Montagu	8	37	1	1	1	69	15	69	15	0	17	10	1	08	61	10			
Waverley	17	314	5	4	4	1253		1253		1	13	05	1	02	827	13			
Oldham	16	43	6	4	2	100		177		1	16	22	6	01	149	18			
Renfrew	12	77	6	4	2	150		175	08	1	16	20	5	00	323	12			
Unproclaimed and other Districts	6	6				3									5	10			
Totals	78	672	34	24	24	102133	16	2226	04	1	18	00	6	01	2012	14			

DECEMBER.

Stormont, "Isaac's Harbor"	5	38	3	2	1	102		85		13	18	15		57	08				
Wine Harbor	6	60	4	3	1	212	15	212	15	0	07	2	10		74	08			
Sherbrooke	8	64	4	4	4	107	09	107	09	0	04	07	2		23	05			
Tangier	4	31	5	2	3	56	15	56	15	0	13	02	16		38	04			
Montagu	8	36	1	1	1	31		31		1	16	20	2	05	57	02			
Waverley	17	315	5	4	4	1646		1646		1	14	11	3	07	1190	05			
Oldham	7	47	6	4	2	30		65	10	0	12	04	3	16	89	16			
Renfrew	12	70	7	5	2	100		115	15	1	08	2	07		162	06			
Unproclaimed and other Districts	5	5																	
Totals	67	666	36	25	25	102285	19	2320	04	1	14	03	3	16	1642	07			

JANUARY.

Stormont, "Isaac's Harbor"	4	20	3	2	1	36	17	36	17	1	04	10	1	04	45	01			
Wine Harbor	6	54	4	3	1	99	06	99	06	0	05	1	1		25	09			
Sherbrooke	9	62	4	4	4	232	10	232	10	1	10	2	04		347	12			
Tangier	4	18	5	3	2	14	12	14	12	0	12	12	17		9	04			
Montagu	2	14	1	1	1	33		33		0	18	20	1	11	31	02			
Waverley	14	307	5	4	4	1778		778		0	16	02	1	16	626	06			
Oldham	6	29	6	4	2	30		29	05	1	05	20	4	01	37	16			
Renfrew	15	84	7	5	2	200		197	10	1	10	08	1	19	300	01			
Unproclaimed and other Districts	4	19	1	0	1	15									1	10			
Totals	64	607	36	26	26	101425	00	1421	00	1	01	00	4	01	1424	02			

APPENDIX A — CONTINUED.

FEBRUARY.

DISTRICTS.	Number of Mines being worked.	Average No. of men daily employed in striking.	Total No. of Quartz Mills in District.	Do. Steam Power.	Do. Water Power.	Quartz raised.		Quartz crushed.		Yield per Ton.		Maximum yield per ton.		Gold obtained otherwise than from Crusher.		Total yield of Gold.		
						Tons.	Cwt.	Lbs.	Tons.	Cwt.	Lbs.	Oz.	Dwt.	Gr.	Oz.	Dwt.	Gr.	Oz.
Stormont, "Isaac's Harbor"	4	28	3	2	1	.37		.75		1.00	.19	1	.10			.78	.15	.00
Wine Harbor	4	20	4	3	1	1.25	.07	.125	.07	1	.04	1	.11			.153	.16	.15
Sherbrooke	8	60	1	4	4	112	.03	112	.03	1	.09	14	.16			.166	.01	.18
Tangier	4	13	5	3	2	68	.05	68	.05		.08	15	.12			.29	.07	.15
Montagu	2	14	1	1	1	.40		.40		1	.12		.16			.63	.15	.16
Waverley	14	303	5	4	1	1652		1652			.10	.13	1	.03		.870	.09	
Oldham	7	37	6	4	2	.50		.20	.15		.17	.10	4	.1		.13	.02	.10
Renfrew	10	77	7	5	2	200		251		1	.09	.22	1	.05		.375	.16	
Unproclaimed and other Districts	4	18	1	0	1	.8	.10	.3	.10		.06	.07				.1	.02	
Totals	57	575	36	26	10	2288	.05	2348	.00		14	.13	16	.06		1757	.06	.02

MARCH.

Stormont, "Isaac's Harbor"	5	38	3	2	1	1.00		.208	.5		.10	.18				.112	.1	
Wine Harbor	6	19	4	3	1	1.24	.01	.124	.01		.06	.06				.38	.15	.10
Sherbrooke	7	62	4	4	4	150	.10	150	.10	1	.11	.15	2			.237	.19	.08
Tangier	4	17	5	3	2	.42		.42			.11	.10	.12			.24		
Montagu	2	14	1	1	1	.24	.10	.24	.10		.19	.04	3	.04		.48	.12	.12
Waverley	14	310	6	5	1	1589		1589		0	.11	.12	1	.11	.06	.910	.11	
Oldham	10	33	6	4	2	.50		.33	.10		.6		2	.05	.09	.44	.19	.12
Renfrew	10	77	7	5	2	.500		.488			.16	.22	1	.02	.17	.414	.01	
Unproclaimed and other Districts	4	17	1	0	1	.12												
Totals	62	587	37	27	10	2592	.01	2659	.16		12	.17	3	.04		1856	.19	.18

APRIL.

Stormont, "Isaac's Harbor"	6	33	3	2	1	.54		.109			.03	.13	2	.03	.08	.123	.11	.17
Wine Harbor	8	18	4	3	1	.54		.54			.05	.16		.13		.15	.07	.05
Sherbrooke	4	68	4	4	4	.272		.272		2	.03	.15	2	.17	.03	.593	.13	.17
Tangier	5	32	4	1	3	1.00		.49	.10	1	.8		1	.10	.01	.68	.14	
Montagu	2	40	1	1	1	.51		.51		1	.04		2	.01	.13	.66	.13	
Waverley	14	341	6	5	1	1506		1506			.10	.22	1	.01	.14	.823	.12	
Oldham	11	59	6	4	2	1.10		.84	.07		.19	.16	1	.17	.08	.88	.01	.10
Renfrew	15	92	6	5	1	.250		.370			.16	.23	1	.05	.11	.314	.08	
Unproclaimed and other Districts	6	9	1	0	1													
Totals	71	692	35	25	10	2397		2495	.17		16	.17	2	.17	.03	2088	.16	.01

MAY.

Stormont, "Isaac's Harbor"	6	67	3	2	1	.350		.437			.08	.23		.13	.08	.196	.03	
Wine Harbor	10	16	4	3	1	.184	.10	.184	.10		.03		1	.01		.20	.15	.12
Sherbrooke	6	68	4	4	4	.219	.10	.219	.10	1	.08		2	.05		.309	.13	.22
Tangier	6	35	4	1	3	.158		.105			.6	.10		.8	.02	.33	.17	
Montagu	2	46	1	1	1	.80	.10	.80	.10	1	.06	.18	1	.10	.10	.107	.07	
Waverley	14	357	6	5	1	1426		1426			.09	.20	1	.01		.704	.10	.06
Oldham	10	20	6	4	2	.80		.85	.17		.11	.05	2	.08	.12	.48	.02	.06
Renfrew	15	87	6	5	1	.318	.06	.318	.06		.19		.9	.18		.302	.11	.00
Unproclaimed and other Districts	6	9	1	0	1	.49		.49			.15		.5	.15		.2	.00	.11
Totals	75	705	35	25	9	2815	.16	2855	.13		12	.08	9	.18		11761	.18	.04



APPENDIX A — CONTINUED.

JUNE.

DISTRICTS.	Number of Mines being worked.	Average No. of men daily employed in Mines.	Total No. of Quartz Mills in District.	D.O. Steam Power.		D.O. Water Power.		Quartz raised.		Quartz crushed.		Yield per Ton.		Maximum yield per ton.		Gold obtained other than from Crutcher.		Total yield of Gold.		
				D.O. Steam Power.		D.O. Water Power.		Quartz raised.		Quartz crushed.		Yield per Ton.		Maximum yield per ton.		Gold obtained other than from Crutcher.		Total yield of Gold.		
				Tons.	Cwt.	Lbs.	Tons.	Cwt.	Lbs.	Oz.	Dwt.	Gr.	Oz.	Dwt.	Gr.	Oz.	Dwt.	Gr.	Oz.	Dwt.
Stormont, "Isaac's Harbor"	5	42	3	1	182	179	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Wine Harbor	7	21	4	3	272	272	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Sherbrooke	12	85	4	4	297	297	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Tangier	6	48	4	1	217	328	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Montagu	2	47	1	1	33	33	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Waverley	14	347	6	5	1452	1452	11	11	11	11	11	11	11	11	11	11	11	11	11	11
Oldham	10	42	7	5	240	28	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Renfrew	15	113	6	5	250	246	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Unproclaimed and other Districts	6	11	1	0	37	37	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Totals	77	756	36	26	102781	2874	13	13	13	13	13	13	13	13	13	13	13	13	13	13

JULY.

Stormont, "Isaac's Harbor"	5	32	2	2	290	272	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Wine Harbor	7	24	4	3	163	163	9	9	9	9	9	9	9	9	9	9	9	9	9	9
Sherbrooke	11	86	4	4	243	244	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Tangier	4	22	4	1	340	78	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Montagu	3	23	1	1	69	69	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Waverley	9	364	7	6	1525	1525	11	11	11	11	11	11	11	11	11	11	11	11	11	11
Oldham	9	29	7	5	75	55	18	18	18	18	18	18	18	18	18	18	18	18	18	18
Renfrew	15	116	7	5	600	1240	14	14	14	14	14	14	14	14	14	14	14	14	14	14
Unproclaimed and other Districts	5	18	1	1	24	24	13	13	13	13	13	13	13	13	13	13	13	13	13	13
Totals	68	714	37	27	103030	3671	19	19	19	19	19	19	19	19	19	19	19	19	19	19

AUGUST.

Stormont, "Isaac's Harbor"	4	19	2	2	330	300	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Wine Harbor	8	33	4	3	175	75	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Sherbrooke	13	72	4	4	291	291	16	16	16	16	16	16	16	16	16	16	16	16	16	16
Tangier	5	26	4	1	36	2	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Montagu	3	22	1	1	51	51	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Waverley	9	371	7	6	1972	1972	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Oldham	10	29	7	5	2150	150	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Renfrew	20	131	7	5	535	352	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Unproclaimed and other Districts	5	15	1	1	16	16	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Totals	77	718	37	27	103457	3211	01	01	01	01	01	01	01	01	01	01	01	01	01	01

SEPTEMBER.

Stormont, "Isaac's Harbor"	4	24	2	2	220	175	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Wine Harbor	8	30	4	3	349	349	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Sherbrooke	12	70	4	4	226	226	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Tangier	5	52	4	1	44	81	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Montagu	3	25	1	1	1316	1316	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Waverley	9	325	7	6	11316	1316	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Oldham	10	29	7	5	2100	168	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Renfrew	20	125	7	5	500	426	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Unproclaimed and other Districts	6	13	1	1	20	20	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Totals	74	668	37	27	102775	2761	12	12	12	12	12	12	12	12	12	12	12	12	12	12

Total for Quarter..... 7184..... 04..... 16  
 Corresponding for 1865..... 6468..... 06..... 09

Quarter ended December 31, 1865..... 6044..... 06..... 14  
 Quarter ended March 31, 1866..... 5018..... 08..... 16  
 Quarter ended June 30, 1866..... 3915..... 04..... 13  
 Quarter ended September 30, 1866..... 7184..... 04..... 16

24162 04 11

(B.)

Statement showing the averaged daily Labor employed, the amount of Quartz crushed, the yield of Gold per ton of Quartz, the quantities of Gold from Alluvial Mines, the yield of Gold, the maximum yield per ton in each District and in the whole Province, and the value of the average yield of Gold per man employed in Mining for Twelve months ending 30th September, 1866.

DISTRICTS.	Average Men employed.	Crushing Mills employed Sept. 30, 1866.	Steam-power.	Water-power.	Quartz, Sand, and Gravel crushed.	Yield per ton.	Gold from Alluvial Mines.	Total yield of Gold.	Maximum yield per ton.	Average yield per man for twelve months, at \$18.50 per oz.
Stormont, Isaac's Harbor.....	34½	3	2	1	1956 07	0 10 18	.....	1055 07 13	3 00 00	\$ 565 91
Wine Harbor.....	35	4	3	1	2192 08	0 11 04	.....	1224 13 01	87 00 00	647 27
Sherbrooke.....	69	4	4	..	2684 01	1 22 00	.....	5157 14 17	16 06 16	1382 86
Tangier.....	28	4	1	3	956 02	0 08 19	11 17 04	420 00 03	4 18 00	277 50
Montagu.....	26½	1	1	..	563 05	1 06 00	.....	707 01 01	3 12 00	488 95
Waverley.....	332	7	6	1	17286 00	0 12 01	.....	10486 00 21	3 07 00	584 31
Oldham.....	36	7	5	2	964 02	0 16 02	.....	776 12 04	6 03 19	899 06
Renfrow.....	94	7	5	2	4181 07	0 19 23	.....	4176 03 17	9 18 00	821 90
Unproclaimed and other.....	12½	1	..	1	179 10	0 17 15	24 17 11	158 11 08	12 00 00	234 65
	697½	38	27	11	30963 02	0 15 14	36 14 15	24162 04 13	87 00 00	\$ 669 41

Coal raised and sold in the Province during the year ended September 30, 1866.

COUNTY.	ROUND.	SLACK.	TOTAL ROUND.		TOTAL SLACK.		TOTAL.
			N. S. Proper.	Tons.	N. S. Proper.	Tons.	
Cumberland .....	Tons.	Tons.					
	15008	1441					
Picou .....	183244.5	22485.7	198252.5	28926.7	222178.12		
			Cape Breton.	Cape Breton.	Cape Breton.		
Cape Breton .....	352515	14065.10					
	2093.10	1206					
Inverness.....	789	223					
	7828.10	453	363176	15947.10	379123.10		
Victoria.....	561428.5	39873.17	561428.5	39873.17	601302.2		



(C)—CONTINUED.

Misz.	QUARTER ENDED JUNE 30, 1892.						QUARTER ENDED SEPTEMBER 30, 1892.						TOTAL QUANTITIES SOLD.							
	Raked.		Sold for Home Consumption.		Exported to neighbouring Colonies.		Exported to other Countries.		Raked.		Sold for Home Consumption.		Exported to neighbouring Colonies.		Exported to other Countries.		Round.		Slack.	
	Round.	Slack.	Round.	Slack.	Round.	Slack.	Round.	Slack.	Round.	Slack.	Round.	Slack.	Round.	Slack.	Round.	Slack.	Round.	Slack.	Round.	Slack.
Chicnecto.	2117																			
Joggins.	1834	487	204	15	1065	772	117	1586	390	822	383	44	1790	555	740		3681	1101	7200	340
Lawrence				15	60	60	250	1700		600				600			2320			
Maccan.	1700																100			
St. George's.	100																477			
Victoria	267	30			370				220	800					270		1627			15008
Albion.	51496	6454	4159	1649	3441	34167	1065	56347	7729	4969	2581	6086	3027	77736	2430	173463	20838			
Acadia.	2438	1033	1030	75	1183	128	570		1478	3327	801	76	3306	179	278		300	203		
Bear Creek.																				
German.																				
McBean.																				
McKay																				
Nova Scotia																				
Acadia.			10																	
Block House	31944							22755	352	20849							88849			1065
Caledonia.									12											
Clyde	1822	37						755		947										
Glace Bay.	10760		1853	379	528			934	479	1722	3121	48	945	210	15168	1770	5399	3905		
Gowrie.	6290	1250	1676	213	1641			3600	736	785	3070	445	4775	51	4894	3060	27442	5882		
Ingraham.			10																	
International	3763	135	18					2238	242	1155	208	23	180	18	5490	549	9212	1508		
Lingan	11558	510	64	16				8454	376	1898	111	5	254		30850	180	48011	245		
Matheson			263							193	102		78							
Mira Bay																				
S. Head Cow Bay	226		55							701										
Sydney	28194	6456	6978	130	13818			1932	3758	31502	23620	477	21675		5598	255	117500	1356	852515	14065
Port Hood.	211	267		17	61	250	150		1100	1496		100	812	804	684		2093	1200		1206
Richmond																				
Sea Coal Bay																				
New Campbellton.	154781	16666	17615	2604	27324	4351	87945	3124	150322	17957	38839	3926	44589	4943	195943	8057	561428	39873	501428	39873



(E.)

GOLD.

Mines Department for Twelve Months ended September 30, 1866.

DISTRICTS.	RECEIPTS.				EXPENDITURES.						Totals.
	Rents.	Royalty.	Sites.	Totals.	Salaries and Surveys.	Return of Rents.	Return of Royalty.	Royalty Commission.	Lands.		
Oldham	\$ 548 95	\$ 511 03		\$ 1059 98	\$ 187 25	\$ 12 00	\$ 12 67	\$ 5 25		\$ 217 17	
Renfrew	1119 00	1995 20		3114 20	375 50	36 00	53 07	65 14		529 71	
Waverley	850 00	5474 78		5924 78	65 20		2308 81	405 28		2779 24	
Tangier	94 42	181 29		275 71	104 00	6 00	38 29	8 42	\$ 1219 80	1876 51	
Stormont, Isaac's Harbor	165 00	645 90		810 90	368 20			82 19		400 39	
Wine Harbor	435 00	552 38		987 38	334 00		10 00	23 14		367 14	
Sherbrooke	556 00	2436 41		2992 41	346 50	2 00		118 17		466 67	
Ovens	100 00	3 97		103 97		14 00				14 00	
Montague	278 00	416 22		694 22	31 25	20 00	60 85	11 95		124 05	
Wagamatkook	216 00			410 00	106 00					106 00	
Lawrencetown	284 00	42 02		326 02		18 00				18 00	
Unproclaimed	1224 00	5 93		1035 93	150 50	62 00				212 50	
Prospecting Licenses	566 49			566 49							
	5936 86	12265 13		18201 99	2068 40	170 00	2488 69	669 49	1219 80	6611 38	

(F.)

OTHER THAN GOLD.

Mines Department for Twelve Months ended September 30, 1866.

COUNTRIES.	RECEIPTS.				EXPENDITURE.			
	Licenses to Search.	Licenses to Work.	Royalty.	TOTALS.	Return Licenses to Search.	Return Licenses to Work.	Surveys.	TOTALS.
	Annapolis	20 00			20 00			
Antigonish	200 00			200 00				
Colchester	180 00	100 00		280 00	40 00			40 00
Cumberland	1880 00	700 00	619 58	3199 58	20 00	100 00	67 60	187 60
Guysborough	120 00			120 00				
Halifax	60 00			60 00				
Hants	20 00			20 00				
Kings	20 00			20 00				
Pictou	1960 00	800 00	16576 68	19386 68	280 00		229 61	509 61
Cape Breton	1600 00	1550 00	29216 99	32366 99	280 00	100 00		380 00
Inverness	880 00	350 00		1230 00	100 00		18 65	118 65
Richmond	400 00		20 55	420 55				
Victoria	180 00	150 00	505 95	835 95	60 00			60 00
	7520 00	3450 00	46989 75	58109 75	780 00	200 00	315 86	1295 86

Supplementary Account of Expenses common to both Branches of the Department.

Stationery and Printing	\$ 638 00
Office Expenses	569 55
General Expenses	7482 42
<b>Total</b>	<b>8689 97</b>





## APPENDIX No. 13.

### EDUCATIONAL REPORT.

*To His Excellency Sir WILLIAM FENWICK WILLIAMS, Baronet, Lieutenant Governor, &c., &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY,—

In presenting my Report on the condition of public education in Nova Scotia during the school year 1866, I am gratified to be able to state that the year has been one of unparalleled progress in our educational history.

#### PART I.—GENERAL REPORT.

##### 1. SCHOOLS AND PUPILS.

No. of Public Schools in operation :		
Winter Term, 1866 .....		907
Do. 1865 (including irregular schools).....		763
Increase.....		<u>144</u>
Summer Term, 1866 .....		1170
Do. 1865 (including irregular schools) .....		989
Increase.....		<u>181</u>
Pupils Registered :		
Winter Term, 1866 .....		45,131
Do. 1865 .....		35,151
Increase .....		<u>9980</u>
Summer Term, 1866.....		56,017
Do. 1865 .....		43,771
Increase.....		<u>12,246</u>
Total No. attending Educational Institutions, 1866 :		
Winter Term.....		45,768
Summer Term.....		56,676
Estimated number of different pupils attending Public Schools during the year 1866.....		<u>71,059</u>
Proportion of population (census 1861) attending the Schools :		
Winter Term, 1866.....		1 in 7.33
Do. 1865.....		<u>1 in 9.41</u>
Summer Term, 1866.....		1 in 5.91
Do. 1865.....		<u>1 in 7.54</u>

Estimated proportion of the present\* population of the Province attending Public Schools during some portion of the year 1866.....1 in 5.21

No. of pupils daily present at Public Schools on an average:

Winter Term, 1866.....	25,988.86
Do. 1865 .....	22,015.07

Increase.....	<u>3,973.79</u>
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Summer Term, 1866 .....	32,490.02
Do. 1865 .....	25,128.93

Increase.....	<u>7,361 09</u>
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Equivalent *full-term* average:

Winter Term, 1866 .....	22,175.53
Do. 1865 (not reported) .....	

Summer Term, 1866.....	27,971.50
Do. 1865 (not reported) .....	

No. of pupils daily present, per 100 registered:

Winter Term, 1866 .....	57.58
Do. 1865 .....	62.63

Decrease.....	<u>5.05</u>
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Summer Term, 1866 .....	58.00
Do. 1865 .....	57.41

Increase .....	<u>00.59</u>
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## 2. TEACHERS EMPLOYED.

### *Male Teachers.*

Head-masters of County Academies:

Winter Term, 1866 .....	9
Do. 1865 .....	3

Increase.....	<u>6</u>
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Summer Term, 1866.....	10
Do. 1865 .....	4

Increase.....	<u>6</u>
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Class First:

Winter Term, 1866.....	160
Do. 1865 .....	126

Increase.....	<u>34</u>
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Summer Term, 1866.....	193
Do. 1865.....	157

Increase.....	<u>36</u>
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\* Estimated population of the Province in 1865, 370,560, as furnished by John Costley, Esq., Secretary of the Board of Statistics.

Class Second :

Winter Term, 1866 .....	220
Do. 1865 .....	145
Increase.....	<u>75</u>
Summer Term, 1866 .....	206
Do. 1865 .....	167
Increase.....	<u>39</u>

Class Third :

Winter Term, 1866 .....	214
Do. 1865 .....	194
Increase .....	<u>20</u>
Summer Term, 1866 .....	224
Do. 1865 .....	160
Increase .....	<u>64</u>

Total No. classified Male Teachers :

Winter Term, 1866 .....	603
Do. 1865 .....	465
Increase.....	<u>138</u>
Summer Term, 1866.....	633
Do. 1865.....	488
Increase.....	<u>145</u>

Unclassified—Teaching without a License :

Winter Term, 1866 .....	0
Do. 1865.....	62
Decrease .....	<u>62</u>
Summer Term, 1866 .....	0
Do. 1865 .....	28
Decrease .....	<u>28</u>

*Female Teachers.*

Class First :

Winter Term, 1866 .....	122
Do. 1865 .....	70
Increase .....	<u>52</u>
Summer Term, 1866 .....	178
Do. 1865 .....	119
Increase.....	<u>59</u>

## Class Second :

Winter Term, 1866 .....	136
Do. 1865 .....	85
Increase.....	<u>51</u>
Summer Term, 1866 .....	225
Do. 1865 .....	169
Increase.....	<u>56</u>

## Class Third :

Winter Term, 1866.....	68
Do. 1865.....	86
Decrease .....	<u>18</u>
Summer Term, 1866 .....	154
Do. 1855 .....	177
Decrease .....	<u>23</u>

## Total No. classified Female Teachers :

Winter Term, 1866 .....	326
Do. 1865 .....	241
Increase.....	<u>85</u>
Summer Term, 1866.....	557
Do. 1865 .....	465
Increase.....	<u>92</u>

## Unclassified—Teaching without a License :

Winter Term, 1866 .....	0
Do. 1865 .....	33
Decrease .....	<u>33</u>
Summer Term, 1866 .....	0
Do. 1865 .....	54
Decrease .....	<u>54</u>

## Total No. of Licensed Teachers employed :

Winter Term, 1866 .....	929
Do. 1865 .....	706
Increase.....	<u>223</u>
Summer Term, 1866 .....	1190
Do. 1865 .....	953
Increase.....	<u>237</u>

Total No. of unlicensed Teachers employed :

Winter Term, 1866 .....	0
Do. 1865 .....	95
Decrease .....	<u>95</u>
Summer Term, 1866 .....	0
Do. 1865 .....	82
Decrease ..	<u>82</u>

3. FUNDS AVAILABLE FOR EDUCATIONAL PURPOSES DURING THE YEAR.

Amount of Provincial Funds for Public Schools (including balance for 1865) .....	\$118,096.93
Amount of County Assessments for Public Schools.....	55,462.00
Amount raised for Public Schools by local assessments and subscriptions.....	176,252.07
	<u>\$349,811.00</u>

4. EXPENDITURE DURING THE YEAR.

Amount of Provincial grants for Public Schools .....	\$114,014.88
Amount expended by the several Counties for Public Schools .....	55,258.64
Amount expended for Public Schools by the various Sections .....	176,252.07
	<u>345,525.59</u>
Amount unexpended .....	4,285.41
	<u>\$349,811.00</u>
Amount of Provincial grants for colleges and Special Academies ...	\$16,815.00
Amount available from other sources for do. ....	25,316.00
	<u>42,131.00</u>
Amount expended by do.....	46,316.00
	<u>\$4,185.00</u>
Excess of expenditure over income .....	<u>\$4,185.00</u>
Total amount available for Educational purposes.....	\$391,942.00
Do. expended do. ....	<u>391,841.59</u>

5. SALARIES OF TEACHERS.

Amount paid by the Province to Teachers of Public Schools.....	\$95,339 27
Do. do. do. 1865...	65,422 39
Increase.....	<u>\$29,916 88</u>
Amount paid by the several Counties to Teachers of Public Schools...	\$55,258 64
Do. do. do. 1865...	0 00
Increase.....	<u>\$55,258 64</u>

Amount paid by the various school sections to Teachers of Public Schools .....				\$85,227 76
Do.	do.	do.	1865..	124,673 00
Decrease .....				<u>\$39,445 24</u>
Total amount paid for Salaries of Teachers of Public Schools.....				\$235,825 67
Do.	do.	do.	1865..	190,095 39
Increase .....				<u>\$45,730 28</u>

## 6. SCHOOL-HOUSES, FURNITURE, &amp;c.

Amount paid by the Province to aid poor sections in building..				\$ 2,845 29
Do.	do.	do.	1865..	4,175 16
Decrease .....				<u>\$ 1,329 87</u>
Amount paid by the various sections for buildings and repairs.....				\$68,885 71
Not reported in 1865.....				
Amount paid by the various sections for furniture and apparatus....				\$ 9,248 70
Not reported in 1865 .....				
Amount paid by the Province for books and apparatus.....				\$ 4,885 72
Do.	do.	1865.....		4,000 00
Increase.....				<u>885 72</u>
Amount paid by the various sections for "miscellaneous".....				\$12,889 90
Not reported in 1865.....				
Total amount paid by the Province towards buildings, books, and apparatus, &c.....				\$ 7,731 01
Do.	do.	1865.....		8,175 16
Decrease.....				<u>444 15</u>
Total amount paid by the various sections for buildings, furniture, apparatus and "miscellaneous" .....				\$91,024 31
Not reported in 1865.....				

The foregoing are some of the more important facts presented in Part II. of this report. I invite a careful examination of the Statistical Tables. Much labor has been expended in their preparation, and they will be found more full and complete than those of any previous year. I had hoped to be able to present reliable statistics concerning the value of all public school property in the Province, but after a laborious compilation of the returns the statements were found to be too imperfect to warrant their presentation in this report.

I beg to offer a few remarks upon some of the facts contained in the Statistical Tables appended, and to furnish such explanations as may appear necessary.

## 7. SCHOOL DISTRICTS.

It will be noticed that the statistics are this year compiled and arranged for the several *Counties*, instead of for the school *Districts*, as in former reports. The tables are by this mode rendered less complex than they would otherwise

be, while they also give greater facility for comparison of the relative standing and progress of the different parts of the Province. The extent and population of the Counties are much better known than in the case of the Districts. Besides this there are various items of expenditure pertaining to each County as a whole, which it would be impossible in many cases to assign equitably to the Districts. No one unacquainted with the details of the system can have any adequate idea of the amount of labour entailed on this department, and on school offices throughout the Counties, because there are not in the counties of Halifax, Lunenburg, Queens, Inverness, Annapolis, Colchester, Pictou and Cumberland, Boards of Commissioners having jurisdiction co-extensive with that of the Sessions of the Peace. In seven of these Counties there are two Boards existing in one Sessions of the Peace, while in Halifax there are three, thus rendering it impossible in these cases to disburse the County funds to trustees until after such time has elapsed as is necessary for each Board, in turn, to transact its business. This delay is now entailed in order that the average attendance at the schools within the limits of each Board may be known, so that the County funds can be allotted to each section as prescribed by law. In all the other Counties of the Province there is but one Board for each Sessions of the Peace, and each is able to transact its business without reference to any other.

#### 8. SCHOOL SECTIONS.

The number of sections given in Table A. is the average for the school year. The discrepancy between the numbers contained in this Table and those given in the Inspector's Reports (App. B.) arises from the fact that these latter are the numbers existing at the beginning of the present school year.

Schools in Border Sections, together with their pupils and teachers, have in the several tables been assigned to the County in which the school-house is located. This arrangement has been adopted in order to avoid, as far as possible, the confusion resulting from assigning a portion of the pupils to a different County from that in which the school and teacher must be reported.

#### 9. ATTENDANCE AT SCHOOL.

1. The very large increase in the number of pupils is very gratifying. There were 45,131 registered in the Winter Term, and 56,017 in the Summer. This is an increase over last year of 9,980 for the Winter, and 12,246 for the Summer (Table A.) The number of different pupils during the year is estimated, in Table A., at 71,059. This estimate supposes that of the 45,131 pupils at school during the winter, one-third, or 15,042, left school to engage in the various industrial occupations during the summer months. This supposition is based upon the following considerations :

(1.) It is well known that in every country situated as ours, a very large proportion of the younger children are necessarily unable to attend school in winter; while the pressing demand for labor calls away during the summer very many of those constituting the school-going population of the winter. This periodic change of pupils is frequently referred to by the Inspectors. In many cases, the only answer they are able to report to the question, "Has this school made satisfactory progress since your last inspection?" is that the school is composed of a class of pupils entirely different from those at the previous visit,—is in fact "a new school."

(2.) Though there were 263 more schools and 10,886 more pupils in the summer than in the winter of the past year, yet the number of pupils over 15 years of age in the summer was nearly 6,000 less than in the fewer schools of the winter, (Tables B. and C.) Besides this, some schools in operation in winter were, from various causes, closed during the summer.

(3.) In Upper Canada, where the public school system has reached a very high degree of efficiency, the whole number of different pupils attending school during the year is reported. I find that the proportion of these daily present at school on an average is 40 per cent. The number daily present at the schools of Nova Scotia, on an average was, for the first half of the past year, 25,988.86, and for the second half 32,490.02, or an average of 29,239.44 for the year, (Tables B. and C.) Assuming that the number of pupils daily present on an average at the public schools of Nova Scotia bears as good a proportion as in those of Upper Canada to the whole number of different pupils for the year, we have as the probable number of different pupils in attendance at our schools during some portion of the past year, 73,099. If the regularity and constancy of attendance in Nova Scotia is inferior to that of Upper Canada, the whole number of different pupils for the year must have been, of course, greater than the above.

It will therefore be evident that the estimate given in Table A. is much more likely to be below than above the actual number. It is hoped that in future reports it may be possible to give the exact number.

2. The following Table, compiled from the Journals of the Assembly, shows the number of pupils registered at school each term, from 1856 to 1866, together with the amounts raised by the people for support (exclusive of buildings, lands, furniture, etc.,) and the amounts granted for the same by the Province:

TABLE.

Year.	No. Pupils for each Term.		Support (exclusive of Buildings, Furniture, &c.)		Amount from Province for every dollar raised by the people for support.
	Winter.	Summer.	Raised by People.	Granted by Province.	
			Dollars.	Dollars.	Cents.
1856	29451	33163	111363	44413	40
1857	31626	37087	128222	53519	42
1858	34054	33430	129672	53319	41
1859	33319	37844	135041	46891	35
1860	33210	37376	121873	44742	37
1861	31409	35895	129775	46833	36
1862	34111	38023	129999	47888	37
1863	33311	41656	130664	45472	35
1864	33265	37546	115226	47930	42
1865*	35151	43771	124673	87085	70
1866	45131	56017	†140486	114344	81

3. In the sections having schools in the winter, there were 52,312 children between five and fifteen years of age. Of this number 34,360 were in attendance at the public schools. There is every reason to believe that most of the remaining 17,952 were not receiving any school training whatever. 550 under five, and 10,221 over fifteen years of age were under school instruction, making a total attendance of 45,131 of all ages (Table B).

In sections having school in the summer, there were 66,467 children between five and fifteen years of age. 49,865 of these were receiving instruction at the public schools, while 16,602 were not under any training, except the limited number that may have enjoyed private instruction. There were 1,680 under five, and 4,472 over fifteen years of age at school. Total for the summer 56,017. (Table C.)

The large number of children between five and fifteen years of age residing in sections having schools, who did not attend school, is worthy of remark. A few were, doubtless, receiving private instruction; some were too young or too poorly clad to attend in winter, while the demands of labor had an undue influence in keeping the same or others from school in summer; and some were unable to gain admittance to the school on account of the limited accom-

\* The first year under the operation of the Free School system.

† This includes the County assessment.



modation provided by the section. The latter obstacle is but temporary, since the law requires that accommodation be provided for all over five years of age. A very large number, however, were deprived of instruction on account of the low estimate of its advantages entertained by the parents of the children. The rate-payers of the section had provided ample school-rooms and teachers, instruction was free to all, but ignorance so blinded the minds of many that the most trifling matters were deemed of more importance than the education of their children. Thus, notwithstanding the noble efforts of the rate-payers in many sections to expel ignorance and its dire effects from their midst by providing, free of charge, ample means for the training of all the children with which they are surrounded, they are still compelled to witness many growing up at their very doors to manhood and womanhood in worse than ignorance. This is unjust to the rate-payers, and a crime against society. Moreover, the section is defrauded of money which, if these children were in attendance at school, it would be entitled to draw from the County fund. So keenly are these evils felt that in many places a strong feeling exists in favor of a compulsory enactment on the subject. While I should deprecate any extreme legislative enforcement of parental obligations in this behalf so early in the history of our public school system, yet it is a fair subject for consideration whether it would not be advisable to empower the trustees of sections where ample school accommodation has been provided, to enforce under the sanction of two-thirds of the voters present at the annual meeting, the attendance at the public schools of all children between five and fifteen years of age who are not receiving instruction elsewhere or are not debarred from such attendance by any physical or other legitimate disability. Such an enactment would be safe, since it would take effect only as the country became prepared for it.

4. The number of pupils daily present at school, on an average, was 5.05 per cent. less, in proportion to the number registered, in the winter term, than for the corresponding term of 1865. (Table B.) It will be in the recollection of all that the winter was unusually severe and stormy. It was to be expected, therefore, that the regularity of attendance at school would be unfavorably affected. During the summer, however, the proportion was better by 0.59 per cent., than during the corresponding term of the previous year. (Table C.) The total number of pupils daily present at the schools during the time in session was, for the winter term, 25,988.86, and its equivalent *full-term* average, 22,175.53; for the summer term, the corresponding numbers were 32,489.02, and 27,971.50. (Tables B and C.) By the expression, "equivalent full-term average," is meant the number to which the average daily attendance at the schools *during the time in operation* is equivalent when distributed over the full term of six months. Thus, if a school is in operation for three months with an average daily attendance of 36, the equivalent full-term average is 18. This equivalent average is therefore a most delicate and accurate test or measure of the actual amount of daily school attendance during any term, and it is on this as a basis that the distribution of the county fund is made. A school in session 100 teaching days, with an average of 30 pupils daily present, would have the same equivalent full-term average (25) as another in session 75 days, with a daily average of 40, and each would receive the same amount from the school fund of the county. If, again, we suppose these schools to have been in session every prescribed teaching day in the term, their daily average would become a full-term average, and they would receive  $\frac{1}{3}$  and  $\frac{2}{3}$  more, respectively, than in the former case.

It will be seen that the principle which the law establishes for the distribution of this large fund is an admirable one, and furnishes a most beneficial stimulus to the people of every section to keep their school open as continuously as possible within the prescribed period, and to secure the constant attendance of every child of school age. The Provincial grant being distributed according to the quality and amount of work performed, also co-operates powerfully with the county fund in these respects. *Local exertion* now determines the actual appropriation of all educational funds in Nova Scotia.

## 10. TEACHERS.

1. The total number of teachers employed in the winter was 929, and in the summer 1,190, showing an increase for the respective terms of 223 and 237 over those of last year. The classification of the teachers will be found in Table I.

2. The amount expended in the Province for teachers' salaries during the school year was, \$235,825.67, an increase of \$45,730.28 over the previous year. The sources whence these salaries were derived, and the amount from each source, were as follows:—Province, \$95,339.27; Counties, \$55,258.64; Sections, \$85,227.76. (Table N.) Applying to the sum of these amounts the scale of proportions for salaries recommended by the Council of Public Instruction, the approximate average of the salaries of the several classes of teachers for the whole school year was at the following rates: Male Teachers, Class 1st, \$392; Class 2nd, \$294; Class 3rd, \$196. Female Teachers, Class 1st, \$294; Class 2nd, \$196; Class 3rd, 147: average salaries of teachers for the year, without respect to class, \$258.53. This does not include the salaries of the Head Masters of County Academies. In 1865, the average was \$239.67; and in 1864, \$146.85.

3. The increase in the salaries of teachers is one of the most gratifying and significant features in connection with the recent educational reform. We may now reasonably expect that much talent of a good order will seek employment in the work of teaching, and that an increasing number of those who engage in this, one of the noblest of callings, will do so for life. It is abundantly evident that the people, with the assistance of the provincial and county grants, are not unwilling to provide a fair remuneration for teachers. Any deficiency in the number of teachers will be found to be but temporary and local, as the supply hereafter will chiefly depend upon the demand at remunerative rates.

An adequate and expansive mode of support having now been established by law, the examination and classification of teachers becomes one of the most important matters in connection with the system. "As is the teacher, so is the school," is, with obvious limitations, a sound educational maxim; and everything that contributes to the elevation and progress of teachers as a class, contributes also to the progress and efficiency of the schools. The object of the examination and classification of teachers is to ensure to each community and to the Province that the school training of the youth of the country is not assumed by incompetent or unworthy persons, and the children of the land thus defrauded of that preparation for the coming duties of citizenship which the law declares to be their right. The existing enactment provides thirty-four local committees of District examiners, and a committee of Provincial examiners for the Normal School. The great majority of these committees have discharged their important duties with diligence and care, and their appointment has proved to be one of the most beneficial provisions of the law. In consequence, however, of the adoption by the Legislature of the present admirable arrangement for the payment of fixed provincial grants to teachers, a different provision for their examination and classification seems to be required. Every teacher of the same class is now entitled, and justly so, to an equal grant from the public treasury for his services. In order, therefore, that justice be guaranteed to the Province, and to the teachers in different Districts and Counties, a uniform examination and classification are indispensable. This cannot be secured under existing arrangements, since thirty-four different committees must of necessity adopt thirty-four different scales of classification, notwithstanding that they have a uniform outline of subjects before them. Many of our ablest examiners have repeatedly pointed out to me this defect, and many committees in consequence of this want of uniformity have been compelled, in a conscientious discharge of their duty, to require the re-examination of all teachers from other districts. In fact this is the only safe course for them to adopt in order to maintain the character of their schools, and to do justice to all their teachers. But while this course is necessary under present arrange-

ments, it excludes the very flower of the teaching profession from the enjoyment of those immunities to which their attainments and ability entitle them, and subjects them to continual and in their case needless re-examinations. Every teacher of established character and ability should have the range of the whole Province before him in choosing his field of labor, and every board of trustees desiring to procure the services of such a teacher should have a like range from which to make their selection. Under the present arrangement the validity of each license is confined within the limits of the District in which it is obtained, so that by stepping over a line, and in the majority of cases without leaving the county, a teacher, though it may be, many times examined, and as often licensed, finds himself without the requisite authority to conduct a public school. If he should, under such conditions, accept the charge of a school, he does so entirely on risk, and after months of diligent and arduous labor, he may find himself debarred from all participation in the public funds. Nor is this only a possible case. At the last semi-annual distribution in one District, three of the fourteen teachers employed during the term, were necessarily cut off from public aid because, though regularly certificated, their licenses had been obtained in another District. It is obvious that such an arrangement cannot be regarded as satisfactory.

I beg, therefore, to suggest, for the consideration of the Legislature, whether it would not be wise to empower the Council of Public Instruction, after the present term, to prescribe the times and places for the examination of teachers, and to secure their uniform classification by means of a Provincial Board of Examiners. I am of opinion that this would be the most efficient mode of obviating the difficulties arising under the present arrangement. The principal details of the plan suggested would be as follows:—

(1.) That the Provincial Board of Examiners consist of four members, resident at or near Halifax. For the sake of efficiency and dispatch, the various branches of scholarship should be apportioned between three members of the Board, while professional subjects, such as school organization, classification, methods of instruction, and the like, should be assigned to the fourth.

(2.) That a uniform schedule of examination questions on each syllabus be prepared under the supervision, and with the approval of the Council, printed, and forwarded under seal to the several Inspectors. This course has been repeatedly suggested to me by many of the present Examiners; and as each syllabus of examination is already prescribed by the Council, it seems well to require their approval of the questions founded thereon.

(3.) That each Inspector, or, if necessary, a deputy, preside at each examination in his county. He would be required to enter in a blank form the name, age, sex, experience, character, &c., of each applicant, and to test and record the attainments of each with respect to reading and other oral work. The printed questions would then be submitted to the candidates, and immediately on the close of the examination all the papers would be transmitted to the Board at Halifax. Each member of the Board being entrusted with the examination of papers on specific subjects, the value of each applicant's work would be ascertained with expedition, and a corresponding certificate transmitted to the Inspector.

It appears to me that this plan would be found in practice to combine, in a very high degree, the advantages inherent in both the local and general modes, with few or none of the disadvantages that necessarily attach to the exclusive adoption of either. Its operation would inspire a mutual respect among teachers for each other's claim to membership in a common fraternity, an *esprit de corps*, already manifesting itself among the teachers in some parts of the Province, would be cherished and rapidly developed, a degree of permanence would be given to teaching, and a satisfactory guarantee would be had that the uniformity of qualification implied by a uniform scale of Provincial grants, has an actual existence in the practical operation of the system.

The granting of 3rd class permissive licenses of *local and temporary* value could be as readily effected as at present, in order to meet any exigency which

might temporarily arise in a few of the more backward Districts of the Province. The examination of the students attending the Provincial Normal School could also be most efficiently conducted in connection with the Board of Examiners.

Teachers' licenses would of course be subject to suspension or cancellation by the Boards of Commissioners, in the same manner and for the same causes as at present.

#### 11. SCHOOL ACCOMMODATION.

Details, as far as it is possible to present them, will be found in Table G. concerning the condition of school-houses, furniture, play-grounds, &c. The improvement in these respects is most marked. The difficulty of borrowing money during the past year has retarded a number of sections in providing adequate school accommodation. The efforts of the various Boards of Trustees to meet the increased wants of their sections is altogether beyond expectation, and indicates a praiseworthy appreciation on the part of the people of the benefits to be derived from a system of public schools.

#### 12. BOOKS AND APPARATUS.

The amount expended by the Province in aid of books and apparatus was \$4,855.72, an increase of \$885.72 over last year, (Table L.) The various items of apparatus reported by the Trustees is given in Table H. These indispensable articles of school work have been provided almost entirely within the past two years. Much, however, remains to be accomplished before the schools are properly supplied with all necessary materials. The arrangement adopted by the Legislature at its last session, for the supply of books and apparatus to School Trustees at half cost, came into operation at the beginning of the present school year. It is confidently anticipated that a large number of sections will early avail themselves of so advantageous a mode of securing the books and apparatus needed, so far as these have yet been provided; and when experience has furnished such data as are necessary to form accurate estimates of the probable demand for each article, it will be possible to ensure the speedy and full execution of every order received. Several Inspectors and Commissioners have strongly recommended the establishing of a branch agency, in each county, for the supplying of books and apparatus, on the ground that but few trustees will be able to order books direct from Halifax. It would not be possible, with the limited funds at command, to carry out the suggestion of these gentlemen, and at the same time furnish, as required by law, the articles at half cost. Were the expense of such agencies, together with that of their supervision, added to the cost of the articles, the price at which they could be furnished would be increased to such a degree as entirely to defeat the object of the whole arrangement. But I am confident that no good grounds exist for the establishment of county agencies. As soon as the people understand the nature and advantages of the present arrangement, but little difficulty will be experienced in procuring the articles from Halifax. No depôt more central for the whole Province could be established, since communication by water and by rail is frequent and extensive. In a majority of cases, trustees can procure their parcels as readily and cheaply from the capital as from the county towns, except during the winter months. It merely requires that trustees in distant parts of the Province be careful not to delay their orders till winter sets in. The results of the present year will determine, with tolerable accuracy, how far these views are correct.\*

\* The number of Trustees' orders for books and apparatus received and filled during the first four and a half months, (Nov. 1st, 1866, to March 15th, 1867) operation of the present arrangement, was as follows: Cumberland 46, Lunenburg 44, Pictou 87, Hants 51, Kings 79, Annapolis 52, Antigonish 16, Shelburne 19, Yarmouth 24, Guysborough 19, Richmond 10, Digby 19, Cape Breton 8, Inverness 17, Queens 30, Victoria 9, Colchester 92, Halifax 108—Total 730. The prime cost of the articles included in the foregoing orders, was \$15,335.00. Of this sum, the trustees paid one-half. These facts sufficiently indicate the facility with which all parts of the Province can be supplied through a central agency, even in winter.

## 13. FUNDS AND EXPENDITURE.

1. Table K. exhibits a statement of the funds available for educational purposes during the year, and Tables L., M., and N., present in detail the expenditure of these funds and the services to which they were devoted. The unexpended balance of the Provincial Grants (Table L.) arises from certain grants for County Academies and Superior Schools, which were not appropriated to these objects, but were, in the terms of the law, added to the balance of the previous year, and placed at the disposal of the Commissioners to aid poor sections in providing comfortable school-houses and furniture. The balance reported as in hand has been chiefly appropriated, but not paid, as each section receiving aid is required to show that a proper amount of work has been done before payment is made. The application of these balances to poor sections has proved very beneficial in stimulating them to make such exertions as their limited means would allow, to secure suitable school accommodation.

2. The expenses of School Commissioners (Table L.) was \$285.05. This sum was appropriated out of the provincial grants for teachers, without the sanction of law or knowledge of this department. And in this connection I may remark, that it becomes a question how far men should be called upon to discharge public duties without some legal provision being made for their remuneration.

3. The amount raised and expended in the various sections was \$176,252.07, (Table M.) Of this sum, \$91,024.31 was raised by local assessment, while of the \$85,227.76 reported as raised by subscription towards the salaries of teachers, a considerable amount was raised by assessment during the summer term, under the authority of the amendment of last winter. As, however, it was difficult to determine the exact amount thus raised, the blank returns having been prepared in conformity with the law of 1865, it has been deemed best to include all local funds for salaries under the head of "subscription."

## 14. SUPERIOR SCHOOLS.

For the term ended April 30th, there were 70 schools which competed for the superior grant, and for the term ended October 31st, 71. (Table O.) Of the former, 54 were successful; and of the latter, 52. A closer compliance with the requirements for the reception of the superior school grant has been demanded than during the previous year; and it is believed that educational matters are now sufficiently advanced in the several Counties to justify a most careful application of every test prescribed under the law. The experience of the past two years has confirmed the conviction that, properly administered, this grant is calculated to do more in the furtherance of public education, by stimulating the people to provide the best school accommodation and employ the best teachers, than any other equal amount granted to schools. Whenever there are no successful competitors for this grant, it is appropriated to aid poor sections within the County, as in the case of Richmond during the past year.

## 15. COUNTY ACADEMIES.

By reference to Table P. it will be seen that much has been done during the year in organizing these important institutions. Considerable difficulty has been felt in securing competent Head Masters, but I am glad to say that there is a good prospect that a number of suitable men will offer their services in a few months, in connection with these Academies. Every County, except Inverness, entitled under the act to an Academy, will soon be in a position to receive the benefits which a thoroughly equipped institution must confer. Inverness does not, for the present, propose to establish an Academy. The advanced

department of these institutions is open without charge to all residents of the county, who are qualified to enter upon the course of instruction pursued. It is proposed, ere long, to harmonize the requirements of the several grades of these institutions, in order to establish such a degree of uniformity in their internal arrangements as may be necessary to secure the highest efficiency in each.

#### 15. PROVINCIAL NORMAL COLLEGE AND MODEL SCHOOL.

Table Q exhibits at a glance the condition of these institutions during the past year. Full details of each term are given in the semi-annual reports of the Principal (Appendix A.) During the winter term, 77 students attended the Normal School, and in the summer 39. Of the former number, 46 obtained licenses from the Provincial Examiners; and of the latter, 26. The attendance at the opening of the present term was large.

The Inspectors' Reports (Appendix B) indicate something of the necessity that exists for an efficient institution specially devoted to the training of teachers. The primary object of the Normal School is not to impart instruction in the several branches of knowledge, but to exhibit in their simplicity and harmony the theory and practice of teaching. In our present circumstances, the institution is obliged, however, to devote considerable time to the instruction of students in branches of scholarship. Students are now required to possess a third-class license in order to gain admission to the Normal School, and the practice in the Model School is being confined to the more advanced candidates. It is thought that in a brief period admission to the institution should be confined to such as are amply qualified in the subjects of scholarship required of second-class teachers. As soon as the Province is able to furnish candidates well qualified to enter at once and almost exclusively upon professional work, the influence exerted upon the schools of the country by the institution will be increased two-fold. The marked success of the majority of trained teachers will, it is hoped, induce all who intend to make teaching their profession, to avail themselves of the advantages so liberally provided by the Province at the institution in Truro. The Normal School was never in so efficient a condition as at present.

#### 17. COLLEGES AND SPECIAL ACADEMIES.

By direction of the Government, in order to give effect to the resolution of the Legislature regarding all educational institutions receiving grants from the Provincial treasury, blank forms were drawn up and forwarded to the Principals and Presidents of the several special academies and colleges of the Province. The information thus obtained will be found in Tables R. and S. It is of course, well understood that the management of these institutions is not subject to the supervision of this department. It has, however, as stated above, been deemed desirable that the education report should be such as to present to all under whose notice it may come, a complete view of the educational operations of the Province. It will be a source of just pride to all interested in the welfare of the country, to see by an examination of the tables referred to, that while the encouragement and support of elementary instruction is receiving so much attention, the higher institutions of learning within our borders are so well equipped, and are enabled to offer such facilities for advanced education.

#### 18. HALIFAX CITY.

I solicit a careful perusal of the report of the Board of Commissioners for the City of Halifax, (Appendix C.) The efforts of the Board under the difficulties created by the action of a majority of the City Council in refusing, for a time, to levy the required assessment, happily prevented the public schools

from being closed. But for the prompt response made by the Government to their representations, the capital of the Province would have presented the shameful and disheartening spectacle of thousands of children roaming its streets in worse than idleness, while almost every other section of the country was liberally devoting its means and energies to the work of public education. Surely it was time that Halifax, which from its position and influence owes it both to itself and the Province to exemplify, in its educational arrangements, a model for general imitation, made such exertions in behalf of public schools as would, at least, preserve the rest of the Province from the suffering which the absence of a system of public education for the population of the city must in a short time entail upon the whole land. The Board has greatly improved the condition of the schools in operation, and when they shall have succeeded in securing the amount and kind of accommodation which they propose, and which is required by the law, the schools of the city will, as a whole, bear favorable comparison with those now in operation in many of the more advanced parts of Nova Scotia.

It may be remarked here, that the diminution of Provincial aid referred to in the Report of the Board, in consequence of the late amendments to the law, is but temporary. As soon as sufficient accommodation is provided, the Provincial grant will be greater than under any previous enactment.

The attendance at the city schools during the year shows an increase of 817 in the winter, and 1495 in the summer, as compared with the terms of the previous year. The schools have not yet been able to accommodate nearly all who are seeking admission. Considerable number of private schools have also been in operation.

#### 19. INSPECTORS' REPORTS.

Appendix B contains the chief portions of the annual reports of the several Inspectors. These exhibit somewhat in detail the more prominent facts connected with educational matters in each county. Some of them are very valuable educational papers, and all of them are worthy of permanent preservation, as authentic records of the efforts of the people in behalf of education during the past year. These papers form a considerable part of this Report, and without holding myself responsible for the opinions expressed in them, I solicit a perusal of each.

#### 20. CONCLUDING REMARKS.

The foregoing statements show to some extent the results of the labors of the year. Many additional facts of interest might be given, as for instance, the improved arrangement in regard to apparatus and text-books, by which it is hoped that instruction will be rendered more effective,—the measures taken to ensure a complete and uniform Registration in every school, in order that teachers and local officers might have reliable data for the introduction of remedial measures, as well as for the reporting of trustworthy statistics,—the preparation of a new and more complete system of school returns,—a more elaborate and careful preparation of statistical tables,—the publication of a monthly *Journal of Education* lately undertaken, &c. But it is not necessary to say more in order to show that greater activity has been manifested in the concerns of education, than in any former year. The work of Education, however, has but just begun. The Legislature has acknowledged the right of every inhabitant of Nova Scotia to the priceless blessing of a free education; created a permanent and expansive mode of support; and, as never before, sought by an extensive and constant supervision to establish schools within the reach of every child, and to render these schools efficient in the highest possible degree. The hearty response, as shown by the facts given in this report, which the great body of the people have accorded to the measures taken for the intro-

duction of a system of public schools, has placed this great undertaking above the range of doubt or experiment. It remains to awaken those among the people who have not yet become alive to the claims of universal education; to encourage and stimulate the various sections to procure school accommodation where none at present exists, and to perfect, where necessary, that which has already been procured; and by well directed means to call into the teaching profession such a supply and quality of talent as is demanded in order that the system shall yield those noble and lasting fruits which its founders had in view, and which by its adaptedness to the circumstances of our people it is so admirably fitted to confer. All these objects may, by the united and persevering efforts of the friends of education, be easily attained; and it is only required that, by such judicious improvements as experience may suggest, legislation may keep pace with the growth of an advanced educational sentiment throughout the Province.

I regret that owing to the increasing work connected with the Education Office, I have been able to visit but a small portion of the Province during the past year. Besides the duties previously devolved upon the office, the entire compilation of statistics, including the examination and tabling of the half-yearly returns from each school, and a yearly return from each school section in the Province, is now assigned by law to the Superintendent. The publication of a *Journal of Education* has also been undertaken. These, together with the adjustments rendered necessary by the amendments in the law, and constant official correspondence, have fully taxed my time and strength. The want of proper office accommodation has seriously interfered with an expeditious and satisfactory discharge of duty; but there is reason to believe this deficiency will very shortly be supplied. Meanwhile the Executive has allowed me, between the Sessions of Parliament, to occupy the room belonging to the Committee of Public Accounts.

I have the honor to be,

Your Excellency's

Most humble servant,

T. H. RAND.



PART II.—STATISTICAL TABLES.

TABLE A.

PRELIMINARY.

COUNTY.	School Sections, 1866	SCHOOLS.		TEACHERS.		PUPILS.				Expenditure.
		Winter.	Summer.	Winter.	Summer.	No. registered at school during Winter Term.	No. registered at school during Summer Term.	Estimated number of pupils at school during the year. See p. 7.	Estimated proportion of present population at school during the year.	
Cape Breton.....	94	61	74	61	75	2591	3280	4144	1 in 5.39	\$ 21084 48
Victoria.....	70	39	46	39	46	1560	1690	2210	1 in 4.67	11353 59
Inverness.....	107	61	72	61	72	2860	3228	4181	1 in 5.30	16941 38
Richmond.....	52	34	46	37	47	1402	1955	2422	1 in 5.88	8704 21
Guysborough.....	76	22	38	22	38	1078	1817	2176	1 in 6.42	13054 32
Antigonish.....	74	51	61	51	62	2046	2814	3496	1 in 4.53	13978 08
Pictou.....	122	91	110	92	110	4756	5513	7098	1 in 4.36	28355 74
Cumberland.....	111	72	90	73	90	3374	3920	5045	1 in 4.66	20601 74
Colchester.....	97	68	86	79	87	3506	4513	5682	1 in 4.13	24644 89
Halifax.....	129	71	91	71	92	3392	4310	5441	1 in 5.18	22077 76
Halifax City.....	1	28	29	32	35	2698	3151	4050	1 in 7.16	21875 87
Hants.....	84	50	70	53	72	2502	3265	4099	1 in 4.81	19163 25
Kings.....	82	49	74	53	74	2509	3360	4196	1 in 5.31	21065 20
Annapolis.....	87	52	63	53	63	2433	2747	3558	1 in 5.18	18613 26
Digby.....	58	34	39	35	40	2032	2125	2802	1 in 5.89	16195 34
Yarmouth.....	62	35	48	35	52	1851	2494	3111	1 in 5.47	27441 02
Shelburne.....	59	24	43	25	44	1333	1763	2207	1 in 4.85	13871 27
Queen's.....	34	14	25	15	25	792	1011	1275	1 in 8.55	7323 67
Lunenburg.....	109	51	65	52	66	2416	3061	3866	1 in 6.20	19180 52
Total Public Schools.....	1508	907	1170	929	1190	45131	56017	71059	1 in 5.21	345525 59
Total Public and other, 1865.....	1421	763	989	801	1031	35151	43771	.....	.....	.....
Increase.....	87	144	181	128	159	9980	12246	.....	.....	.....
Colleges and Special Academies.....	.....	13	13	60	60	637	659	684	.....	46316 00
Nova Scotia, 1866.....	1508	920	1183	989	1250	45768	56976	71743	1 in 5.18	391841 59

**TABLE B.**  
**PUBLIC SCHOOLS. PUPILS — WINTER TERM.**

COUNTY.	No. of children between 5 and 15 years of age in Sections having Schools.	No. of Pupils registered at School.	Proportion of population at School in Winter Term—Census 1851.	AGES OF PUPILS.			DAILY ATTENDANCE.		
				No. over 20 years of age.	No. between 15 and 20 yrs. of age.	No. between 5 and 15 years of age.	No. daily present at School on an average.	Equivalent full-term average See p. 6.	No. daily present per 100 registered.
Cape Breton	3297	2591	1 in 8.05	23	2119	379	1474.76	3370.70	56.92
Victoria	1473	1560	1 in 6.18	35	1078	348	849.41	704.53	54.45
Inverness	3212	2860	1 in 6.98	44	1991	680	1446.40	1297.15	50.58
Richmond	2614	1402	1 in 8.99	8	1124	214	945.82	789.40	67.45
Guysborough	1329	1078	1 in 11.79	18	742	223	598.20	534.07	55.49
Antigonish	2230	2046	1 in 7.26	37	1398	493	1045.28	993.15	51.09
Pictou	4805	4756	1 in 6.05	44	3686	912	2563.40	2289.65	53.90
Cumberland	3085	3374	1 in 5.78	48	2398	721	1797.96	1586.88	58.29
Colchester	3558	3506	1 in 5.71	44	2646	707	1981.33	1712.00	56.51
Halifax	3992	3392	1 in 7.07	52	2754	478	1925.37	1625.00	57.36
Halifax City	*6000	2698	1 in 9.27	28	2605	57	1567.82	1332.77	58.11
Hants	2775	2502	1 in 6.97	38	1965	375	1409.06	1203.78	56.32
King's	2663	2509	1 in 7.46	24	1837	531	1631.73	1239.18	65.03
Annapolis	2504	2433	1 in 6.88	54	1741	544	1568.34	1311.60	64.46
Digby	2260	2032	1 in 7.25	4	1481	434	1154.48	993.90	57.31
Yarmouth	1724	1851	1 in 8.34	6	1379	396	1221.71	998.91	66.00
Shelburne	1362	1333	1 in 8.00	9	929	311	860.08	653.98	64.53
Queen's	727	792	1 in 11.82	6	600	146	483.95	332.88	61.10
Lunenburg	2702	2416	1 in 8.12	28	1887	389	1463.51	1207.00	60.58
Nova Scotia, 1866	52312	45131	1 in 7.33	550	34360	8338	23988.86	22175.53	57.58
Nova Scotia, 1865	.....	35151	1 in 9.41	500	27241	7410	22015.07	.....	62.63
Increase	.....	9980	.....	50	7119	2811	3973.79	.....	.....
Decrease	.....	.....	.....	.....	.....	.....	.....	.....	5.05

\* Estimated. The number in 1861 was 5391.

**TABLE C.**  
**PUBLIC SCHOOLS. PUPILS—SUMMER TERM.**

COUNTY.	No. of children between 5 and 15 years of age in Sections having Schools.	No. of Pupils registered at School.	Proportion of population at School in Summer Term—Census 1861.	AGES OF PUPILS.			DAILY ATTENDANCE.			
				Under 5 years of age.	Between 5 and 15 years of age.	Between 15 and 20 yrs. of age.	Over 20 years of age.	No. daily present at School on an average.	Equivalent full-term average. See p. 9.	No. daily present per 100 registered.
Cape Breton	4289	3280	1 in 6.36	55	2946	267	12	1886.80	1786.54	57.52
Victoria	1813	1690	1 in 5.70	49	1430	190	21	976.17	806.69	57.76
Inverness	9753	3228	1 in 6.18	110	2801	292	25	1619.25	1469.23	50.16
Richmond	3050	1955	1 in 6.45	43	1743	157	12	1215.85	1070.16	62.19
Guysborough	1817	1817	1 in 7.00	69	1513	176	59	1048.16	926.04	57.69
Antigonish	2888	2814	1 in 5.28	88	2356	320	50	1330.40	1230.50	47.28
Pictou	5917	5513	1 in 5.22	92	5055	331	35	2798.30	2591.18	50.71
Cumberland	3970	3920	1 in 4.99	133	3400	355	32	2043.90	2189.82	54.15
Colchester	4810	4513	1 in 4.44	168	3984	393	28	2453.82	2194.77	54.60
Halifax	4868	4310	1 in 5.57	177	3895	215	23	2353.82	2189.82	54.60
Halifax City	*6000	3151	1 in 7.94	143	2917	86	5	1780.96	1484.18	56.52
Hants	3686	3265	1 in 5.35	94	2939	194	38	1822.09	1534.50	55.81
King's	4103	3360	1 in 5.57	129	2993	221	17	2018.32	1781.36	60.07
Annapolis	3213	2747	1 in 6.02	69	2494	164	20	1705.69	1536.87	62.09
Digby	2375	2125	1 in 6.98	29	1911	156	29	1344.18	1155.16	63.25
Yarmouth	3112	2494	1 in 6.15	49	2249	165	31	1585.31	1392.74	63.56
Shelburne	2247	1763	1 in 6.05	48	1604	97	19	1191.25	1014.28	67.57
Queen's	1040	1011	1 in 9.26	25	891	79	16	581.71	483.20	57.54
Lunenburg	3516	3061	1 in 6.41	115	2744	157	45	1773.23	1565.12	57.93
Nova Scotia, 1866	66467	56017	1 in 5.91	1680	49865	3955	517	32490.02	27971.50	58.00
" 1865	.....	43771	1 in 7.54	1225	38562	3984	.....	25128.93	.....	57.41
Increase	.....	13246	.....	455	11303	488	.....	7361.09	.....	0.59
Decrease	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

\* Estimated. The number in 1861 was 5591.





TABLE F.

PUBLIC SCHOOLS. TIME IN SESSION, &c.

County.	Average time Schools in Session.				Visits paid to the Schools.				Tabulated Abstract of Inspectors' Special Reports, Classification and Progress.										
	Winter.		Summer.		By Trustees: Average to each School.		By Members of Parliament, Clergymen and Commissioners.		By other Visitors: Average to each School.		No. of Schools well classified.	No. classification somewhat imperfect.	No. classification radically defective.	No. making good progress.	No. making fair progress.	No. progress unsatisfactory.			
	months days	months days	months days	months days	Winter.	Summer.	Winter.	Summer.	Winter.	Summer.							Average for the year.		
Cape Breton	5	9	5	10	3	3	32	48	75	2	2	4	22	20	27	16	36	14	
Victoria	4	18	5	10	2	2	26	21	47	2	2	4	*	18	28	24	19	15	
Inverness	5	6	5	10	3	3	42	50	92	4	6	10	15	18	28	24	19	15	
Richmond	5	11	5	8	4	4	36	105	201	7	10	17	14	27	5	24	2	5	
Guysborough	5	5	5	11	6	5	45	82	127	9	8	17	14	27	5	24	2	5	
Antigonish	5	8	5	13	3	4	58	73	131	2	3	5	28	15	14	30	6	4	
Pictou	5	4	5	8	5	3	156	264	420	4	5	9	60	17	28	68	6	5	
Cumberland	5	0	5	6	4	3	68	66	134	6	7	13	56	16	13	57	8	7	
Colchester	5	3	5	4	4	3	65	109	174	7	9	16	45	25	7	49	15	8	
Halifax County	4	17	5	7	4	4	95	177	272	13	5	18	22	54	9	44	22	10	
Halifax City	5	14	4	17	8	4	114	84	198	18	6	24	13	10	6	10	12	6	
Hants	5	0	5	7	3	3	74	76	150	5	5	10	40	17	12	42	16	9	
King's	4	15	5	0	5	3	52	66	118	8	7	15	35	20	8	*	*	*	
Annapolis	5	1	5	6	3	3	76	117	193	5	6	11	34	10	8	33	6	4	
Digby	5	2	5	9	4	3	30	35	65	3	5	8	17	15	6	23	8	3	
Yarmouth	4	14	5	3	5	3	58	55	113	10	11	21	34	7	7	13	8	6	
Shelburne	4	15	5	2	4	3	37	50	87	6	5	11	30	2	1	20	2	1	
Queen's	4	15	5	1	4	3	23	15	38	6	6	11	10	7	6	*	*	*	
Lunenburg	4	17	5	3	5	3	154	151	305	4	6	10	53	4	2	36	7	5	
Nova Scotia, 1866	5	3	5	6	4	3	1301	1639	2940	6	6	12	528	284	187	489	173	112	
Nova Scotia, 1865	5	3	5	7															
Increase																			
Decrease			0	1															

\* Inspector recently appointed.

**TABLE G.**  
**PUBLIC SCHOOLS. CONDITION OF SCHOOL HOUSES, &c.**

COUNTY.	School Rooms.			Play Grounds.			Sites.			Repair.			Ventilation.		Furniture.		Blackboard.			No. of Schools in which the accommodation is in accordance with Law, or nearly so.				
	No. occupied during term.	No. owned by Sec. and held by Trus. as public property.	Average length.	Average width.	Average height of ceiling.	Number of Class-rooms.	No. of Playgrounds reported.	Number enclosed.	Number Improved.	Number suitable.	No. not central, too close to road, or otherwise objectionable.	No. new or in good repair.	No. in middling repair.	No. in poor repair.	No. Schools provided with fair means of	No. without sufficient means of	Approved patterns.	No. having long desks and benches.	No. Schools supplied with Blackboards.		Average No. square feet in each.	No. without Blackboards.		
Cape Breton.....	74	68	23	0	1	1	55	1	1	48	19	38	9	20	39	28	4	60	33	22	37	3	31	
Victoria.....	46	51	23	1	0	0	40	5	0	28	7	28	0	9	18	...	0	34	28	22	18	...	32	
Inverness.....	72	68	22	0	3	4	54	5	1	49	23	51	0	19	36	36	0	17	30	13	42	3	15	
Richmond.....	46	30	20	0	0	0	24	3	...	27	19	18	6	10	27	9	0	40	21	15	25	2	13	
Guysborough.....	38	29	25	1	2	1	20	2	1	...	...	19	...	...	...	...	3	23	19	38	13	...	...	
Antigonish.....	61	53	22	0	0	0	31	0	...	20	31	27	15	17	30	22	0	13	33	14	21	12	20	
Pictou.....	110	111	25	4	5	4	63	5	1	83	19	51	28	27	59	48	5	41	95	28	5	23	69	
Cumberland.....	89	52	24	3	2	3	33	4	2	63	20	31	24	23	69	20	1	25	82	20	2	15	49	
Colchester.....	86	80	27	8	4	2	65	4	2	54	21	33	24	20	52	29	3	47	64	32	14	27	63	
Halifax County.....	91	75	24	3	7	8	46	7	...	69	16	40	27	20	48	41	...	42	69	30	16	20	62	
Halifax City.....	26	9	...	2	2	2	2	2	...	8	6	8	16	2	15	11	6	5	20	102	4	6	13	
Hants.....	70	65	25	0	2	0	35	4	2	61	6	31	6	28	39	30	...	6	63	31	3	24	54	
King's.....	74	40	26	4	2	4	36	5	2	43	24	29	18	24	48	19	...	30	65	44	4	31	47	
Annapolis.....	63	54	26	1	2	1	35	5	2	53	6	31	18	10	49	11	...	27	52	39	5	...	46	
Digby.....	39	34	28	4	9	4	28	9	...	21	15	22	10	7	26	10	1	32	35	33	3	11	30	
Yarmouth.....	48	44	30	5	2	5	22	11	5	40	8	29	14	5	45	3	11	26	45	123	3	6	32	
Shelburne.....	43	40	26	0	2	0	26	2	...	29	10	23	11	7	29	7	3	26	34	54	1	8	26	
Queen's.....	25	6	25	0	1	0	12	1	...	12	8	5	3	12	13	9	1	6	16	27	6	...	6	
Lunenburg.....	65	57	23	2	4	2	35	10	4	46	13	38	14	10	52	8	3	19	59	20	4	7	33	
Nova Scotia.....	1166	966	25	0	20	0	9	9	41	662	85	23	774	271	552	252	270	41	460	863	37	226	172	609

\* Inspector recently appointed.

**TABLE H.**  
**PUBLIC SCHOOLS. APPARATUS, (SO FAR AS REPORTED).**

COUNTY.	No. of Handbells.	No. of Clocks.	No. of Thermometers.	No. of Half-Frames.	No. of Diagrams for Oral Lessons.	No. of square feet of Blackboards.	No. of good Wall-maps.	Globes.	No. of English Dictionaries for Teachers' Desk.	No. of Biographical Dictionaries.	No. of Gazetteers.	No. of pieces of other Apparatus.
Cape Breton.....	11	11		4		726	46	6	21	1	1	11
Victoria.....	10	4		7	200	616	69	4	21	2	2	3
Inverness.....	11	4	1	9		390	65	3	27	8	1	5
Richmond.....	1			1	44	315	35	1	20	1	2	2
Guysborough.....	12	9	4	2	267	715	42	8	17	2	2	19
Antigonish.....	12	9	2	5		462	64	5	33	3		10
Pictou.....	31	7	2	26	30	2660	178	15	38	4	2	4
Cumberland.....	34	7	1	6	130	1640	103	6	10	1		3
Colchester.....	36	24	4	17	150	2037	194	11	26		1	5
Halifax County.....	31	17		17	175	2070	213	13	24	2		4
Halifax city.....	6	3	1	3		2040	96	2				10
Hants.....	27	4	1	7		2953	130	11	16	1	3	13
Kings.....	23	9	2	11	267	2860	142	11	13	2	3	8
Annapolis.....	21	4	2	6	16	2028	96	5	10	2	2	37
Digby.....	18	11	2	10	174	1155	73	6	12	2	1	4
Yarmouth.....	39	27	15	17	549	5540	115	29	16		2	11
Shelburne.....	19	13	4	4	75	1837	98	9	9	1	2	13
Queen's.....	5	3		2	200	438	28	3	3		1	
Lunenburg.....	18	12	3	15	223	1176	76	6	12			67
Nova Scotia, 1866.....	365	178	44	169	2500	31658	1923	154	328	25	25	229
Nova Scotia, 1865.....	143	124		141			1394	131	215			15
Increase.....	222	54		28			529	23	113		10	



TABLE I.  
PUBLIC SCHOOLS. TEACHERS EMPLOYED.

COUNTY.	WINTER TERM.										SUMMER TERM.													
	MALE.					FEMALE.					MALE.					FEMALE.								
	Head Master County Acc. dency.	Class 1st.	Class 2nd.	Class 3rd.	Class 3rd.	Class 1st.	Class 2nd.	Class 3rd.	Class 3rd.	Class 3rd.	Head Master County Acc. dency.	Class 1st.	Class 2nd.	Class 3rd.	Class 3rd.	Class 1st.	Class 2nd.	Class 3rd.	Class 3rd.	Class 3rd.	Male.	Female.	Both.	
Cape Breton	1	4	4	39	7	3	3	7	48	13	61	1	4	7	39	2	7	15	51	24	75			
Victoria	1	2	10	16	5	1	1	5	29	10	39	1	2	9	21	4	3	6	38	13	40			
Inverness		6	16	34	3	1	1	3	56	5	61		6	14	39	3	1	9	59	13	72			
Richmond	1	7	9	9	3	3	0	26	11	37	1	8	8	14	8	2	6	31	16	47				
Guysborough	1	3	5	5	2	1	5	14	8	22	1	6	9	7	1	7	7	23	15	38				
Antigonish		12	13	14	2	4	6	39	12	51		13	17	12	6	11	3	42	20	62				
Pictou		13	37	12	10	16	4	62	30	92	1	20	29	15	17	20	8	65	45	110				
Cumberland	1	9	9	15	11	14	14	34	39	73	1	7	13	12	17	23	17	33	57	90				
Colechester		13	16	9	2	15	2	38	31	69		17	15	5	19	25	6	37	50	87				
Halifax, County		5	13	16	11	17	9	34	37	71		10	15	17	15	22	13	42	50	92				
“ City*		10	4	3	0	5	0	17	15	32		10	3	2	12	6	2	15	20	35				
Hants		11	12	0	15	13	2	23	30	53		21	10	0	18	20	3	31	41	72				
King's		15	21	6	5	6	0	42	11	53		14	17	7	16	15	5	38	36	74				
Annapolis	1	14	19	7	6	6	0	41	12	53		17	14	5	10	16	2	36	27	68				
Digby		9	7	6	6	5	2	22	13	35		9	7	7	7	6	3	24	16	40				
Yarmouth		13	3	7	8	3	1	23	12	35		11	3	5	18	8	7	19	33	52				
Shelburne	1	8	8	2	0	1	5	19	6	25		7	5	5	0	9	17	18	26	44				
Queen's	1	2	4	3	1	4	0	10	5	15		3	3	2	3	7	6	9	16	25				
Lunenburg	1	4	10	11	10	12	10	26	26	52		8	8	10	2	18	19	27	39	66				
Total	9	160	220	214	122	136	68	608	326	929		193	206	224	178	225	154	633	557	1190				
Total, 1865	3	126	145	194	70	85	86	465	241	706		157	167	160	119	169	177	488	465	953				
Increase	6	34	75	20	52	51	18	138	85	223		36	39	64	59	56	145	92	237					
Decrease																								

\* As reported by the Board.

**TABLE I—CONTINUED.**  
**PUBLIC SCHOOLS. TEACHERS—PERIOD OF SERVICE, &c. (Compiled from Returns for Summer Term).**

COUNTY.	Period of Service of Teachers.										Abstract of Inspectors' Special Reports.					
	Average No. of years engaged in Teaching.	No. less than 3 years.	No. 1st Term employed.	No. never employed in any school.	No. formerly employed in other schools.	No. engaged in same school previous term.	No. whose period of service is reported.	Abstract of Inspectors' Special Reports.								
	Years. Mos.						No. regulating their work by written Table.	No. remedied defects pointed out at previous visit.	No. partially remedied.	No. failed to remedy ditto.	No. failed to sustain or fully sustain class-offense.	No. giving good and frequent "Oral Lessons."	No. giving ditto, but inferior or not sufficiently often.	No. making up arrears at "Oral Lessons."		
Cape Breton.....	6	1	34	14	24	19	42	74	5	9	16	12	12	13	44	
Victoria.....	4		28	7	14	15	24	46	4	*		4	4	3	19	
Inverness.....	5	11	40	9	12	32	33	72	3	6	19	8	18	6	33	
Richmond.....	7	1	19	13	17	7	25	46	14	8			11	7	23	
Guysborough.....	7		27	14	17	9	14	38								
Antigonish.....	5		31	6	12	23	32	61	5	11	12	2	3	4	49	
Pictou.....	3	9	71	22	28	35	51	110	46	16	41	13	35	16	50	
Cumberland.....	3	3	67	25	34	25	35	88	20	29	11	1	25	46	15	
Colchester.....	3	6	59	19	24	18	39	85	23	20	27	3	14	27	80	
Halifax.....	4	2	57	14	27	22	52	89	6	14	25	10	7	21	52	
" City.....	7	4	9		8	3	21	25	5	1	3	1	3	5		
Hants.....	4	3	43	15	22	20	37	70	25	23	20	10	10	7	48	
King's.....	3	2	45	18	20	30	25	73	10	*		3	18	16	80	
Annapolis.....	3	4	43	13	14	25	25	63	15	5	31	5	2	17	34	
Digby.....	8		18	7	8	14	18	39	24	3	14	1	20	10	8	
Yarmouth.....	3	7	26	5	7	17	24	48	43	13	8	6	7	8	15	
Shelburne.....	4		28	10	13	16	14	42	14	15	2		24	10		
Queen's.....	4	3	14	4	4	11	7	24	7	*			4	3	8	
Lunenburg.....	5	10	35	9	11	24	28	63	7	24	12	3	19	14	26	
Nova Scotia.....	4	8	699	224	316	365	546	1156	276	197	241	74	259	233	484	

No. engaged for first time, Winter Term..... 114 || No. of new Teachers during year..... 338

\* Inspector recently appointed.

**TABLE K**  
**PUBLIC SCHOOLS. FUNDS AVAILABLE.**

COUNTY.	Granted by Province.		Raised in the County.		Totals.			Total Expenditure.	Balance unexpended.
	Balances from Grants of 1895.	Grants for 1896.	Assessed as a County Rate by Law.	Raised by the people of the various Sections.	Total from Province.	Total raised in County.	Grand Total Available Funds.		
Cape Breton.....	\$ 482 61	\$ 7217 85	\$ 8793 34	\$ 9761 75	\$ 7650 46	\$ 13545 09	\$ 21195 55	\$ 21084 48	\$ 111 07
Victoria.....	.....	4417 00	1748 66	5367 12	4417 00	7115 78	11532 78	11353 59	179 19
Inverness.....	200 00	6972 25	8620 66	6614 68	7172 25	10235 34	17407 59	16941 38	466 21
Richmond.....	13 83	4744 60	2286 00	2069 62	4758 43	4355 62	9114 05	8704 21	409 84
Guysborough.....	416 48	4899 30	2347 34	5678 54	5915 98	8025 88	13341 66	13054 32	287 34
Antigonish.....	182 68	4898 50	2696 66	6255 92	5081 18	8952 58	14033 76	13978 08	55 68
Pictou.....	350 41	9237 95	5218 66	13628 50	9588 36	18847 16	28435 52	28355 74	79 78
Cumberland.....	130 62	7042 36	3542 66	9946 47	7172 98	13489 13	20662 11	20601 74	60 37
Colchester.....	130 00	6412 09	3634 66	14598 70	6542 09	13233 36	24775 45	24644 89	130 56
Halifax County.....	39 00	7615 76	4314 00	10232 16	7654 76	14546 16	22200 92	22077 70	123 16
Halifax City.....	0 00	7388 25	0 00	14487 62	7388 25	14487 62	21875 87	21875 87	0 00
Hants.....	139 00	5875 26	3166 00	10392 72	6014 26	13558 72	19572 98	19163 25	409 73
King's.....	0 00	6067 11	3396 66	11601 43	6067 11	14998 09	21065 20	21065 20	0 00
Annapolis.....	340 01	6075 22	3038 00	9673 77	6415 23	12711 77	19127 00	18613 26	513 74
Digby.....	73 00	5416 86	2674 66	8213 52	5439 86	10888 18	16378 04	16195 34	182 70
Yarmouth.....	150 00	4983 70	2801 34	19655 98	5193 70	22457 32	27591 02	27441 02	150 00
Shelburne.....	353 81	4282 03	1934 68	7569 21	4635 84	9503 89	14139 73	13871 27	268 46
Queen's.....	369 92	3869 95	1698 00	2075 72	4239 87	3773 72	8013 59	7323 67	689 92
Lunenburg.....	431 17	6928 35	3560 02	8428 64	7359 52	11988 66	19348 18	19180 52	167 66
<b>Total.....</b>	<b>3752 54</b>	<b>114344 39</b>	<b>55462 00</b>	<b>176232 07</b>	<b>118096 93</b>	<b>231714 07</b>	<b>349811 00</b>	<b>345525 59</b>	<b>4285 41</b>

\* Not settled.



**TABLE M.**  
**PUBLIC SCHOOLS. EXPENDITURE — COUNTIES AND SECTIONS.**

COUNTY.	COUNTY FUND.			FUNDS RAISED BY SECTIONS.				
	Amount Assessed, as per Table K.	Amount paid to Teachers.	Balance in County Treasury.	Raised by people of the various Sections, as per Table K.	Subscribed towards Salaries of Teachers.	Assessed for new Buildings, Repairs, &c.	Furniture and Apparatus.	Miscellaneous.
Cape Breton.....	\$ 3783 34	\$ 3776 49	\$ 6 85	\$ 9761 75	\$ 5062 40	\$ 3833 90	\$ 441 45	\$ 424 00
Victoria.....	1748 66	1748 66		5867 12	2644 00	2341 05	218 50	163 57
Inverness.....	3620 66	3620 50	0 16	6614 68	1502 90	4537 35	176 50	397 98
Richmond.....	2286 00	2286 00		2069 62	921 00	1009 12	56 50	83 00
Guysborough.....	2347 34	2287 11	60 23	5678 54	2701 80	2250 82	195 85	530 57
Antigonish.....	2696 66	2696 66		6255 92	2435 40	3307 97	144 60	367 95
Pictou.....	5218 66	5218 04	0 62	13628 50	6104 32	5839 66	743 40	941 12
Cumberland.....	3542 66	3490 26	52 40	9946 47	6126 90	3226 09	147 21	446 27
Colchester.....	3634 66	3634 39	0 27	14598 70	6648 30	6913 24	217 99	819 17
Halifax.....	4314 00	4237 04	76 96	10232 16	6506 54	2767 13	298 01	660 48
Halifax City.....	0	0	0	14487 62	6967 27	1969 13	3147 53	2403 69
Hants.....	3166 00	3166 00		10392 72	6811 36	2426 68	455 26	699 47
King's.....	3396 66	3396 66		11601 43	7733 43	2873 73	175 66	818 61
Annapolis.....	3038 00	3037 32	0 68	9673 77	5993 23	3118 77	108 44	453 33
Digby.....	2674 66	2674 66		8213 52	3247 86	3854 76	306 97	803 98
Yarmouth.....	2801 34	2801 34		19655 98	6631 07	9812 93	1326 11	1885 87
Shelburne.....	1934 68	1934 68		7569 21	3566 17	3081 65	592 18	329 21
Queen's.....	1698 00	1698 00		2075 72	1626 08	50 00	196 92	202 72
Lunenburg.....	3560 02	3554 83	5 19	8428 64	1997 73	5671 78	300 12	459 01
Total.....	55462 00	55258 64	203 36	176252 07	85227 76	68885 71	9248 70	12889 90
“ 1865.....	0	0	0		124673 00			
Increase.....	55462 00	55258 64	203 36					
Decrease.....					39445 24			

\* This Fund is now made payable to the Trustees.



TABLE O.

PUBLIC SCHOOLS. COMPETITORS FOR GRANT TO SUPERIOR SCHOOLS.

[The order of the Names in this Table is not indicative of standing. The figures attached to the names of Sections and Teachers indicate the number of times each has been successful in the competition for this grant.]

COUNTY.	No. competing.		No. successful.		SUCCESSFUL COMPETITORS.	
	Winter.	Summer.	Winter.	Summer.	Section.	Teacher.
CAPE BRETON . . . .	4	3	3	3	WINTER TERM.	
					Upper North Sydney . . . . 2	Miss E. Minard . . . . 2
					Little Bras d'Or, west . . . . 2	Miss A. Bruce . . . . 2
					Sydney Mines . . . . . 2	J. Carey . . . . . 2
					SUMMER TERM.	
					Upper North Sydney . . . . 3	Miss E. Minard . . . . 3
VICTORIA . . . . .	1	3	1	3	WINTER TERM.	
					Little Narrows . . . . . 1	G. Murray . . . . . 1
					SUMMER TERM.	
					Boulardarie . . . . . 2	Miss S. F. Baxter . . . 1
					Little Narrows . . . . . 2	G. Murray . . . . . 2
					L. Washabukt . . . . . 1	J. J. Cameron . . . . 1
INVERNESS . . . . .	4	3	4	2	WINTER TERM.	
					Port Hood . . . . . 2	A. McEachen . . . . . 1
					Hillsborough . . . . . 1	A. K. McLean . . . . . 1
					Broad Cove Intervale . . . 2	J. Y. Gunn . . . . . 2
					Ingraham's Brook . . . . . 1	J. H. McLeod . . . . 2
					SUMMER TERM.	
RICHMOND . . . . .	4	4	0	0	Grant appropriated to aid poor sections in providing school-houses, &c.	
					WINTER TERM.	
GUYSBOROUGH . . . .	2	3	2	2	WINTER TERM.	
					East River . . . . . 2	J. Campbell . . . . . 2
					Sherbrooke . . . . . 2	J. D. Copeland . . . . 1
					SUMMER TERM.	
					Sherbrooke . . . . . 3	J. D. Copeland . . . . 2
					Cape Canso . . . . . 3	G. W. Copeland . . . . 1

TABLE O.—PUBLIC SCHOOLS.

*Competitors for Grant to Superior Schools—Continued.*

COUNTY.	No. competing.		No. successful.		SUCCESSFUL COMPETITORS.	
	Winter.	Summer.	Winter.	Summer.	Section.	Teacher.
ANTIGONISH .....	4	3	4	3	WINTER TERM.	
					St. Andrews.....3	M. J. McNeil.....1
					Fraser's Mills.....2	H. McPherson.....2
					Arisaig.....3	L. McInnes.....3
	Big Brook.....1	J. C. Boyd.....1			SUMMER TERM.	
	St. Andrew's.....4	M. J. McNeil.....2			Fraser's Mills.....3	H. McPherson.....3
	Arisaig.....4	L. McInnes.....4				
					WINTER TERM.	
PICTOU .....	2	6	2	2	River John.....3	R. McLean.....3
					New Glasgow.....3	D. McDonald.....3
					SUMMER TERM.	
	River John.....4	R. McLean.....4			New Glasgow.....4	D. McDonald.....4
					WINTER TERM.	
	CUMBERLAND .....	6	4	4	4	Pugwash.....3
Advocate Harbor.....3						James McCabe.....3
Minudie.....1						George Ross.....1
Six Mile Road.....2						H. Mackenzie.....1
					SUMMER TERM.	
Minudie.....2		George Ross.....2			Pugwash River.....1	Norman Logan.....1
River Hebert.....1		E. M. Rand, B. A.....3			Pugwash.....4	D. Macaulay.....3
					WINTER TERM.	
COLCHESTER. ....	5	5	4	4	South Branch.....3	Miss R. A. Newcomb.3
					Central Onslow.....1	A. W. Franks.....1
					Great Village.....3	W. D. Corbett.....1
					Acadian Mines.....3	J. B. Jefferson.....3
					SUMMER TERM.	
	South Branch.....4	Miss R. A. Newcomb.4			Upper Onslow.....1	Miss M. A. Hamilton.1
	Acadian Mines.....4	J. B. Jefferson.....4			Great Village.....4	W. D. Corbett.....2



TABLE O.—PUBLIC SCHOOLS.

Competitors for Grant to Superior Schools—Continued.

COUNTY.	No. competing.		No. successful.		SUCCESSFUL COMPETITORS.	
	Winter.	Summer.	Winter.	Summer.	Section.	Teacher.
HALIFAX .....	4	7	4	4	WINTER TERM.	
					Gladwin.....1	Miss H. E. Christie..1
					Hammond's Plains.....2	J. B. Greenough....2
					Landell's.....2	C. L. Hamilton....2
					Little River.....2	W. Cruikshank ....1
					SUMMER TERM.	
					Gladwin.....2	Miss H. E. Christie..2
					Landell's.....3	C. L. Hamilton ....3
					Hammond's Plains.....3	J. B. Greenough....3
					Henry's.....1	S. Archibald.....1
HANTS .....	7	5	4	3	WINTER TERM.	
					Hantsport.....3	J. W. Morris.....3
					Upper Selmah.....2	S. Fisk.....1
					Avondale.....3	S. Whiston.....1
					Walton.....2	L. Parker.....1
					SUMMER TERM.	
					Upper Selmah.....2	S. Fisk.....2
					Avondale.....4	S. Whiston.....2
					Hantsport.....4	J. W. Morris.....4
					KINGS.....	6
Kentville.....1	A. Fisk, B. A.....1					
Upper Church street...1	A. McKay.....1					
Somerset.....1	N. T. Baker.....1					
Piedmont.....1	J. L. Brown.....1					
SUMMER TERM.						
Piedmont.....2	J. L. Brown.....2					
Somerset.....2	N. T. Baker.....2					
Kentville.....2	A. Fisk, B. A.....2					
Upper Church street...2	A. McKay.....2					
ANNAPOLIS.....	5	5	4	4	WINTER TERM.	
					Melvern.....2	Henry Munro.....2
					Union.....2	M. J. Lyons.....3
					Rectory.....3	C. S. Phinney.....3
					Lequille.....3	A. Fullerton.....3
					SUMMER TERM.	
					Rectory.....4	C. S. Phinney.....4
					Paradise.....1	J. F. Tufts.....1
					Lequille.....4	A. Fullerton.....4
					Karsdale.....1	C. W. Hiltz.....1

TABLE O.—PUBLIC SCHOOLS.

*Competitors for Grant to Superior Schools—Continued.*

COUNTY.	No. competing.		No. successful.		SUCCESSFUL COMPETITORS.	
	Winter.	Summer.	Winter.	Summer.	Section.	Teacher.
DIGBY.....	6	4	4	4	WINTER TERM.	
					Little River.....1	B. Havey.....2
					Weymouth.....2	O. Johnston.....2
					Bear River.....3	C. E. Gilliland.....3
					Beaver River.....3	S. Hilton.....1
					SUMMER TERM.	
					Weymouth.....3	O. Johnston.....3
					Sandy Cove.....1	G. F. Campbell.....3
					Beaver River.....4	C. E. Gilliland.....4
					Little River.....2	B. Havey.....3
YARMOUTH.....	4	4	4	4	WINTER TERM.	
					Milton.....1	H. Condon.....3
					Pleasant Valley.....2	N. Sanders.....2
					Salem.....1	R. Woodworth.....1
					Central Kempville.....2	A. Gayton.....2
					SUMMER TERM.	
					Central Kempville.....3	A. Gayton.....3
					Pleasant Valley.....3	N. Sanders.....3
					Salem.....2	R. Woodworth.....2
					Milton.....2	H. Condon.....4
SHELBURNE.....	4	3	4	3	WINTER TERM.	
					Hibbert's Brook.....1	A. C. A. Doane.....3
					Barr. Passage.....1	J. H. Munro.....3
					Clyde River.....3	J. A. Doane.....1
					Jordan Bay.....1	S. H. Cox.....1
					SUMMER TERM.	
					Locke's Island.....3	J. H. McDonald.....1
					Barr. Passage.....2	J. H. Munro.....4
					Hibbert's Brook.....2	A. C. A. Doane.....4
					QUEENS.....	1
Arbordale.....1	A. Cohoon.....1					
SUMMER TERM.						
Arbordale.....2	A. Cohoon.....2					
LUNENBURG.....	1	2	1	2	WINTER TERM.	
					Chester.....1	William Shore.....2
					SUMMER TERM.	
					Chester.....2	William Shore.....3
					Petite Reviere.....1	D. Reiser.....1
Total, 1866..	70	71	54	52		
Total, 1865..	56	69	43	57		
Increase.....	14	2	11	.....		
Decrease.....	.....	.....	.....	5		

TABLE P.  
PUBLIC SCHOOLS. COUNTY ACADEMIES.

ACADEMY.	HEAD MASTER.	No. of Teachers.	Number of Pupils.		Number Studying the Languages.												Fino Arts.			
			Winter.	Summer.	English.			Latin.			Greek.			French.			Music.	Drawing.	Penmanship.	
					Reading and Elocution.	Spelling.	Grammar and Analysis.	Composition.	Rhetoric.	Rudiments.	Translating authors.	Total studying Latin.	Rudiments.	Translating authors.	Total studying Greek.	Colloquial.				Translating authors.
1. Cape Breton.....	H. C. Reed, B. A.....	4	196	210	206	206	107	10			8	1	9	1	18	18	4	87	187	
2. Victoria.....	George E. Tufts, B. A.....	2	76	87	85	51					14	2	16	2	4	4	87	62	62	
3. Richmond.....	A. McIsaac.....	3	180	139	139	80					8	6	8		70	34	34	10	109	
4. Guysborough.....	Burpe Lynds.....	4	177	176	175	97					17	4	21	1	23	17	26	91	145	
5. Cumberland.....	J. T. Mellish.....	4	190	192	183	137					20	20	23	1	28	11	34	59	175	
6. Annapolis.....	S. McCully.....	2	120	*	120	120					47	1	47		3	3			87	
7. Digby.....	D. W. Elder.....	3	* 165	138	138	45					3	2	3						148	
8. Shelburne.....	C. McLeod.....	3	190	214	214	12					4	1	5						60	
9. Queen's.....	N. Smith.....	4	172	249	249	100					17	8	20	4					123	
10. Lunenburg.....	F. W. George, M. A.....	4	298	268	268	208					1	5	6	2	11	11			228	
		33	1599	1698	1786	1777	957	310	32	139	50	158	8	3	11	152	76	622	295	1489

\* Not in operation during this Term.

COUNTY ACADEMIES—(Continued.)

ACADEMY.	HEAD MASTER.	Mathematics.										Geography.			History.				Elements of Natural Sciences.				Other Branches.			
		Arithmetic.	Algebra.	Geometry.	Trigonom'y	Navigation.	Surveying.	Modern.	Ancient.	Use of Globes	British American.	British.	Grecian.	Roman.	Outlines of Universal.	Chemistry.	Botany.	Astronomy.	Total studying Natural Sciences.	Natural Philosophy.	Chemistry applied to Agriculture.	Keeping of Accounts.				
1. Cape Breton.....	H. C. Creed, B. A.....	191	8	6	3			114		*		17			19				14	14	17					
2. Victoria.....	George E. Tufts, B. A.....	60	6	4	2			66		*		9			9				8							
3. Richmond.....	A. McIsaac.....	141	15	8	3			69		*		9			39				8							
4. Guysborough.....	Burpe Lynds.....	101	29	6	1			73		*		31			31				29	31	32	6				
5. Cumberland.....	J. T. Mellish.....	192	25	20				113		*		59			44				36	36	32	14				
6. Annapolis.....	S. McCully.....	92	8	12				120		*																
7. Digby.....	D. W. Elder.....	126	6	3				54		*																
8. Shelburne.....	C. McLeod.....	157		8				79		*		23														
9. Queen's.....	N. Smith.....	198	32	22				104		*		32							12	12	12					
10. Lunenburg.....	F. W. George, M. A.....	257	23	34				267		*		53							45	45	45					
		1515	152	123	9	10	3	1059	8		193	224	61	67	6	79	108	188	73	6	18					

**TABLE Q.**  
**PROVINCIAL NORMAL AND MODEL SCHOOLS.**

	STUDENTS AND PUPILS.				PROVINCIAL GRANT.					
	No. in Attendance.		No. awarded Licenses.		Salaries.	Unwithdrawn salary of English and Class Teacher, appropriated for Furniture and Library.	Contingencies, Books, Fuel, &c.	Repairs.	Insurance on Buildings.	Total.
	Winter.	Summer.	Close of Winter Term.	Close of Sum. Term.						
Normal College.....	77	89	49	26	2900	.....	400	...	32.50	\$8882.50
Model Schools.....	269	272	....	....	800	.....	....	50	32.50	882.50
Total, 1866.....	346	311	46	26	3700	.....	400	50	65.00	4215.00
Total, 1865.....	332	297	45	26	2900	.....	400	50	65.00	3815.00
Increase.....	14	14	1	....	800	.....	....	....	.....	400.00
Decrease.....	....	....	....	....	....	.....	....	....	.....	.....

TABLE R.  
SPECIAL ACADEMIES.

ACADEMY.	PRINCIPAL.	Instructors.				No. of Pupils, their Age, &c.								Expenses.						
		No. Regular Teachers.		No. Regular Assistants.		No. Assistants engaged part of time for Special Branches.		No. of new Pupils for year.	No. former Pupils 2d year of attendance.	No. former Pupils 3d year or upwards.	Whole No. Boarders during year.	Average No. Boarders during year.	No. Pupils belonging to Nova Scotia.	No. from other Countries.	No. of Pupils under 15 years of age.	No. of Pupils 15 years of age and upwards.	Average Age of Pupils.	Annual Tuition Fee, advanced Pupils.	Cost of Board per week.	No. of weeks in Session during year.
		M.	F.	M.	F.	M.	F.									Y.	M.			
Pictou Academy	H. Bayne	4	4	1	2	1	2	176	99	64	24	15	331	8	236	14	8	\$ 002	50	45
Mount Allison Academy	H. Pickard, D. D.	5	4	1	2	1	2	85	29	16	96	70	41	89	19	111	17	302	50	41
Horton Academy	Rev. T. A. Higgins, M. A.	2	2	1	2	1	2	40	37	18	84	63	138	15	54	99	16	202	00	40
Yarmouth Seminary	J. A. McLellan, M. A.	4	7	1	2	1	2	133	409	44	39	30	536	6	418	124	302	50	42	
Halifax Grammar School	E. Gilpin, D. D.	2	3	1	2	1	2	61	66	19	34	33	66	6	19	20	40	1	80	44
Inst. for Deaf and Dumb	J. S. Hutton	13	1	4	2	1	2	5	15	19	84	33	33	6	19	20	15	1	80	44
Total		20	13	1	4	2	1	439	589	117	282	187	1145	124	746	457				

\* Three of these devoted a portion of their time to classes in the College.

SPECIAL ACADEMIES — (Continued).

ACADEMY.	No. Studying the Languages.										Fine Arts.			Mathematics.												
	English.			Latin.			Greek.			Modern Languages.				Music.	Drawing.	Penmanship.	Arithmetic.	Algebra.	Geometry.	Trigonometry.	Navigation.	Surveying.	Other Mathematical Branches.			
	Reading and Elocution.	Spelling.	Grammar and Analysis.	Composition.	Rhetoric.	Rudiments.	Translating authors.	Total studying Latin.	Rudiments.	Translating authors.	Total studying Greek.	French (colloquial).	Translating French authors.	Other Mod'n Languages.	Total studying Modern Languages.											
Pictou Academy	245	245	218	188	0	8	5	42	8	13	13	28	43	23	23	121	12	235	281	75	53	28	12	4	8	
Mt. Allison Wesleyan Academy	101	70	74	126	10	13	5	46	13	18	37	37	48	45	45	59	25	85	85	45	24	20	17	17	28	
Horton Academy	110	123	77	145	10	12	24	73	12	36	25	25	5	25	25	21	12	73	87	41	27	14	3	9	6	
Yarmouth Seminary	350	380	321	160	51	3	9	64	3	12	40	40	9	75	75	21	77	375	824	375	144	42	26	...	12	
Halifax Grammar School	66	60	46	25	...	1	5	30	1	6	6	9	2	11	11	...	2	66	66	15	13	8	...	...	...	
Institution for Deaf and Dumb	...	35	3	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35	35	...	...	...	...	...	...
Total	872	913	739	659	71	37	48	255	37	85	125	117	21	179	179	222	128	869	929	480	261	112	58	30	44	

**TABLE R.**  
**SPECIAL ACADEMIES — (Continued).**

ACADEMY.	Geography.			History.				Elements of Natural Sciences.				Other Branches.						Prizes.					
	Modern.	Ancient.	Uses of Globes.	British American.	British.	Grecian.	Roman.	Outlines of Universal.	Chemistry.	Botany.	Zoology.	Mineralogy and Geology.	Astronomy.	Total studying Natural Sciences.	Natural Philosophy.	Chemistry applied to Agriculture.	Elements of Political Economy.	Elements of Logic.	Elements of Moral Science.	Keeping of Accounts.	Cricket.	No. awarded during year.	Value of Prizes awarded during year.
Pictou Academy	235	14	8	123	8	5	13	74	5	10	3	11	26	23	23	.....	.....	.....	.....	.....	.....	72	\$ 65
Mount Allison Academy	44	.....	.....	.....	16	5	15	.....	6	15	.....	3	26	23	.....	.....	.....	.....	.....	.....	.....	.....	.....
Horton Academy	60	8	5	20	53	30	30	.....	6	15	.....	15	36	35	.....	.....	.....	.....	.....	.....	.....	.....	.....
Yarmouth Seminary	320	34	240	220	320	26	60	30	40	.....	16	24	64	49	.....	.....	.....	.....	.....	.....	.....	.....	.....
Halifax Grammar School	60	5	.....	.....	26	.....	20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40
Institution for Deaf and Dumb	18	.....	.....	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Total</b>	<b>737</b>	<b>61</b>	<b>253</b>	<b>363</b>	<b>427</b>	<b>61</b>	<b>118</b>	<b>124</b>	<b>51</b>	<b>25</b>	<b>19</b>	<b>50</b>	<b>126</b>	<b>129</b>	<b>17</b>	<b>101</b>	<b>23</b>	<b>17</b>	<b>101</b>	<b>23</b>	<b>72</b>	<b>105</b>	

**SPECIAL ACADEMIES — (Continued).**

ACADEMY.	Rooms, &c.		Library and Apparatus.				Income.			Expenditure.						Total.				
	No. of School rooms and Class rooms.	No. of Rooms for Boarding Pupils.	Style of Desks.	No. of bound Vols. added to Library.	Total No. of bound Vols. in Library.	No. Globes.	No. good Wall Maps.	No. Ato. Dictionaries and Gazetteers.	Estimated Cash value of other Appar.	Estimated Cash value of all Apparatus.	From Fees and Contributions.	From Rents and Invested Funds, &c.	Provincial Grant.	Total.	Salaries of Instructors.		Average of Salaries.	Expended on Buildings and Repairs.	Expended for Books and Apparatus.	Miscellaneous.
Pictou Academy	4	0	"Dawson" & Patent	5	600	9	26	3	\$300	\$200	\$500	\$750	\$1000	\$2250	\$1850	\$492.50	\$800	\$40	\$100	\$2790
Mount Allison Academy	11	50	Patent	.....	.....	2	8	.....	500	.....	†3652	.....	†3375	7027	5400	450.00	964	1407	479	8250
Horton Academy	6	45	Patent	25	380	2	21	2	200	433	2143	.....	1000	3143	2803	400.00	1055	30	40	3928
Yarmouth Seminary	12	.....	Patent	.....	.....	3	64	6	720	.....	4052	.....	1958	6010	4250	380.00	600	450	710	6010
Halifax Grammar School	1	.....	Old style.	.....	.....	.....	.....	.....	.....	.....	1684	.....	600	2284	2044	.....	6116	.....	.....	[8160]
Inst. for Deaf and Dumb	2	5	Made on premises.	0	40	2	15	2	240	.....	2334	121	2200	4535	.....	.....	.....	.....	.....	.....
<b>Total</b>	<b>36</b>	<b>100</b>	.....	<b>30</b>	<b>1020</b>	<b>12</b>	<b>134</b>	<b>13</b>	<b>300</b>	<b>2093</b>	<b>14365</b>	<b>871</b>	<b>10133</b>	<b>25240</b>	<b>16347</b>	<b>9535</b>	<b>1927</b>	<b>1320</b>	<b>20198</b>	

\* This does not include the sums which this Institution, being free to the whole Country, received from the ordinary grants.

† This includes amounts received from Pupils for Books, &c.

‡ The Grant from this Province was \$1,000.

§ This includes \$958 received from the Public School Funds by the Teachers of the six Lower Departments, which are Free.

|| This includes \$20 from New Brunswick.

The items given in Table A. are corrected in accordance with these notes; the figures there given are also adjusted so as to include, for the Mt. Allison Institution, only the pupils belonging to Nova Scotia, and one-half the expenditure.

**TABLE S.**  
**COLLEGES.—(For Explanations, see p. 40.)**

(NOTE.—Some of the figures given in this Table do not seem to harmonize, but are given as in Returns.)

COLLEGE.	PRESIDENT.	Historical.		Instructors.		Undergraduates.				Taking partial course.				No. graduated B. A. in course during year.	No. Matriculated for full course during year.	Minimum age for Matriculates. Yrs.	No. of years' study embraced in course.	No. of weeks given as a vacation each year.	Amount of Fees for course and Degrees of B. A.	No. studying under Scholarship.
		When founded. A.D.	Total No. matriculated for Undergraduate course.	Total No. graduated B. A. in course.	No. of Professors.	No. of Tutors.	Freshmen (or 1st year.)	Sophomores (or 2d year.)	Juniors (or 3d year.)	Seniors (or 4th year.)	Total	In attendance less than a year.	More than 1 year and less than 2 years.							
King's.....	G. McCawley, S. T. P.	1788	502	271	5	1	5	6	15	4	26	2	0	1	3	8	15	1010	209	2
Dalhousie.....	J. Ross, D. D.	1820	62	2	6	1	12	6	7	3	28	11	0	11	28	12	18	27	0	27
Acadia.....	J. M. Cramp, D. D.	1838	240	87	4	0	7	13	4	6	30	4	3	7	6	8	16	100	80	0
St. Francis Xavier's.....	D. McGregor, D. D.	1854	1	0	4	0	0	0	0	0	0	0	15	37	52	1	10	0	0	0
Mount Allison.....	H. Pickard, D. D.	1862	28	13	5	0	6	7	6	0	19	6	6	0	12	6	10	130	0	190
St. Mary's.....	Rev. T. V. Allen	.....	833	373	5	2	30	32	32	13	103	12	24	49	180	20	35	.....	.....	.....
<b>Total.....</b>																				

\* Three of these devoted a portion of their time to classes in the Mount Allison Academy.

**COLLEGES—(Continued.)**

COLLEGES.	PRESIDENT.	Prizes.		Library.		Estimated cash value of Apparatus.		Endowment.		Income.			Expenditure.			Total.		
		No. awarded during year.	Value of Prizes awarded during year.	No. of bound Volumes added during year.	Total No. of bound Vols.	Total value of Apparatus.	Value of Real Estate owned.	Funds invested.	Total.	From Real Estate.	From Fees, Contributions, &c.	Provincial Grant.	Salaries.	Expended in erecting or improving Buildings*.	Miscellaneous.			
King's.....	G. McCawley, S. T. P.	7	\$190	20	5800	\$4500	\$92715	\$92715	\$2715	\$0	.....	\$1400	\$6903	\$5600	\$0	\$956	\$6556	
Dalhousie.....	J. Ross, D. D.	15	100	0	0	1700	52100	50000	102100	800	0	1000	4990	4200	0	416	4616	
Acadia.....	J. M. Cramp, D. D.	0	0	65	2900	600	38000	24000	62000	697	\$986	400	4185	3400	698	235	4888	
St. Francis Xavier's.....	D. McGregor, D. D.	0	0	20	2000	480	0	0	0	0	168	1400	1568	1440	0	102	[1542]	
Mount Allison.....	H. Pickard, D. D.	2	30	3000	500	500	10000	15000	25000	600	1357	400	2357	2357	0	0	2357	
St. Mary's.....	Rev. T. V. Allen	.....	.....	.....	.....	.....	.....	.....	.....	.....	670	1400	1670	.....	.....	.....	[1610]	
<b>Total.....</b>		<b>24</b>	<b>820</b>	<b>105</b>	<b>13700</b>	<b>7760</b>	<b>192815</b>	<b>89000</b>	<b>231815</b>	<b>11295</b>	<b>1497</b>	<b>3181</b>	<b>6000</b>	<b>21273</b>	<b>16997</b>	<b>698</b>	<b>1709</b>	<b>21014</b>

**Return of St. Mary's College.**

The President of St. Mary's College begs leave to submit the following Returns for the Collegiate year ending December 31st, 1860:

1. Provincial Grant.....	\$ 1400 00
2. Average number of Pupils on roll.....	.....
3. Average daily attendance.....	.....
4. Amount of fees received from Pupils.....	\$ 670 00
5. Average sum paid by each Pupil.....	9 00
6. Amount of income derived from all sources during the year.....	1670 00
7. Salaries and incidental expenses.....	\$ 1010 00
8. There are a President and four Professors.....	.....
9. The course comprises Greek, Latin, French, Logic, History, Globes, Geometry, Algebra, Natural Philosophy, Drawing, and the practical Sciences.....	.....
10. Number of school days during the year.....	230

To the Honorable Provincial Secretary, &c., &c., &c.

## TABLE S.

## COLLEGES — (Continued).

*Explanations appended by the Presidents and Secretaries of the Colleges to their several returns.*

UNIVERSITY OF KING'S COLLEGE.—<sup>1</sup> “*Theoretically* the Fees for a B. A. Course vary from \$101 to \$200, according to the number of Lectures attended. *Practically* the Fees are *nothing* as for many years all the Students have held nominations of which there are some eighty.

<sup>2</sup> “All the Students have nominations which exempt them from payment of Fees. Besides these there were eleven holders of Scholarships varying from \$120 per annum to \$160.”

DALHOUSIE COLLEGE.—<sup>3</sup> “Though the College was originally founded under an Act passed in 1820, it only received its present organization under an Act passed in 1863.

<sup>4</sup> “Class Fees are the perquisite of the several professors, and consequently no returns are made to the Board of their amount.

<sup>5</sup> “The College Staff is composed of six Professors and a Tutor of Modern Languages. Of this number only three of the Professors and the Tutor of Modern Languages are paid out of the College funds; two of the other three Professors being paid by the Presbyterian Church of the Lower Provinces B. N. A.; and the remaining one by the Established Church of Scotland in Nova Scotia and Prince Edward Island.”

ACADIA COLLEGE.—<sup>6</sup> “The Annual Fees for a Student not studying under a Scholarship is \$24.00. Practically there are no Fees paid, since Scholarships are always to be obtained without difficulty. The Fees for degree B. A. is \$4.00.

<sup>7</sup> “Under ‘funds invested’ are included the following items: Mortgages, \$20,612; Provincial Debentures, \$6,500; Notes considered good, \$10,888. It is proposed to raise the endowment to \$80,000.

“The only fund available for the Library is one-half of the annual interest of a Legacy (\$4000) bequeathed by the late William DeWolfe, Esq., of Liverpool.

“Some prizes, it is hoped, will shortly be offered.”

ST. FRANCIS XAVIER'S COLLEGE.—“*History.*—The Seminary and College of St. Francis Xavier were founded in the early years of his Episcopate, by His Lordship the Bishop of Arichat, with the two-fold view of training young men for the Priesthood, and of putting the means of a superior secular education within the reach of the youth of Eastern Nova Scotia and the Island of Cape Breton. The institution has always been to him an object of especial care and interest, sustained in usefulness to a considerable extent by his own private resources. The best available talent he has ever made it a duty to secure for the chairs of the different branches of science taught. \* \* \* \* \*

*Sessions.*—“The Scholastic year is divided into two Sessions, one extending from the first Tuesday of September to the 21st day of December; the other beginning on the 7th day of January, and ending on the first Tuesday in July of each year.”

*Degrees.*—“On one pupil has only the degree of M. A. been conferred, partly because the power of conferring degrees was granted only during the last session of the Legislature, and partly because the authorities of the College have not yet permanently decided the specific subjects of examination, length of course, etc., etc., independent of extraordinary proficiency necessary to its attainment.”

*Literary Arrangement.*—“The discipline of the Seminary, the arrangement of studies, and the method of teaching, are assimilated as much as possible to the procedure adopted in Catholic Colleges on the continent of Europe, in which the head Professors have received their education, consequently the distinction usual in English Colleges into Freshmen, etc., are nominally unknown, though virtually observed.”

MOUNT ALLISON COLLEGE.—“The Mount Allison College and the Academy are under the control of the same Board of Trustees, and they have been managed as having interests identical rather than distinct. The accounts of the two have been to a great extent blended.

“The Library of the Institution, containing about 3000 volumes, is used in common by the students of both College and Academy. The apparatus, which should be considered as properly belonging to the Academy, has been used to aid in the instruction of the College classes. Until the fire of the 16th January last, it answered tolerably well for all branches of the institution; but at that time several of the more valuable articles were destroyed, so that the present cash value of the apparatus is probably not much more than \$500, the sum given in the Table. For the reason above mentioned, it is not easy to make out Returns for the College distinct from the Academy, which will fairly exhibit its status.”



## TABLE T.

## SUMMARY OF PROVINCIAL GRANTS FOR EDUCATION, 1866.

## Public Schools:—

Common .....	\$90,000 00
Superior .....	7,200 00
Academic .....	6,600 00
Normal and Model Schools.....	4,215 00
Books and Apparatus .....	4,855 72
Inspector's, besides Commissions, (included in Table L.) .....	4,479 50
Examiners, District.....	1,392 06
" Provincial.....	191 38
Travelling expenses Teachers attending Normal School.....	514 85
College and Special Academies.....	12,600 00
	\$131,078 51

*Add*

Interest on \$27,731 loaned to the several Counties, as provided by Law, from May 1st to November 1st .....	\$1,663 86
Printing:—3000 copies Report; 10,000 copies Law and Comments, School Returns, Cheques, Licenses, Distribution Sheets, Cir- culars, &c.....	\$1,879 00
Salary of Superintendent.....	1,200 00
Salary of Clerk.....	600 00
Travelling Expenses of Superintendent, and Contingencies of office..	400 00
	\$5,742 86
Total expenditure.....	\$136,821 37



# ESTIMATE.

## ASSETS 30TH SEPTEMBER, 1866.

Balance in hands of Receiver General .....	\$ 118,832 40
“ Due from Casual Revenue.....	68,488 49
“ “ Collectors Colonial Revenue .....	93,480 08
“ “ Brewers of Ale and Porter .....	6,351 77
“ “ Manufacturers of Tobacco .....	1,286 91
“ “ Canada, New Brunswick, and P. E. Island...	12,595 76
“ “ Counties for Road Advances .....	13,029 96
“ “ Hospital for Insane.....	41,484 27
“ “ Railway Department .....	23,146 05
“ “ Post Office Department .....	2,592 00
“ “ Militia Department.....	19,673 28
“ “ Counties for Railway Damages .....	3,806 05
“ “ Board of Works .....	12,121 00
	\$ 416,889 05

## LIABILITIES OF THE PROVINCE 30TH SEPT. 1866.

For Services per Abstract A.....	\$ 343,723 05
“ “ B.....	5,811 00
	349,534 05
Balance of Assets 30th September, 1866.....	\$ 67,355 00

## PROBABLE REVENUE OF 1867.

Customs and Excise Duties, to 30th June.....	\$ 850,000 00
Light Duty .....	25,000 00
Post Office Revenue .....	30,000 00
Railway Revenue .....	150,000 00
Crown Land Revenue, to 30th September .....	40,000 00
Gold Mines .....	15,000 00
Coal Mines .....	70,000 00
Hospital for Insane.....	20,000 00
	1,200,000 00
Add one-fourth annual contribution from Gen- eral Government.....	81,000 00
	1,281,000 00
	\$ 1,348,355 00

## ESTIMATED EXPENDITURE FOR 1867.

Authorized by existing Laws .....	\$ 455,995 00
To be voted by the Legislature.....	869,789 00
	\$ 1,325,784 00

**ABSTRACT A.**

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LIABILITIES 30TH SEPTEMBER, 1866.

Civil List.....	\$ 11225 00
Board of Works .....	36417 68
Board of Statistics.....	883 12
Crown Land Department.....	4000 00
Distressed Seamen.....	150 00
Drawbacks .....	3861 00
Education .....	21578 38
Interest .....	17896 00
Do. Railway Loan.....	73500 00
Indians .....	1066 80
Immigration .....	1500 00
Mines Department.....	500 00
Miscellaneous .....	3384 00
Navigation Securities .....	13283 62
Public Printing .....	1415 75
Poors' Asylum .....	3042 90
Railway Construction .....	21696 15
Revenue Expenses.....	23448 87
Road Compensation.....	202 50
Roads and Bridges .....	77738 49
Steamboats, Packets, and Ferries.....	23194 00
Transient Poor.....	3738 50
	<u>\$ 343723 05</u>

**ABSTRACT B.**

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Indian Reserves .....	\$ 1811 00
Militia Arms .....	4000 00
	<u>\$ 5811 00</u>

CLASSIFICATION AND DISTRIBUTION

OF THE

FOREGOING ESTIMATED EXPENDITURE.

HEADS AND ITEMS OF EXPENDITURE.	Authorized by Law.	To be Voted by the Legislature.
CIVIL LIST, to 30th June.		
<i>Authorized by Law.</i>		
The Lieutenant-Governor.....Salary.....	\$11250	
The Chief Justice.....do.....	2400	
The Judge in Equity.....do.....	2400	
Assistant Judge.....do.....	2438	
Do. do. ....do.....	2100	
Do. do. ....do.....	2100	
Do. do. ....do.....	2100	
Provincial Secretary .....do.....	2100	
Receiver General.....do.....	1800	
Financial Secretary .....do.....	1800	
Attorney General.....do.....	1500	
Solicitor General .....do.....	375	
First Clerk to Receiver General.....do.....	750	
Do. to Financial Secretary...do.....	600	
Private Secretary to Lieutenant-Governor.....	937	
John G. Marshall.....Pension.....	900	
William Q. Sawers .....do.....	900	
Henry W. Crawley .....do.....	900	
John Spry Morris .....do.....	900	
	<hr/> 38250	
<i>Carried forward</i> .....	38250	

HEADS AND ITEMS OF EXPENDITURE.	Authorized by Law.	To be Voted by the Legislature.
<i>Brought forward</i> .....	\$ 38250	
CIVIL LIST—Continued.		
<i>To be Voted.</i>		
First Clerk Provincial Secretary's Office .....	1200	
Second do.....do.....	675	
First Clerk Receiver General's Office, additional....	150	
Second do.....do.....	900	
First Clerk Financial Secretary's Office, additional..	600	
Second do.....do.....	450	
Clerk of Crown .....	300	
Contingencies, Provincial Secretary's Office.....	375	
Do. Financial Secretary's Office.....	225	
Do. Receiver General's Office.....	150	
One quarter Civil List under Local Government..	4000	
AGRICULTURE, to 30th Sept.		9025
<i>Authorized by Law.</i>		
Central Board.....	2000	
County Societies.....	4000	
	6000	
BOARD OF STATISTICS, to 30th June.		
<i>Authorized by Law</i> .....	3000	
<i>To be Voted</i> .....		2000
CRIMINAL PROSECUTIONS, to 30th June.		
<i>Authorized by Law</i> .....	2000	
CORONERS' INQUESTS, to 30th Sept.		
<i>Authorized by Law</i> .....	1500	
<i>Carried forward</i> .....	50750	11025

HEADS AND ITEMS OF EXPENDITURE.	Authorized by Law.	To be Voted by the Legislature.
<i>Brought forward</i> .....	\$ 50750	\$ 11025
CROWN LAND DEPARTMENT, to 30th Sept.		
<i>Authorized by Law.</i>		
Commissioner of Crown Land's Salary.....	2000	
First Clerk do. do. ....	1000	
Second do. do. do. ....	800	
Third do. do. do. ....	400	
	<u>4200</u>	
<i>To be Voted.</i>		
First Clerk do. do. additional ...	400	
Third Clerk do. do. additional ...	200	
Fourth do. do. do. ....	800	
Fifth do. do. do. ....	600	
Contingencies .....	200	
Current expenses.....	<u>10000</u>	12200
DEPARTMENT OF MINES, to 30th Sept.		
<i>Authorized by Law.</i>		
Chief Commissioner .....Salary.....	2000	
Deputy Commissioner .....do.....	1095	
Deputy Commissioner's, Return Royalty, &c.....	<u>6700</u>	
	9795	4355
<i>To be Voted</i> .....		
DISTRESSED SEAMEN, to 30th Sept.		
<i>To be Voted</i> .....		400
DEBT, to 30th June.		
<i>Authorized by Law.</i>		
Interest due Savings' Bank Depositors, holders of Railway Debentures, and Commissions to Messrs. Barings.....	295100	
<i>Carried forward</i> .....	<u>359845</u>	<u>27980</u>

HEADS AND ITEMS OF EXPENDITURE.	Authorized by Law.	To be Voted by the Legislature.
<i>Brought forward</i> .....	\$ 359845	\$ 27980
EDUCATION, to 30th September.		
<i>Authorized by Law.</i>		
Teachers, Common Schools.....	45000	
Trustees County Academics.....	3300	
Superior Schools.....	3600	
Libraries.....	800	
Inspectors and District Examiners.....	5500	
Trav'g Exp's, Teachers to and from Normal School	250	
Principal of the Normal School.....	900	
Teacher do.....	600	
Do. do.....	600	
Contingencies, Books, Fuel, &c.....	200	
Teachers Model Schools.....	600	
Provincial Examiners.....	200	
Registers, Returns, and other Forms.....	600	
Superintendent of Education.....	1200	
Travelling expenses...do.....	400	
	<hr/> 63750	
<i>To be Voted.</i>		
King's College.....	1050	
St. Mary's College.....	1050	
Horton Academy and Acadia College.....	1050	
Sackville Academy and College.....	1050	
St. Francis Xavier's College.....	1050	
Dalhousie College.....	750	
Pictou Academy.....	750	
	<hr/> 6750	
<i>Continued</i> .....	<hr/> 423595	<hr/> 27980
<i>Carried forward</i> .....		



HEADS AND ITEMS OF EXPENDITURE.	Authorized by Law.	To be Voted by the Legislature.
<i>Brought forward</i> .....	\$ 423595	\$ 27980
EDUCATION—Continued.....6750		
Yarmouth Academy .....	750	
Deaf and Dumb Institution .....	1500	
Halifax Grammar School .....	450	
Infant School, Halifax.....	150	
Industrial School, Pictou .....	75	
School at African Settlement .....	60	
Do. at St. Paul's Island.....	80	
Teacher of Music for Normal School .....	75	
Repairs to Model School.....	50	
Insurance Normal and Model Schools.....	65	
Clerk Education Office .....	800	
INDIANS, to 30th Sept.		10805
<i>To be Voted.</i>		
Relief of Indians.....	1200	
<i>Upon certificate that one half the following amounts have been assessed and paid by County :</i>		
Overseers Poor, Wentworth, Co. Cum'd. 18 00	9 00	
Do. Cornwallis.....11 44	5 72	
Do. Horton .....	4 00	2 00
Do. Falmouth .....	37 00	18 50
Do. Halifax .....	12 00	6 00
Do. Queen's Co.....	120 00	60 00
Do. Lower Stewiacke .....	29 00	14 50
	231 44	115 72
IMMIGRATION, to 30th June.		1316
<i>Authorized by Law.</i>		
Commissioner's Salary .....	800	
<i>To be Voted</i> .....		4000
JUDICIARY EXPENSES, to 30th June.		
<i>Authorized by Law</i> .....	1400	
<i>Carried forward</i> .....	425795	44101

HEADS AND ITEMS OF EXPENDITURE.	Authorized by Law.	To be Voted by the Legislature.
<i>Brought forward</i> .....	\$ 425795	\$ 44101
LEGISLATIVE, to 30th June.		
<i>To be Voted.</i>		
LEGISLATIVE COUNCIL.		
Expenses of the President and Members of the Legislative Council .....	\$ 3200	
Travelling Expenses .....	800	
Chaplain .....	100	
Clerk .....	800	
Gentleman Usher of the Black Rod.....	300	
Reporting Debates.....	400	
Messengers .....	260	
Publishing Debates .....	160	
Contingencies .....	1250	
Publishing and Binding Journals and Appendix, &c.	2200	
Postage of Members .....	700	
		10170
HOUSE OF ASSEMBLY.		
Expenses of Speaker and Members of Assembly.....	8800	
Travelling Expenses .....	2780	
The Speaker .....	800	
Chaplain .....	100	
Sergeant-at-Arms .....	300	
Assistant Sergeant-at-Arms.....	180	
Clerk .....	1200	
Clerk-Assistant .....	800	
Reporting and Publishing Debates .....	2200	
Chairman of Committees.....	160	
Messenger .....	160	
Postage of Members .....	2500	
Stationery, &c.....	1200	
Publishing and Binding Journals of Assembly, &c...	5000	
Contingencies.....	1850	
		28030
<i>Carried forward</i> .....	425795	82301

HEADS AND ITEMS OF EXPENDITURE.	Authorized by Law.	To be Voted by the Legislature.
<i>Brought forward</i> .....	425795	82301
MILITIA, to 31st June.		
<i>Authorized by Law</i> .....	10000	
<i>To be Voted</i> .....		54000
MISCELLANEOUS, to 30th June.		
<i>To be Voted.</i>		
Travelling Expenses Executive Councillors.....	400 00	
Keeper Provincial Building.....	320 00	
Commissioners signing Province Notes.....	650 00	
Fuel and Crier Vice-Admiralty Court.....	50 00	
Legislative Library.....	900 00	
Reporting Decisions Supreme Court.....	450 00	
Binding Financial and Trade Returns, &c.....	500 00	
Fruit Growers' Association.....	400 00	
Record Commission.....	400 00	
A. Downs.....	200 00	
Postage of Public Departments.....	3000 00	
Telegraphs do.....	1000 00	
Provincial Engineer.....	1200 00	
H. Davenport.....	50 00	
Half-way House, from Ingonish to Cape North...	200 00	
G. Hackett, Money lost by fire.....	40 00	
A. D. Denham, do.....	40 00	
Henry Oldright.....	200 00	
William Twining.....	100 00	
Horticultural Gardens, Halifax.....	400 00	
Relief of Sufferers at Quebec and Turks Island....	6000 00	
Supervising printing of Laws.....	200 00	
		16700
<i>Carried forward</i> .....	435795	153001

HEADS AND ITEMS OF EXPENDITURE.	Authorized by Law.	To be Voted by the Legislature.
<i>Brought forward</i> .....	435795	153001
<b>NAVIGATION SECURITIES, to 30th Sept.</b>		
<i>To be Voted.</i>		
Light-house at Cape St. Mary's, Co. Digby.....	3000 00	
Do. Peggy's Point, Co. Halifax.....	1500 00	
Do. Gull Rock, Co. Pictou .....	1500 00	
Do. Moses Island, Co. Lunenburg .....	1000 00	
Do. Black Rock Point, Co. Victoria...	1000 00	
Do. Bayfield, Co. Antigonish .....	100 00	
Breakwater at Bartlett's River, and over-expend..	400 00	
Do. St. Mary's Bay.....do.....	100 00	
Do. Monteghan River...do.....	300 00	
Do. Saulnierville.....do.....	200 00	
Do. Brown's Brook, Co. King's .....	500 00	
Do. Oak Point .....	200 00	
Do. Sommerville, Co. Hants.....	540 00	
Do. Cow Bay, Co. Cape Breton.....	2000 00	
Remove obstructions from Tracadie Harbor .....	6000 00	
Do. Yarmouth Harbor.....	2000 00	
Do. Scissiboo River, Co. Digby.....	450 00	
Do. N. E. Branch.....do.....	200 00	
Do. West Branch, Hillsboro' Co. Digby	200 00	
Do. Little River, Co. Yarmouth.....	100 00	
Do. Clyde River, Co. Shelburne.....	150 00	
Do. Jordan River .....	150 00	
Do. from Lake George to Co. Line.....	400 00	
Do. Jacob Misener's to Lunbg. Co. line	400 00	
Do. Bear River, Co. Annapolis.....	400 00	
Do. Milford Brook.....do.....	100 00	
Wharf at Pictou Island .....	200 00	
Wharf at Abercromby Point, Co. Pictou .....	200 00	
<i>Carried forward</i> .....	23290 00	153001

HEADS AND ITEMS OF EXPENDITURE.	Authorized by Law.	To be Voted by the Legislature.
<i>Brought forward</i> .....23290 00	435795	153001
<b>NAVIGATION SECURITIES—Continued.</b>		
Buoys at Merigomish, Co. Pictou .....	150 00	
Wharf at Portuguese Cove, Co. Halifax.....	400 00	
Finish public wharf at Young's, Co. Lunenburg..	50 00	
Canal between Chester town and Friday's Point..	50 00	
Deepening Channel at entrance of back harbor...	100 00	
Erect Slip or landing at .....do.....	300 00	
		24340
<b>PUBLIC WORKS, to 30th June. <i>To be Voted.</i></b>		
Chairman of Board and Department.....	4000	
Light House Service.....	43000	
Sable Island.....	3500	
Schooner "Daring" .....	4000	
Provincial Penitentiary.....	8700	
Quarantine .....	1300	
Hospital for the Insane.....	30000	
Hospital for Insane, Construction.....	61000	
Government House and Provincial Building.....	6500	
St. Peters Canal.....	33000	
		195000
<b>POST COMMUNICATION, to 30th June.</b>		
<i>To be Voted</i> .....		40000
<b>PUBLIC PRINTING, to 30th June.</b>		
<i>To be Voted</i> .....		8000
<b>POORS' ASYLUM, to 30th September.</b>		
<i>To be Voted.</i>		
Commissioners of Poor, Halifax .....	12900	
Do. support of School.....	100	
		13000
<i>Carried forward</i> .....	435795	433341

HEADS AND ITEMS OF EXPENDITURE.	Authorized by Law.	To be Voted by the Legislature.
<i>Brought forward</i> .....	435795	433341
<b>REVENUE EXPENSES, to 30th June.</b>		
<i>Authorized by Law.</i>		
Collector of Customs at Halifax..... \$ 1200		
Commission on Excise Duties..... 7550		
Do. Light Duty..... 1350	10100	
<i>To be Voted.</i>		
<b>FOR HALIFAX DEPARTMENT.</b>		
Collector of Customs, additional..... 300		
Controller of Customs ..... 750		
Warehouse Keeper..... 900		
Landing Waiters .....3.....2250		
Clerks. .... 12.....5695		
Guagers.....2..... 900		
Tide Surveyor.....1..... 560		
Shipping Officers.....3.....1650		
Warehouse Lockers.....15.....5250		
Weighers.....3.....1875		
Tide Waiters & Boatmen...19..... 6825		
Inspectors .....2.....1350		
Travelling Expenses.....1200		
Messengers and Truckmen..... 700		
Incidental Expenses.....3000		
Rent of Customs Department.....1005		
Tangier, Collector and Controller ..... 60		
Continued..... 34270		
<i>Carried forward</i> .....	445895	433341

HEADS AND ITEMS OF EXPENDITURE.	Authorized by Law.	To be Voted by the Legislature.
<i>Brought forward</i> .....	445895	433341
REVENUE EXPENSES—Continued..... 34270		
ANNAPOLIS COUNTY.		
Annapolis, Controller and Registrar..... 105		
Do. Protective Officer..... 45		
Bridgetown, Controller and Collector..... 60		
Clementsport.....do..... 60		
Margaretsville.....do..... 60		
Port Williams.....do..... 60		
Chute's Cove, Protective Officer..... 30		
Thorne's Cove, Controller and Collector..... 60		
Wilmot, Controller and Collector..... 60		
Do. Protective Officer..... 45		
	585	
ANTIGONISH COUNTY.		
Antigonish, Controller and Collector..... 60		
Little River.....do..... 60		
Harbor-au-Bouche.....do..... 60		
	180	
CAPE BRETON COUNTY.		
Cow Bay, Controller and Collector..... 60		
Glace Bay and Union Mines...do..... 60		
Lingan.....do..... 60		
Louisburg.....do..... 45		
Do. Protective Officer..... 45		
Mainadieu.....do..... 45		
North Sydney, Controller and Collector..... 150		
Do. Boatmen..... 360		
Sydney, Controller and Registrar..... 150		
	975	
	36010	
<i>Brought forward</i> .....	445895	433341

HEADS AND ITEMS OF EXPENDITURE.	Authorized by Law.	To be Voted by the Legislature.
<i>Brought forward</i> .....	445895	433341
REVENUE EXPENSES—Continued.....	36010	
COLCHESTER COUNTY.		
Five Islands, Controller and Collector.....	60	
Do.    Protective Officer.....	45	
Londonderry, Controller and Collector.....	60	
Tatamagouche.....do.....	60	
Truro.....do.....	60	
Old Barns, Protective Officer.....	45	
Shubenacadie.....do.....	30	
	360	
CUMBERLAND COUNTY.		
Advocate Harbor, Collector and Controller....	60	
Amherst.....do.....	60	
Do.    Protective Officer.....	45	
Do.    do. ....	45	
Apple River, Collector and Controller.....	60	
Fort Lawrence, Protective Officer .....	45	
Joggins, Controller and Collector.....	60	
Parrsborough, Controller and Registrar.....	150	
Pugwash.....do.....	105	
Ratchford's River, Controller and Collector...	60	
Wallace, Controller and Collector .....	60	
	750	
DIGBY COUNTY.		
Bear River, Controller and Collector.....	60	
Do.    Protective Officer.....	45	
Bellevue Cove, Controller and Collector.....	60	
Continued.....	165	37120
<i>Carried forward</i> .....	445895	433341



HEADS AND ITEMS OF EXPENDITURE.	Authorized by Law.	To be Voted by the Legislature.
<i>Brought forward</i> .....	445895	433341
REVENUE EXPENSES—Continued.....	37120	
DIGBY COUNTY—Continued.....	165	
Church Point, Controller and Collector.....	60	
Montegan, Protective Officer .....	45	
Digby, Controller and Registrar.....	150	
Trout Cove.....do.....	45	
Port Gilbert, Controller and Collector.....	60	
Sandy Cove.....do.....	60	
Westport .....do.....	60	
Petite Passage, Protective Officer.....	45	
Weymouth, Controller and Collector.....	60	
Do. Protective Officer.....	45	
	<u>795</u>	
GUYSBOROUGH COUNTY.		
Cape Canso, Controller and Collector.....	60	
Guysborough, Controller and Registrar .....	105	
Port Mulgrave, Controller and Collector.....	60	
Do. Light Duty Collection.....	1275	
St. Mary's River, Controller and Collector....	60	
Strait of Canso, Protective Officer.....	45	
Do. do. ....	45	
Isaac's Harbor, Collector and Controller.....	60	
	<u>1710</u>	
HANTS COUNTY.		
Cheverie, Controller and Collector.....	60	
Hantsport.....do.....	60	
Maitland.....do.....	60	
Continued.....	180	
	<u>39625</u>	
<i>Carried forward</i> .....	445895	433341

HEADS AND ITEMS OF EXPENDITURE.	Authorized by Law.	To be Voted by the Legislature.
<i>Brought forward</i> .....	445895	433341
REVENUE EXPENSES—Continued..... 39625		
HANTS COUNTY—Continued .....		
Noel, Protective Officer..... 45		
Walton, Controller and Collector..... 60		
Windsor, Controller and Registrar..... 150		
Do. Protective Officer and Landing Waiter 225		
— 660		
INVERNESS COUNTY.		
Cheticamp, Protective Officer..... 45		
Margaree, Controller and Collector..... 60		
Do. Protective Officer .....		
Port Hood, Controller and Collector..... 60		
Port Hawkesbury, Controller and Registrar.. 105		
— 315		
KING'S COUNTY.		
Canada Creek, Controller and Collector..... 60		
Do. Protective Officer .....		
Cornwallis, Controller and Collector .....		
Do. Protective Officer .....		
Harborville, Controller and Collector .....		
Do. Protective Officer .....		
French Cross, Controller and Collector..... 60		
Horton.....do..... 60		
— 435		
<i>Carried forward</i> .....	445895	433341
41035		

HEADS AND ITEMS OF EXPENDITURE.	Authorized by Law.	To be Voted by the Legislature.
<i>Brought forward</i> .....	445895	433341
REVENUE EXPENSES—Continued..... \$ 41035		
LUNENBURG COUNTY.		
Chester, Collector and Controller..... 60		
LaHave.....do..... 60		
Do. Protective Officer ..... 45		
Do. do. .... 45		
Lunenburg, Controller and Registrar..... 300		
Do. Protective Officer, Ovens..... 45		
Mahone Bay, Controller and Registrar..... 60		
	615	
PICTOU COUNTY.		
Pictou, Controller and Registrar ..... 750		
Do. Warehouse Keeper, Clerk, &c..... 300		
Do. Protective Officer and Tide Waiter... 195		
Do. Boatman and Protective Officer..... 165		
Do. ....do..... 165		
Do. ....do..... 165		
Merrigomishe Controller and Collector..... 60		
	1800	
QUEEN'S COUNTY.		
Liverpool, Controller and Registrar..... 225		
Do. Surveyor of Shipping, &c..... 270		
Port Medway, Controller and Collector..... 60		
	555	
RICHMOND COUNTY.		
Arichat, Controller and Registrar..... 150		
Do. Protective Officer and Landing Waiter 75		
Do. ....do..... 45		
Do. ....do..... 45		
Port Richmond, Controller and Collector..... 60		
St. Peter's .....do..... 60		
	435	
<i>Carried forward</i> .....	44440	433341
	445895	433341

HEADS AND ITEMS OF EXPENDITURE.	Authorized by Law.	To be Voted by the Legislature.
<i>Brought forward</i> .....	445895	433341
REVENUE EXPENSES—Continued..... \$ 44440		
SHELBURNE COUNTY.		
Barrington, Controller and Collector..... 60		
Do. Protective Officer..... 45		
Cape Sable Island do. .... 45		
Ragged Islands, Controller and Collector..... 60		
Shelburne, Controller and Registrar..... 105		
Do. Protective Officer..... 45		
	360	
VICTORIA COUNTY.		
Baddeck, Controller and Registrar..... 105		
Do. Boatmen..... 45		
Kelly's Cove, Controller and Collector ..... 60		
Do. Boatmen..... 45		
Do. Protective Officer..... 30		
Do. do. .... 30		
St. Ann's, Controller and Collector..... 60		
	375	
YARMOUTH COUNTY.		
Beaver River, Controller and Collector..... 60		
Pubnico.....do..... 60		
Tusket.....do..... 60		
Yarmouth, Controller and Registrar..... 750		
Do. Searcher..... 300		
Do. Surveyor of Shipping, &c..... 300		
Continued.....1530		
<i>Carried forward</i> .....\$45175	445895	433341

HEADS AND ITEMS OF EXPENDITURE.	Authorized by Law.	To be Voted by the Legislature.
<i>Brought forward</i> .....	445895	433341
REVENUE EXPENSES—Continued..... \$ 45175		
YARMOUTH COUNTY—Continued.....1530		
Pubnico, Protective Officer..... 60		
Tusket.....do..... 60		
1650		
Trade Returns..... 600		
Contingencies ..... 500		
Blank Forms, Binding, Printing, &c. ....3590		
4690		
<b>RELIEF.</b>		
<i>To be Voted. Overseers of Poor on usual conditions :</i>		
Annapolis, Section No. 1..... 71 25		
Do. Wilmot ..... 48 50		
Colchester, Truro..... 55 62		
Do. Upper Stewiacke ..... 11 20		
Cumberland, Pugwash ..... 137 88		
Do. Malagash ..... 23 00		
Digby, Clare..... 111 40		
Do. .... 104 00		
Do. .... 72 00		
Do. Weymouth ..... 103 99		
Do. Salmon River ..... 23 00		
Halifax—Health Officer..... 56 00		
Inverness, Port Hood ..... 67 58		
Do. .... 35 00		
Kings, Horton ..... 276 89		
1197 31		
<i>Carried forward</i> .....	445895	484856

HEADS AND ITEMS OF EXPENDITURE.	Authorized by Law.	To be Voted by the Legislature.
<i>Brought forward</i> .....	445895	484856
RELIEF—Continued.....1197 31		
Kings, Horton ..... 7 50		
Do. Wolfville..... 23 00		
Do. Cornwallis..... 198 74		
Do. do. .... 109 64		
Do. do. .... 10 50		
Do. .... 266 10		
Do. Ayiesford..... 38 58		
Lunenburg..... 8 00		
Pictou..... 52 85		
Pictou..... 26 00		
Do. East River ..... 390 00		
Do. .... 76 79		
Do. Section No. 6 ..... 28 00		
Do. .... 167 44		
Visiting Dispensary..... 400 00		
Lunatic Paupers.....3000 00		
Provincial and City Hospital .....6400 00		
ROADS AND BRIDGES, to 30th Sept.		12393
<i>To be Voted</i> .....		210000
ROAD COMPENSATION, to 30th Sept.		
<i>To be Voted.</i>		
Per report of Committee .....		200
REVENUE DRAWBACKS, to 30th June.		
<i>Authorized by Law.</i>		
Return Duties on Exportations .....	10000	
<i>Carried forward</i> .....	455895	707449

HEADS AND ITEMS OF EXPENDITURE.	Authorized by Law.	To be Voted by the Legislature.
<i>Brought forward</i> .....	455895	707449
RAILWAY EXPENSES, to 30th June.		
<i>To be Voted</i> .....		150000
RATIONS TO TROOPS, to 30th June.		
<i>Authorized by Law</i> .....	100	
STEAMBOATS, PACKETS, AND FERRIES,		
to 30th September.		
<i>To be Voted on usual conditions.</i>		
Steamer Pictou, Prince Edward Island, and Port Hood .....	1600	
Do. Western Coast.....	5000	
Do. Sydney and Bras d'Or Lake.....	1500	
Do. do. and the Bar.....	500	
	8600	
Packet between Windsor and Parrsborough...	100	
Do. Westport and Montegan .....	100	
Do. Weymouth Bridge and Sandy Cove...	80	
Do. Pictou and Magdalen Islands.....	400	
	680	
COUNTY OF CAPE BRETON.		
Ferry between Low Point and Sydney Mines..	80	
Do. Lingan and Bridgeport.....	20	
Do. North Bar and Town of Sydney....	20	
Do. at Sydney River, Town of Sydney.....	10	
Do. do. do. ....	10	
Do. Little Bras d'Or .....	80	
Do. Mira River Entrance.....	20	
Do. Grand Narrows .....	20	
	260	
<i>Carried forward</i> .....	9540	857449
	455995	707449

HEADS AND ITEMS OF EXPENDITURE.	Authorized by Law.	To be Voted by the Legislature.
<i>Brought forward</i> .....	455995	857449
<b>STEAMBOATS, PACKETS, AND FERRIES.</b>		
Continued.....	9540	
COLCHESTER COUNTY.		
Ferry at mouth of Shubenacadie River.....	40	
Do..... do.....	40	
	80	
CUMBERLAND COUNTY.		
Ferry at Wallace Harbor.....	40	
Do. River Philip.....	20	
Do. between Amherst and Minudie .....	60	
	120	
DIGBY COUNTY.		
Ferry at Petite Passage .....	30	
Do..... do.....	30	
Do. at Graud Passage.....	40	
Do. at Bear River.....	20	
	120	
GUYSBOROUGH COUNTY.		
Ferey at Clay Head.....	30	
Do. at Guysborough Harbor.....	30	
Do. at Liscomb Harbor.....	20	
Do.....do.....	20	
Do. between Carter's and McPherson's.....	40	
Do. Port Mulgrave and Port Hawkesbury..	40	
Do. at St. Mary's River .....	20	
Do.....do.....	20	
Do. at Auld's Cove and McMillan's Point		
<i>Under Government regulations</i> .....	300	
	520	
<i>Carried forward</i> .....	10300	857449
	455995	



HEADS AND ITEMS OF EXPENDITURE.	Authorized by Law.	To be Voted by the Legislature.
<i>Brought forward</i> .....	455995	857449
<b>STEAMBOATS, PACKETS, AND FERRIES.</b>		
Continued ..... 10300		
<b>HALIFAX COUNTY.</b>		
Ferry at Sheet Harbor .....	50	
Do. Ship Harbor .....	120	
Do. Necum Teuch .....	40	
Do. North West Arm .....	40	
Do. Sambro.....	20	
	<u>270</u>	
<b>COUNTY OF HANTS.</b>		
Ferry Windsor to Avondale .....	40	
Ferry between Hantsport and Kempt .....	50	
Do. Londonderry and Douglas.....	80	
Do. Windsor to Kennetcook .....	40	
	<u>210</u>	
<b>COUNTY OF INVERNESS.</b>		
Ferry between Port Hawkesbury and Port Mulgrave.....	40	
Do. McMillan's Point and Auld's Cove <i>Under Government regulations...</i>	300	
Do. at Margaree River.....	20	
	<u>360</u>	
<b>COUNTY OF LUNENBURG.</b>		
Ferry at LaHave River .....	50	
Do.....do.....	50	
	<u>100</u>	
<b>COUNTY OF PICTOU.</b>		
Ferry at Pictou Harbor .....	30	
<b>QUEEN'S COUNTY.</b>		
Ferry at Port LeHerbert .....	40	
<i>Carried forward</i> .....	<u>11310</u>	<u>857449</u>
	455995	857449

HEADS AND ITEMS OF EXPENDITURE.	Authorized by Law.	To be Voted by the Legislature.
<i>Brought forward</i> .....	455995	857449
<b>STEAMBOATS, PACKETS, AND FERRIES.</b>		
Continued..... 11310		
COUNTY OF RICHMOND.		
Ferry at mouth of Grandique River.....	60	
Do.....do.....do.....	60	
Do. between McPherson's & Carter's Land'g	40	
Do. Liscouse to River Bourgois & St. Peters	50	
—————	210	
COUNTY OF SHELBURNE.		
Ferry at Sable River.....	40	
Do. Jordan River.....	40	
Do. between Cape Sable Island and the Main	80	
Do. at Port LeHerbert .....	40	
—————	200	
COUNTY OF VICTORIA.		
Ferry at Big Harbor.....	70	
Do. do. ....	70	
Do. from Birch Point to Sand Point, Saint Patrick's Channel .....	20	
Do. at Southern Bay .....	50	
Do. at Big Bank, Boularderie .....	20	
Do. at entrance of Great Bras d'Or.....	50	
Do.....do.....do.....	50	
Do. from Baddeck to Washabuck.....	30	
Do. Washabuck to Baddeck .....	30	
Do. do. to Inlet .....	30	
Do. at Little Narrows.....	20	
Do. at North Harbor, Aspy Bay.....	20	
Do. at St. Ann's Harbor.....	50	
Do. at Grand Narrows .....	40	
—————	550	
YARMOUTH COUNTY.		
Ferry at Tusket River, to Pierpoint Island...	30	
Do. at Cape Corporong.....	40	
—————	70	12340
	455995	869789

## SUPPLEMENTAL ESTIMATE.

(Passed Fourth May, 1867.)

*Resolved*, That the Financial Secretary be authorized to draw Warrants on the Receiver General for the following amounts, not provided for in the Estimate for the present year :—

## RELIEF.

To Overseers of Poor at Sydney, C. B. ....	\$ 104 32	
“ “ Lower Londonderry.....	97 06	
“ “ Clare .....	10 00	
“ “ Guysborough, District No. 1.....	22 02	
“ “ Cornwallis.....	44 25	
“ “ Horton.....	120 06	
“ “ East River.....	44 50	
“ “ Pictou, Section 12.....	46 27	
“ “ Dartmouth.....	44 00	
“ “ River Philip.....	22 25	
“ “ Port Mulgrave .....	38 00	
“ “ Pictou County, Section 6.....	48 70	
		\$ 581 48

INDIANS (*on usual conditions*).

Overseers of Poor, Antigonish.....	\$ 35 40	17 70
“ “ Horton .....	35 70	17 85
“ “ “ .....	4 00	2 00
“ “ Halifax.....	110 00	55 00
“ “ Shelburne. ....	49 50	24 75
“ “ Digby .....	12 50	6 25
“ “ Little Harbor, Pictou .....	17 00	8 50
		182 05

## MISCELLANEOUS.

Fuel, &c., Court of Equity.....		100 00
4 Carried forward.....		\$ 818 48

*Brought forward*..... \$ 813 48

NAVIGATION SECURITIES.

Repair Wharf at Point Brule.....	100 00	
Public Landing, Victoria Beach.....	400 00	
Remove obstructions, South Branch River Philip.....	100 00	
Comeauville Breakwater, Digby.....	200 00	
Remove obstructions, St. Mary's River.....	100 00	
Public Landing and Wharf, Merrigomish.....	500 00	
Remove obstructions, Salmon River.....	100 00	
Public Pier at Digby.....	1200 00	
Chipman Brook Pier.....	300 00	
Little Arichat Harbor.....	2000 00	
Green Cove Breakwater, over-expenditure.....	41 00	
Henry Peitzch for Buoy, Cape Canso.....	100 00	
Port Hood Beech.....	500 00	
Broad Cove Wharf.....	400 00	
Cape Mabou.....	150 00	
Taking up River Philip Bridge for passage of vessels.....	100 00	
Improve Harbor, Port Mabou.....	50 00	
To build Wharf at Plaister Cove (on raising an equal sum by subscrip- tion and transfer of private rights).....	1000 00	
To finish Neil's Harbor.....	300 00	
	7641 00	

STEAMBOATS, PACKETS, AND FERRIES.

Ferry at Grand Passage, County Digby—additional.....	30 00	
“ N. W. Arm, Halifax..... “.....	40 00	
“ Little Narrows, Inverness..... “.....	20 00	
Packet between Guysborough and Arichat.....	200 00	
Ferryman, Gut of Canso, Auld's Cove to McMillan's Point—additional	100 00	
“ “ McMillan's Point to Auld's Cove “.....	100 00	
	490 00	
In aid of Asylum for the Blind.....	2000 00	
To publish transactions of Nova Scotia Institute of Natural Science... ..	200 00	
	2200 00	
	\$11,144 48	

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PAPERS RELATING  
TO THE  
WINDSOR AND ANNAPOLIS RAILWAY.

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## APPENDIX No. 15.

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### WINDSOR AND ANNAPOLIS RAILWAY.

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*(Extract of Minutes of the Executive Council, 19th July, 1866.)*

His Excellency the Lieutenant Governor directs the following minute to be made, viz. :

“That the Hon. Charles Tupper, William A. Henry, and John W. Ritchie are authorized to make any arrangements they may think judicious for annulling existing contracts, and making others for the construction of the Moncton and Truro, and Windsor and Annapolis Railways, and to take a Power of Attorney from the Chief Railway Commissioner for that purpose.”

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#### ARTICLES OF AGREEMENT,

Made and entered into this twenty-second day of November, in the year of our Lord one thousand eight hundred and sixty-six, between Avarad Longley of Halifax, Nova Scotia, Esquire, the Chief Commissioner of Railways for the Province of Nova Scotia, by the direction and authority of the Governor and Council of the said Province, of the first part, and William Henry Punchard, of Allhallows Chambers, Lombard Street, in the city of London; and Colne Lodge, Twickenham, in the county of Middlesex, Frederick Barry, of 34 Great George Street, Westminster, and Edwin Clark, of 24 Great George Street, Westminster, Esquires, of the other part :

1. Whereas, An act of the Legislature of Nova Scotia was passed on or about the second day of May, one thousand eight hundred and sixty-five, entitled, “An Act to provide for the construction of two other sections of the Provincial Railway,” and by such act provisions were made for the construction of a certain railway from Truro to the boundary line of New Brunswick, and of a certain other railway from Windsor to Annapolis ;

2. And whereas, In pursuance of the provisions of the said act a negotiation has been entered into between the said parties hereto, having for its object an arrangement by which the said parties of the second part or their assigns shall undertake the construction and working of the said section of the said railway from Windsor to Annapolis, under the provisions of the said act, subject to the terms and conditions hereinafter mentioned ;

3. Now this agreement witnesseth and it is agreed by and between the parties hereto, as follows : The before recited act shall be the basis of this agreement so far as it relates hereto, except so far as the same may by this agreement be modified.

The said parties hereto of the second part in consideration of the premises and of the agreement hereinafter contained on the part of the said Chief Commissioner of Railways, on the part and behalf aforesaid, hereby agree to construct the said railway from a point to connect with the railway at or near the present station at Windsor, either to Annapolis aforesaid, or to Troop's Point, the length to be assumed at eighty-five miles under the provisions of the said act and subject to the terms and conditions hereinafter mentioned, or such portion of the general routes recently surveyed by Sanford Fleming, C. E., as the same and the location thereof, (or such variation thereof as may be agreed upon between the

parties hereto) shall be approved of by the Governor in Council ; the said works to be commenced at a period not later than the first January next, to be diligently prosecuted, and fully completed, and ready for traffic, on or before the first day of December, which will be in the year of our Lord one thousand eight hundred and sixty-nine ; the rails to be of good quality, and to be not less than forty-two pounds weight per yard ; to be laid in longitudinal rectangular bearings, properly fastened with spikes and fished at the joints or with sleepers, and an arris cut longitudinal stringer, with a proportionably smaller pattern saddle rail as introduced on the Great Western Railway in England, or such other description of permanent way as may be accepted and approved by the Chief Engineer to the Province of Nova Scotia for the time being ; the breadth of roadway, depth of ballast, and general description of road, to be of such quality as to insure permanency and economy of maintenance ; the stations and depots to be not less than ten in number, and equal to the requirements from time to time of traffic. And the said parties of the second part, or their assigns, or a company to be formed for that purpose, and if necessary to be incorporated by a special Act of the Legislature, shall effectually manage and operate the said railway when completed at the proper expenses, at such rates, tolls, and charges, as hereinafter provided for their own benefit. The said parties of the second part shall provide such conveyance for the officers and soldiers of her Majesty's forces, ordnance corps, marines, militia, or police forces, at such time or times, whether the same shall be the usual hours for starting trains or not, as shall be required or appointed by any officer duly authorised by the Government for that purpose, and with the whole resources of the said parties of the second part, or their assigns, at fares not exceeding two cents per mile for each officer, soldier, marine, or private, of such forces respectively, and also for each wife, widow, or child above twelve years of age of a soldier, entitled by Act of Parliament or other competent authority to be sent to their destination at the public expense ; children under three years of age so entitled to be taken free of charge, and children of three years and upwards, but under twelve years so entitled, being taken at half price for an adult—provided that every officer conveyed shall be entitled to take with him one hundred weight of personal luggage without extra charge ; and every soldier, marine, private, wife or widow, shall be entitled to take with him or her half a hundred weight of personal luggage without extra charge, all the excess of the above weight of personal luggage being paid for at the rate of not more than eighty cents per hundred weight per one hundred miles ; and all public luggage, stores, arms, ammunition, and other necessary things (except gunpowder and other combustible matters), shall be conveyed at charges not exceeding four cents per ton per mile, the assistance of the military or others being given in loading or unloading such goods.

4. The said parties hereto of the second part, or their assigns, shall be bound to convey her Majesty's mails at a rate of charges to be agreed upon by the parties hereto, or by an umpire to be chosen by them in the usual way, in case of difference prior to the completion of the said railway, and in case an umpire cannot be agreed upon, and such charges fixed by him, then such charges shall not exceed the rates charged for such service in the Province of Canada.

5. And the said parties of the second part in consideration of the premises, and of the further agreement on the part of the said Chief Commissioner of Railways, hereinafter contained on the part and behalf aforesaid, further agree to erect and build over the River Avon, near Windsor, on the said line of railway, and to form part thereof, a good and sufficient bridge, viaduct, aboiteau, or other suitable erection for the purposes of the said railways, and in addition to the necessary railway track across the same, to have a good and sufficient roadway for horses and carriages to pass and repass separately and independently of the said railway track, the same to be open and free to the public, or to be under such tolls and charges as the Governor in Council may for the use of the Province from time to time enforce ; but in case the said parties of the second part shall build an iron bridge across the said River Avon for the purposes in this clause mentioned, on such plans as may be approved by the Chief Engineer of Railways for the Province aforesaid for the time being, then they the said parties of the



second part shall not be required to have or build any roadway for horses or carriages separately and independently of the railway track as hereinbefore provided.

6. And the Chief Commissioner of Railways for and on the part and behalf of the Province of Nova Scotia, under the authority hereinbefore mentioned, in consideration of the premises, hereby agrees with the said parties of the second part as follows, that is to say : That the subvention to the parties of the second part as sanctioned by the Legislature, shall be capitalised at the agreed sum of one hundred and eighty-eight thousand six hundred pounds sterling, instead of the payment of the sum of sixteen thousand three hundred and twenty pounds sterling, per annum, and the provincial bonds or debentures for the above sum issued in the ordinary, form bearing six per cent interest, shall be delivered at par to the parties of the second part, or their assignees or nominees ; but such bonds shall only be delivered to the said last mentioned parties with the coupons attached, bearing interest from the preceding first of January or first of July, as the case may be, prior to such delivery, according to the amounts from time to time, to be expended by them in the construction of the said railway or work, according to a scale of prices to be agreed upon ; the amounts of such expenditure to be certified monthly by the Chief Engineer, or his Resident Engineer, of the parties of the second part, and concurred in by the Chief Railway Engineer of the Province, or any other Engineer to be appointed by the Governor of the Province, and that such delivery to the said parties shall be within fourteen days from the date of such certificate ; but the amount of such bonds shall never exceed fifty per cent of the whole amount expended according to the said monthly certificates, and the balance, if any, shall be paid when the railway is completed and opened up for traffic.

7. That all lands required for the railway track and appurtenances shall be provided gratis to the said parties of the second part, or their assigns, with the right of entering upon all ungranted lands belonging to the Government, and taking free of cost all materials required for the railway, as under the provisions of section 11, chapter 70 of the Revised Statute, referred to in the said Act.

8. That the said parties of the second part shall be entitled to make and enforce a tariff of charges for fares and freight (except as aforesaid), to be mutually agreed upon between the parties prior to the completion of the said railway and opening the same for traffic.

9. That all materials and stores required for the construction and working of the railway, shall be entitled to a drawback of the amount of import duties paid thereon by the said parties of the second part ; and during construction of the said railway that the Provincial Government shall grant the free use of the landing stages and railway stations at Halifax, Bedford, and Windsor, and transit over the Government railways, subject to the traffic regulations ; the said parties of the second part paying all expenses incurred in landing and haulage and handling of such materials and stores, and also the cost transit thereof.

10. That the party of the first part shall use his best exertions to obtain any legislation which may be required for the purpose of carrying out the terms of this agreement.

11. And it is hereby mutually agreed that prior to the opening of the railroad a traffic arrangement shall be made between the said parties of the second part and the Provincial Government, for the mutual use and employment of their respective lines of railway between Halifax and Windsor, and Windsor and Annapolis, including running powers, or for the joint operations thereof, on equitable terms, to be settled by two arbitrators to be chosen by the said parties in the usual way in case of difference ; and in case of failure of the said arbitrators to make an award, or to choose an umpire in the premises, it is further agreed that the said traffic arrangement shall be settled by such third person, together with one or both of the said arbitrators, as the Board of Trade in England shall, on the application of either of the parties hereto for that purpose appoint.

12. And the said Chief Commissioner of Railways, as aforesaid, in consideration of the premises, doth for and on the part and behalf aforesaid hereby promise and agree to and with the said parties of the second part, that the Government of the said Province shall and will well and truly pay, or cause to be paid, to the said parties of the second part, or their assigns, for the building and sustenance of the said bridge, viaduct, or aboiteau, or other suitable erection across the said River Avon, the sum of thirty-two thousand pounds, in monthly payments, as the work of building proceeds, according to the certificates of the engineer of the said parties of the second part, concurred in and countersigned by the Chief Railway Engineer of the Province, and the balance, if any, when the same shall be completed and the railway opened up for traffic.

13. And it is further mutually agreed between the said parties, that the said line of railway, including the said bridge, viaduct, aboiteau, or other suitable erection across the said River Avon, with all and singular the appurtenances, when built, shall be the property of the said parties of the second part, or their assigns, and shall be operated, managed, and upheld by them, at their own proper costs and charges.

14. And it is further agreed that section 9 of the said recited Act shall not apply as regards the payment of interest upon all debentures that shall have been issued in respect of works done and certified for under the terms and provisions aforesaid.

15. And it is further mutually agreed by and between the said parties hereto, that for the purposes of carrying out this agreement the said parties of the second part, or their assigns, shall have power to form a joint stock company to be incorporated by Act of Parliament of Nova Scotia by and in accordance with the Act hereinbefore referred to, with such capital as may be necessary for the purpose of enabling the said parties hereto of the second part or their assigns to sell; and the said company so to be formed to purchase the said railway and works, and to work and manage the same, and to take and receive the tolls and charges hereinbefore referred to; and when and so soon as such company is formed, and capital subscribed, to the satisfaction of the said Chief Commissioner of Railways of the Province of Nova Scotia, the said intended company so to be formed shall possess the said railway and works, for the purposes aforesaid, subject to the terms of this agreement.

16. And it is further agreed by and between the said parties of the first and second parts, that in case of failure on the part of the parties of the second part to commence said railway and works in accordance with the terms of this agreement at the time named herein, or diligently to prosecute the same to completion, the parties of the second part shall forfeit and pay to the party of the first part the sum of ten thousand pounds sterling, as liquidated damages. But this stipulation and the enforcement of this penalty shall not affect the right of the Governor and Council to assume the ownership of the railroad, under the 9th section of the Act of the Province, passed in the 28th year of Her Majesty's reign, entitled, "An Act to provide for the construction of two other sections of the Provincial railways," in case the parties of the second part shall fail in the performance of this agreement.

As witness the hands of the parties, the day and year first above written.

(Signed)	{ AVARD LONGLEY, by his attornies CHARLES TUPPER, W. A. HENRY, J. W. RITCHIE,
(Signed)	W. H. PUNCHARD,
(Signed)	FREDERICK BARRY,
(Signed)	EDWIN CLARK.

24 Great George Street,  
Westminster, S. W., February 26, 1867.

WINDSOR AND ANNAPOLIS RAILWAY.

DEAR SIR,—

We have very great pleasure in informing you that we have now made all the arrangements necessary for the due completion of this line.

Our first and most important step, that of providing the capital necessary for the completion and equipment of the line, we have arranged with an eminent city firm; and for the security alike of the province, the capitalists just alluded to, and ourselves, we have deemed it advisable to let the contract to Mr. Thomas Brassey, who has undertaken the same, and is now incorporated with us in the company established for the purposes of the railway.

We may add, that it is our intention to execute the works in a manner that we believe will give you entire satisfaction, and we have concluded to build the Windsor bridge of iron.

As this latter work will have to be prepared here, we have telegraphed to our agent, Mr. Grant, to come over with the plans of this and the other bridges by the next steamer, that the work may be immediately let; and we have made such arrangements as we believe will enable us to finish the principal bridges during the coming season, and the whole line by the end of the year 1868.

We have, &c.,

W. H. PUNCHARD,  
EDWIN CLARK,  
FREDERICK BARRY.

To the Hon. CHARLES TUPPER, Provincial Secretary.

ARTICLES OF ASSOCIATION OF THE WINDSOR AND  
ANNAPOLIS RAILWAY COMPANY, LIMITED.

Whereas the several persons whose names are hereunto subscribed have resolved to form a Joint Stock Company, for the purposes or objects mentioned in the Memorandum of Association registered herewith, and to adopt the rules and regulations hereunder written for the government of the said company;

IT IS THEREFORE AGREED AS FOLLOWS :—

1. The regulations of Table A of the "Companies' Act, 1862," shall not, nor shall any of them apply to the Company, except so far as any of them may be herein contained.

2. In these Articles the following words and expressions shall have the several meanings hereby attached to them, unless there be something in the subject matter or context repugnant thereto, that is to say :

Words expressive of the singular shall include the plural, and words expressive of the plural shall include the singular; words referring to male persons shall include females; the word "month" shall mean a calendar month; and the word "share" shall mean share in the capital of the company, and include stock. The "Board" and the "Directors" shall mean the General Board, unless otherwise specially provided.

3. In case the whole of the shares into which the nominal capital of the company is divided shall not be subscribed for or allotted, the registered holders of shares in the company for the time being shall nevertheless be and continue associated, and the regulations for the management of the company shall be in force in like manner as if the whole of such shares had been subscribed for and allotted.

4. Every member shall on payment of the sum of 1s. be entitled to have a copy of the memorandum and articles of association.

SHARES.

5. A person shall be deemed to have accepted shares, if, having applied for an allotment of shares, any shares shall have been allotted to him, or if he shall have signed any document admitting that he has accepted shares.

6. All shares shall be numbered, and every share shall be distinguished by its appropriate number.

7. All shares shall be deemed personal estate, and be transmissible as such, and shall not be deemed of the nature of real estate.

8. The company may, with the assent of the shareholders in general meeting, issue any portion of the capital as preference shares, and may attach to such capital such privileges or disabilities with respect to priority, guarantee of dividend, voting, and otherwise, as it may think fit. The company may also, with the like assent, divide the capital into two or more separate capitals, and may declare in such way as it may think fit, to which capital each share shall belong, and may apportion the undertaking or property of the company between the separate capitals thereof, and may make such regulations as it may see fit with reference to the separation of the accounts, debts, and income of the company between such separate capitals.

9. The company shall cause a register to be kept, in which shall be entered the following particulars :—

- 1st. The names, addresses, and occupations (if any) of the members, and the shares held by each of them, distinguishing each share by its number.
- 2nd. The amount paid, or agreed to be considered as paid, on the shares of each member.
- 3rd. The date which the name of any person was entered on the register as a member.
- 4th. The date at which any person ceased to be a member, or ceased to be entitled to any share previously held by him, and such register shall, in all cases as between the members and the company, be considered conclusive evidence of the matter inserted therein, and as regards all other persons will be *prima facie* evidence of any matter by the "Companies' Act, 1862," required to be inserted therein.

10. Once at least in every year the directors shall cause a list to be made of all persons who on the fourteenth day succeeding the day on which the ordinary general meeting of the company, or if there be more than one ordinary meeting in each year, the first of such ordinary general meetings shall be held, were then holders of shares in the company, and such list shall state the names, addresses and occupations of all the persons therein mentioned, and the number of shares held by each of them, and shall contain a summary specifying the following particulars :—

1. The amount of nominal capital of the company and the number of shares into which it is divided.
2. The number of shares taken from the commencement of the company up to the date of the summary.
3. The amount of calls made on each share.
4. The total amount of calls received.
5. The total amount of calls unpaid.
6. The total amount of shares forfeited.
7. The names, addresses, and occupations of the persons who have ceased to be members since the last list was made, and the number of shares held by each of them.

The above list and summary shall be contained in a separate part of the register, and shall be completed within seven days after such fourteenth day, and a copy shall forthwith be forwarded to the Registrar of Joint Stock Companies.

11. No notice of any trust, expressed, or implied, or constructive, shall be entered on the register or be receivable by the company, and the company shall not be bound to see to the execution of any trust, whether expressed, or implied, or constructive, to which any share shall stand in the register, or, if it shall stand in the names of more persons than one, the receipt of any one of the persons in whose name the same shall stand shall from time to time be a sufficient discharge to the company for any dividend or other sum of money payable in respect of such share, notwithstanding any trust to which such share may then be subject, and whether or not the company shall have had notice of such trust; and the company shall not be bound to see to the application of the money paid upon any such receipt.

12. The allotment of such shares as may not at the date of the registration of these articles have been allotted, or agreed to be allotted, and also of any additional shares, in case any such additional shares shall be created under the power for that purpose hereinafter contained, or under any other power, shall exclusively be made by the directors for the time being.

13. The sum of £2 in respect of each share allotted by the company, or such larger sum as may be fixed by the directors, shall be paid by the person to whom such share shall be allotted, previously to or on the allotment thereof, as shall be appointed by the directors, and either in one or more instalments, and the said sum of £2 or such larger sum as aforesaid in respect of each such share shall be deemed and taken to be the first payment upon such share.

14. The directors may from time to time make such calls upon the members, in respect of all moneys unpaid on their respective shares, as they shall think fit, provided that one month's notice at least be given of each call, by advertisement, so that no call be made payable within two months of the time at which the immediate preceding call shall have been made payable, nor exceed the sum of £5; and each member shall be liable to pay the amount of every call so made to the person and at the time or times and place or places appointed by the directors.

15. The directors may prescribe a more extended period of payment of calls in the case of members registered as resident beyond the limits of the United Kingdom, and may prescribe and make such other rules, regulations, and directions, from time to time as they may think fit, as to the rate of exchange, and the time and place at which, and the person or persons to whom, the calls on shares so held by persons registered as residing out of the United Kingdom shall be paid.

16. A call shall be deemed to have been made at the time when the resolution authorising such call was passed by the directors.

17. If on or before the day appointed for payment thereof, any member omit to pay the amount of any call to which he may have become liable, then such member shall pay interest on the amount in arrear at such rate per annum, the day appointed for the payment thereof to the time of the actual payment from as the directors may from time to time direct.

18. If such certificate be worn out or lost, the same may be renewed on payment of such sum, (if any) not exceeding 2s. 6d., as the directors may prescribe, but should the former certificate not be produced for the purpose of being cancelled or destroyed, then a new certificate shall be given on the production of such evidence as to the loss or destruction of the former certificate, and upon such indemnity or other terms as the directors may in each case require or exact.

#### TRANSMISSION AND TRANSFER OF SHARES.

19. The executors or administrators of a deceased member shall be the only persons recognized by the company as having any title to his shares.

20. Any person becoming entitled to any share in consequence of the death, bankruptcy, or insolvency of any member, or in consequence of the marriage of

any female member, or in any way other than by transfer, may be registered as a member upon such evidence being produced as may from time to time be required by the directors, and upon payment of a fee to the company of not exceeding 2s. 6d.

21. Any person who shall have become entitled to any share in any way other than by transfer, may, instead of being registered himself, elect to have some person, to be named by him, registered as the holder of such share.

22. The person so becoming entitled shall testify such election by executing to his nominee a transfer of such shares.

23. Shares shall be transferred by deed in any form to be approved of by the directors and to be executed as well by the transferor as by the transferee.

24. The transferor of any Share shall be deemed to remain the holder thereof, until the name of the transferee shall have been duly entered in the proper register.

25. The transfer shall be presented to the company accompanied with such evidence as they may require to prove the title of the transferor, and thereupon and upon payment (if required) of a fee to the company of not exceeding 2s. 6d. for each and every transfer contained in any deed the company shall register the transferee as a member.

26. The company may decline to register the transfer of any share made by a member indebted to them, and shall have a primary lien upon all the shares of any member for the amount of any debt due from him to the company, either solely, or jointly with any other person; and the company may absolutely sell and dispose of all or any of the shares of any member so indebted to them, and may transfer any such shares and apply the proceeds of such sale in or towards payment of the debt due from him as aforesaid, and the consent of any such member shall not be necessary for giving validity to any such sale, disposition, or transfer, and the purchaser of any such shares shall not be bound to ascertain whether such power of sale shall have arisen; and a resolution of the directors that such sale shall be made, and the entry of the name of the purchaser in the register, as the holder of shares, shall confer a good title on the purchaser as against all persons whomsoever, whether claiming under these articles or otherwise howsoever, and exempt the purchaser from all liability in respect of his purchase money.

27. The transfer books may be closed for any period not exceeding fourteen days immediately preceding the ordinary general meeting in each year, and also at such other time as the directors may deem expedient, so that the same be not closed for any greater period in the whole than thirty days in any one year.

#### FORFEITURE OF SHARES.

28. If any member shall fail to pay any call due on the day appointed for payment, the company may at any time thereafter during such time as the call shall remain unpaid, serve a notice on him, requiring him to pay such call, together with all interest and expenses that may have accrued by reason of such non-payment.

29. The notice shall name a further day, not being less than fourteen days from the date of the notice, on or before which such call and all interest and expenses are to be paid: it shall also name the place or places where payment is to be made: it shall also state that in the event of non-payment at the time and place appointed, the shares in respect of which such call may have been made shall be liable to be forfeited.

30. If the requisition of any such notice as aforesaid be not complied with, any shares in respect of which such notice shall have been given may at any time thereafter before payment of all calls, interest, and expenses due in respect thereof has been made, be declared to be forfeited by a resolution of the directors to that effect.

31. Every share so forfeited shall be deemed to be the property of the company, and may be disposed of and transferred in such manner as the directors shall think fit, or the same may be cancelled.

32. Any member whose shares may have been forfeited, shall notwithstanding be liable to pay to the Company all calls owing upon such shares at the time of the forfeiture thereof.

#### INCREASE IN CAPITAL.

33. The general board may at any time with the sanction of the members, previously given in general meeting, increase the capital of the company, by the creation of new shares of the nominal value of £20 each, which shall be payable in such manner, and by such installments, and be disposed of by the directors, in such manner as the general meeting creating the same shall direct, or in case no such direction shall be given by such meeting, then as the directors shall see fit. The directors may also at any time, with the like sanction, incorporate with themselves any other person or persons or company or companies, having objects within the scope of the memorandum of association of this company, and may increase the capital of the company in manner herein provided for the purpose of such incorporation.

34. Any capital raised by the creation of new shares shall be considered as part of the original capital, and shall be subject to the same provisions in all respect with reference to the forfeiture of shares on non-payment of calls or otherwise, as it had been part of the original capital.

35. Notice of any increase in the capital of the company shall be given to the registrar within fifteen days from the passing of the resolution by which such increase shall have been authorised.

#### GENERAL MEETINGS.

36. The first annual general meeting shall be held at such time, not being more than twelve months after the incorporation of the company, and at such place as the directors may determine.

37. Subsequent general meetings shall be held at such time and place as may be prescribed by the directors ; but a general meeting of the company shall be held once at least in every year.

38. The above mentioned general meetings shall be called ordinary meetings ; all other general meetings shall be called extraordinary.

39. The directors may, whenever they think fit, and they shall upon a requisition in writing by one-third of the members, holding in the aggregate not less than one-tenth part of the shares, convene an extraordinary general meeting.

40. Any requisition so made by the members shall express the object of the meeting proposed to be called, and shall be left at the registered office of the company.

41. Upon the receipt of such requisition the directors shall forthwith proceed to convene a general meeting. If they do not proceed to convene the same within twenty-one days from the date of such receipt, the requisitionists may themselves convene a meeting.

42. Seven days' notice at the least, specifying the time and place of meeting, and the purpose for which any such meeting is to be held, shall be given by advertisement, or in such other manner (if any) as may be prescribed by the company, and no business shall be transacted at any meeting other than that mentioned in the advertisement or notice.

43. No business shall be transacted at any general meeting, except the declaration of a dividend, unless a quorum of members be present, personally or by proxy, at the commencement of such business, and such quorum shall be five.

44. If within one hour from the time appointed for the meeting the required number of members be not present, the meeting, if convened upon the requisition of the members, shall be dissolved. In any other case it shall stand adjourned to next day (Sunday excepted) at the same time and place; and at such adjourned meeting a quorum shall be three, and if that number of members be not then present, it shall be adjourned *sine die*, and no business shall be transacted except the declaration of a dividend.

45. The chairman (if any) of the General Board shall preside as chairman at every meeting of the company.

46. If there be no such chairman, or if at any meeting he be not present at the time of holding the same, or shall decline to take, or shall retire from the chair, the directors present shall choose some one of their number to preside thereat; or if no director be then present and willing to take the chair, or if any such member shall retire therefrom, the members present shall choose some one of their number to be chairman of such meeting.

47. The chairman presiding at any meeting may, with the consent of the meeting, adjourn such meeting from time to time and from place to place, but no business shall be transacted at any adjourned meeting other than the business left unfinished at the meeting from which the adjournment took place.

48. At every general meeting all questions shall be determined by a show of hands, unless a poll be demanded in writing, on any question by five or more members present in person; but any vote on the appointment of the chairman or question of the adjournment of the meeting shall be decided by the majority of the members present, and voting in person at any such meeting.

49. In case of an equality of votes upon any question, the chairman of the meeting shall have a casting vote in addition to any votes he may be entitled to as a member.

50. If a poll be demanded in manner aforesaid, the same shall be taken in such manner and at such time and place as the chairman presiding at the meeting at which a poll shall have been demanded shall direct, and the result of such poll shall be deemed to be the resolution of the company.

51. A declaration by the chairman that a resolution has been carried thereat upon a show of hands shall be conclusive, and entry to that effect in the book of proceedings of the company shall be sufficient evidence of the fact, without proof of the number or proportion of the votes recorded in favour of or against such resolution, unless immediately on such declaration a poll be demanded in writing by at least five members present, and entitled to vote at such meeting.

52. The company may in general meeting from time to time, by a special resolution, alter and make new provisions in lieu of, or in addition to, any of the regulations of the company for the time being in force, so that such altered or new provisions be in accordance with the laws for the time being in force, in respect to companies with limited liability.

53. A resolution shall be deemed to be a special resolution of the company whenever the same shall have been passed by three-fourths in number of such members of the company for the time being entitled to vote, as may be present in person, or by proxy, at any meeting of which notice specifying the intention to propose such resolution may have been duly given, and such resolution shall have been confirmed by a majority of such members for the time being entitled to vote, as may be present in person or by proxy, at a subsequent meeting of which notice shall have been duly given and held at an interval of not less than fourteen days, nor more than one month from the date of the meeting at which such special resolution was first passed.

54. Every special resolution, when passed, shall be printed, and a copy shall be forwarded to the registrar of joint stock companies within fifteen days from the date of the passing of the resolution.



55. After a special resolution shall have been passed, no copy of the articles shall be issued without having every special resolution for the time being in force, embodied therein.

VOTES OF MEMBERS.

56. Every member shall be entitled to one vote for every share held by him.

57. Any member being a lunatic or idiot, may vote by his committee, curator bonis, or other legal curator, and any member being a minor, may vote by his guardian, tutor, or curator, or any one of his guardians, tutors, or curators, if more than one.

58. If two or more persons be jointly entitled to any share, the person whose name shall stand first in the register of members, as one of the holders of such share, shall alone be entitled to vote in respect thereof.

59. No member, unless he be an original allottee of shares, and then only in respect of the shares so allotted to him, shall be entitled to be present or to vote either personally or by proxy at any meeting, until he shall have been possessed of his shares or some of them for three months, and then only in respect of such shares as he may have had for such period, unless such shares shall have been acquired, or shall come by bequest, or by marriage, or by succession to an intestate's estate, or by any deed of settlement after the death of any person who shall have been entitled for life to the dividends of such shares; and no member shall be entitled to vote in respect of any share upon which any call shall be then in arrear.

60. Votes may be given either personally or by proxy. A proxy shall be appointed in writing under the hand of the appointer, or if such appointer be a corporation, under their common seal.

61. No person except a member shall be appointed a proxy, and the instrument appointing him shall be deposited at the registered office of the company not less than forty-eight hours before the time of holding the meeting for which such proxy may have been given.

62. Proxies may be in the form following, or to the like effect:—

“I,  
of \_\_\_\_\_, a member  
of the Windsor and Annapolis railway company, limited, do hereby  
appoint \_\_\_\_\_,  
of \_\_\_\_\_, whom  
failing \_\_\_\_\_,  
of \_\_\_\_\_, to be my  
proxy in my absence, to vote in my name upon any matters relating to the  
said company, to be proposed at the meeting of the members in the said  
company to be held on the \_\_\_\_\_ day of \_\_\_\_\_  
next, or any adjournment at such meeting, in such manner as the  
said \_\_\_\_\_ shall think  
proper. In witness whereof, I have hereunto set my hand [or if a corpo-  
ration, say the common seal of the corporation,] the \_\_\_\_\_ day  
of \_\_\_\_\_, 18 \_\_\_\_.”

63. No objection shall be made to the validity of any vote, excepting at the meeting at which such vote shall be tendered, or at the meeting (if any) to which the proceedings of such meeting shall be reported in the regular course of business, and every vote, whether given in person or by proxy, not disallowed at one of such meetings, shall be deemed valid for all purposes whatsoever.

GENERAL AND PROVINCIAL BOARDS.

64. There shall be a general board, which shall meet at such place as it may think fit, in England, and a provincial board for the management of the affairs of the company in Nova Scotia, to be appointed as soon as the affairs of the company require the co-operation of a board of management in Nova Scotia.

65. The general board shall consist of not more than seven, nor less than three members. The provincial board shall consist of not more than five, nor less than three members.

66. The first general board shall be appointed by the subscribers to the memorandum of association, and until such general board be appointed, the subscribers to the memorandum of association shall be deemed to be the general board.

67. The first provincial board shall be appointed by the general board, as soon as the affairs of the company shall, in their opinion, require the co-operation of a provincial board.

68. The company may, by resolution in general meeting, increase or diminish the number of the general board, and the general board may, by a resolution passed at two successive board meetings, increase or diminish the number of the provincial board.

69. The qualification of a member of either the general or provincial board shall be twenty-five shares, standing in his own name solely, on which all calls shall have been paid.

70. Each member of the provincial board shall be, *ex officio*, a member of the general board during such time as he may be in England.

71. Subject to such rules, bye-laws, and orders as may be passed by the general board, and to the control thereof, the provincial board, when appointed, shall manage the general working of the railway and the affairs of the company in Nova Scotia, and may appoint and dismiss station masters, clerks and servants of the company, and generally transact and do all matters and things incident to the ordinary business of the company in Nova Scotia. But the provincial board shall not be authorised, without the consent of the general board, to accept or enter into any contract, concession, purchase or leasing of any new railway, nor to bind the company to any extension or modification of the objects of the company undertaken by the general board, or to dismiss any head officer of the company who shall be appointed by the general board.

72. The general board shall control all the pecuniary affairs of the company, and pay all preliminary and other expenses incurred in forming and registering the company, appoint and have power to dismiss all such managers, secretaries, engineers, surveyors, agents, and other officers and servants required for the general management of the affairs of the company, and may pay them such salaries as they may think fit; shall be at liberty to acquire by purchase or otherwise, from the concessionaires, the concession for the construction of the Windsor and Annapolis Railway mentioned in the memorandum of association of the company, and to take whatever steps it shall think fit for carrying such concession into effect, and for constructing, equipping, and working such railway. The general board shall also (with the assent of the company in general meeting) be at liberty to take steps to carry out the objects of the company, as set forth in the 2nd, 3rd and 4th heads of the third paragraph of the memorandum of association. For these purposes the general board shall issue such rules, bye-laws, and orders, as it may think fit for the conduct of the affairs of the company by the provincial board, and may annul or rescind any orders or resolutions of the provincial board, and generally transact any other business relating to the management of the railways and other property belonging to the company which the said general board shall consider ought to be transacted by itself in lieu of the provincial boards.

73. The general board may also borrow money on mortgage of the whole or any part of the property of the company, giving such power to the mortgagees and appropriating to each mortgage such portion of the undertaking of the company as it may think fit, and generally may exercise all such powers of the company as are not by the companies' act, 1862, or by these articles required to be exercised by the company in general meeting, subject nevertheless to any regu-

lations of these articles, to the provisions of the companies act, 1862, and to such regulations (consistent with the aforesaid regulations or provisions) as may be prescribed by the company in general meeting; but no regulation made by the company in general meeting shall invalidate any prior act of the general or provincial board, which would have been valid if such regulation had not been made.

74. The general and provincial boards respectively may act notwithstanding any vacancy or vacancies in their body.

75. The general board may from time to time, subject to such regulations as shall be made by them, authorise the manager or secretary, or any other person or persons, to make, accept and endorse on behalf, and in the name of the company, bills of exchange and promissory notes; and may also from time to time borrow money for the purposes of the company, upon bonds or debentures of the Company, or upon such other security, or in such other manner as they may think fit.

76. The general board may invest, either temporarily or permanently, such moneys of the company as they may from time to time be of opinion should be invested, in the public stocks or funds, or in exchequer bills, or any stocks or securities of the British or any Colonial Government, or on debentures or shares of any company whereon a minimum rate of interest shall be guaranteed by the British or any Colonial Government, or upon deposit with any joint stock banking or discount company, or on such other securities as the directors may approve.

77. The general board shall make such provision as they shall from time to time deem expedient for the safe custody, and for the use of the common seal of the company.

78. The general board may appoint any person or persons to act as superintendents, commissioners, or agents, on behalf of the company, subject to such conditions, stipulations, and restrictions as the directors may think fit, and may delegate to him or them such powers as they may see fit, and may fix the salaries or remuneration of such superintendents, commissioners or agents, and may, at their pleasure, remove all or any of such superintendents, commissioners, or agents.

79. It shall be lawful for the general board, if they shall think it necessary or expedient so to do, from time to time to apply on behalf of the company for her Majesty's patent, or for any act or acts of parliament of the legislature of Great Britain, or of any Provincial or foreign Government, or any charter or charters, or other competent authority, for the better enabling the company to effect the objects and purposes of their undertaking; and also, so far as the same can be legally done, to purchase, acquire, rent, and hold lands, tenements, or hereditaments in Great Britain or elsewhere, for the purposes of the Company, and to dispose of, mortgage, lease, and otherwise manage the lands, tenements and hereditaments so purchased, acquired, rented, and leased, as they shall from time to time deem advisable for the interest of the company.

80. The office of a member of the general or provincial board shall be vacated—

If he accept any other office of profit under the company.

If he become a lunatic or of unsound mind, or bankrupt, or compound with his creditors, or be absent from England or Nova Scotia, as the case may be, for six consecutive months, without the consent of the board.

If he cease to hold the qualification hereinbefore provided.

81. Any member of either the general or provincial boards shall be disqualified from voting in respect of any contract in which he may be interested, either directly or indirectly, whether individually or as a member of any company which has entered into a contract with the company, and if he does vote his vote shall not be counted. Provided nevertheless that any agreement to be entered into by

the company for the purchase of the said concession for the said Windsor and Annapolis railway, while the subscribers to the memorandum of association shall be acting as the general board, shall be valid notwithstanding such subscribers to the memorandum of association, or some of them, may be concessionaires, or interested in the sale of such concession, and may have voted in reference to such agreement.

ROTATION OF DIRECTORS.

82. At the first ordinary general meeting of the company in the year one thousand eight hundred and seventy-two, and in every subsequent year, two of the members of the first general board shall retire from office; and the directors to retire shall, unless the directors agree among themselves, be determined by ballot, until all the general board shall have retired from office, such ballot to be taken from time to time, and to be exclusively limited to the directors hereby appointed, who shall not have gone out of office, until there shall not be more than two such directors, and then such last remaining directors or director shall be the directors or director next to retire; and when all the directors hereby appointed shall have retired, or shall be no longer in office, by virtue of the original appointment hereby made, then in every subsequent year the director or two directors (as the case may be) who shall have been longest in office shall retire.

83. A retiring director shall be eligible for re-election.

84. Every member who may intend to propose a candidate for the direction, shall leave notice in writing of such intention with the secretary, at least five days before the day of election, and exclusive thereof.

85. The company, at the annual general meeting at which any director shall retire in manner aforesaid, shall fill up the vacated office by electing a director in his stead.

86. If at any meeting at which an election of a director ought to take place, no such election be made, the retiring director shall be deemed to have been re-elected.

87. Any casual vacancy occurring in the general board, may be filled up by the remaining directors, or by an extraordinary general meeting of the company, but any person so chosen shall retain his office so long only as the vacating director would have retained the same, if no vacancy had occurred.

88. Any director may retire from office, by giving not less than seven days' previous notice in writing at the registered office of the company.

89. The provincial board shall retire from office in such order, and in such rotation as shall be regulated by the general board, and the retirement of such member as shall, under such regulations of the general board, be appointed to retire, shall take place on the expiration of one month from the date of the first annual general meeting of the company in each year, and the vacancies to be thereby caused, shall be filled up by the general board. Any casual vacancy occurring in the provincial board may be filled up by the remaining members, subject to confirmation by the general board.

PROCEEDINGS OF THE GENERAL AND PROVINCIAL BOARDS.

90. The general and provincial boards may meet together for the despatch of business, adjourn, and otherwise regulate their meetings as they think fit, and determine the quorum necessary for the transaction of business, and also provide for the periodical election of a chairman. Questions arising at any meeting of either board shall be decided by a majority of votes of the members of the board present at such meeting. In case of an equality of votes, the chairman of the meeting shall have a second or a casting vote.

91. Any member of the general board may, at any time, require the secretary to summon a meeting of the board, by giving him not less than one clear day's notice in writing at the registered office of the company.

92. The members of either board may delegate any of their powers to committees, consisting of such member or members of their body as they think fit. Any committee so formed shall, in the exercise of the powers so delegated, conform to any regulations that may be imposed on them by the board appointing them.

93. A committee may elect a chairman of their meetings; if no such chairman be chosen, or if at any Meeting he be not present at the time appointed for holding the same, the members present shall choose one of their number to be chairman of such meeting.

94. A committee may meet and adjourn as they think proper. Questions at any meeting of a committee shall be determined by a majority of votes of the members present, and in case of an equality of votes, the chairman of the meeting shall have a second or casting vote.

95. All acts done by any meeting of the general or provincial board, or of a committee, shall, notwithstanding that it be afterwards discovered that there was some defect in the appointment of any member of such board or committee, or that they, or any of them, were disqualified, be as valid as if every such person or persons had been duly appointed, and were or was duly qualified.

96. The general and provincial boards shall cause minutes to be made in books provided for the purpose—

1. Of the appointments of officers made by them.
2. Of the names of the directors present at each meeting of the boards respectively, and committees thereof.
3. Of all orders made by the boards respectively, and committees thereof; and
4. Of all resolutions and proceedings of meetings of the company and of the boards respectively, and committees thereof.

97. Any such minute as aforesaid, if purporting to be signed by the chairman of such meeting of a board or committee, or by the chairman of the next succeeding meeting, shall be received in evidence in all legal proceedings; and until the contrary be proved, every general meeting of the company, and meetings of boards in respect of the proceedings of which minutes have been made, shall be deemed to have been duly held and convened, and all resolutions passed thereat, or proceedings had, to have been duly passed and had.

98. Notice of every change in the situation of the registered office of the company shall be forthwith given to the registrar of joint stock companies.

99. The general board shall always provide that the name of the company shall be kept painted or affixed to or on the outside of every office or place in which the business of the company may for the time being be carried on, in a conspicuous position, in letters easily legible, and also that the name of the company be engraven in legible characters on its seal, and that its name be mentioned in legible characters in all notices, advertisements, and other official publications of the company, and all bills of exchange, promissory notes, endorsements, cheques, and orders for money, or goods, purporting to be signed by or on behalf of the company, and on all bills of parcels, invoices, receipts, and letters of credit of the company.

#### REMUNERATION OF DIRECTORS.

100. The minimum remuneration of the general board, exclusive of the manager or managing director, shall be at the rate of £1000 per annum, to be computed from such day, subsequent to the day on which these articles of association were registered, as the general board may determine. The members of the provincial board shall receive such salary or other remuneration as may from time to time be determined by the general board.

101. The company from time to time may, by the resolution of a general meeting, increase or diminish the remuneration of the general board, provided that such remuneration shall never, without the unanimous consent of the general board, be less than the minimum remuneration hereinbefore provided.

102. The remuneration of the general and provincial boards respectively shall be distributed among themselves in such mode or proportion as the respective boards may determine.

MANAGER OR THE MANAGING DIRECTOR.

103. The general board may, at any time, appoint any person they may think fit, whether qualified or not qualified to be a director, to act as manager, or managing director, upon such terms and conditions and with such powers and authorities, and at or under such salary, and that either wholly or partially fixed, or wholly or partially dependant upon the receipts of our profits earned by the company.

SOLICITORS.

104. Messrs. Wilkins, Blyth and Marsland shall be the first solicitors of the company.

DIVIDENDS.

105. The general board may, with the sanction of the company in general meeting, declare a dividend to be paid to the members, in proportion to the number of their respective shares.

106. No dividend shall be payable on the ordinary or deferred shares, except out of the profits arising from the business of the company, including therein interests or dividends received by the company in respect of any moneys either permanently or temporarily invested by them or placed out at interest; but to provide for the equalization of dividends, advances may be made from time to time out of the reserve fund and applied in payment of dividends.

107. The members may be paid, out of the capital of the company, interest at the rate of £6 per cent. per annum upon the amounts for the time being paid upon their respective shares, from the time when the same were respectively paid up, to the time of the completion of the authorised line of railway, for the construction of which such shares were issued and the opening of the same for public traffic, or if the railway shall be completed and opened in sections, interest after the rate aforesaid shall be payable only upon so much of the amounts so paid up as shall be applicable to that portion of the railway which is not then completed and opened for traffic.

108. The general board may, if they see fit to do so, pay out of the capital of the company interest on sums paid upon shares in advance of calls.

109. The company may guarantee dividends to the preference shareholders, and may on behalf of the company advance and pay the dividends so guaranteed during construction or otherwise out of profits or any other funds which may come to the hands of the company.

110. The general board may, before recommending any dividend, set aside out of the profits of the company such sum as they think proper, as a reserve fund and a depreciation fund to meet contingencies, or for equalising dividends, or for repairing or maintaining any property or works connected with the business of the company, or any part thereof, and the general board may invest the sum so set apart as a reserve fund.

111. The general board may deduct from the dividends payable to any member all such sums of money as may be due from him to the company on account of calls or interest thereon, or otherwise.

112. Notice of any dividend that may have been declared shall be given to each member, and all dividends unclaimed for three years after having been declared, may be forfeited by the general board for the benefit of the company.

113. No dividend shall bear interest as against the company.

ACCOUNTS.

114. The general board shall cause true accounts to be kept in every country or place, whether within or beyond the limits of the United Kingdom :

1. Of the plant and stores, and stock in trade of the company, in or at such country or place ;
  2. Of the sums of money received and expended by the company in or at such place, and the matter in respect of which such receipt and expenditure shall take place ; and
  3. Of the credits and liabilities of the company in such country or place ;
- and copies or duplicates of all such accounts and the entries from time to time made therein in any other country shall be forwarded periodically to the head office of the company in England.

115. Once at least in every year the general board shall lay before the company in general meeting, a statement of the income and expenditure for the then past year, made up to a date not more than six calendar months before such meeting.

116. The statements so made shall show, arranged under the most convenient heads, the amount of gross income, distinguishing the several sources from which it shall have been derived, and the amount of gross expenditure, distinguishing the expense of the establishment, salaries, and other like matters. Every item of expenditure fairly chargeable against the year's income shall be brought into account, so that a just balance of profit and loss may be laid before the meeting ; and in cases where any item of expenditure, which may in fairness be distributed over several years shall have been incurred in any one year, the whole amount of such item shall be stated, with the addition of the reasons why only a portion of such expenditure is charged against the income of the year.

117. A balance sheet shall be made out in every year, and laid before the general meeting of the company, and such balance sheet shall contain a summary of the property and liabilities of the company.

118. A printed copy of such balance sheet shall, seven days previously to such meeting, be sent to the registered address of every member registered as resident in the United Kingdom, and shall at such time as may be fixed by the general board be sent to every other member.

AUDIT.

119. The accounts of the company shall be examined, and the correctness of the balance sheet ascertained by one or more auditor or auditors, to be from time to time elected by the company in general meeting.

120. If not more than one auditor be appointed all the provisions herein contained relating to auditors shall apply to him.

121. The auditors need not be members of the company. No person shall be eligible as an auditor, if interested otherwise than as a member, in any transaction of the company, and no director or other officer of the company shall be eligible during his continuance in office.

122. The election of auditors shall be made by the company at their ordinary meeting, or if there shall be more than one such meeting, at their first ordinary meeting in each year.

123. The remuneration of the first auditors shall be determined by the general board, but that of all future auditors shall be fixed by the company in general meeting.

124. Any auditor shall be eligible for re-election on his quitting office.

125. Whenever any casual vacancy shall occur in the office of auditor, the general board shall forthwith supply the same, subject to confirmation by the then next ordinary meeting of the company.

126. If no election of auditors be made in manner aforesaid, the retiring auditors shall continue in office, or the board of trade may, on the application of one-fifth in number of the members registered as residing in the United Kingdom, appoint an auditor for the then current year, and fix the remuneration to be paid to him by the company for his services.

127. Every auditor shall be supplied with a copy of the balance sheet, which he shall examine, with the accounts and vouchers relating thereto; and shall also have a list delivered to him of all books kept by the company, and be entitled at all reasonable times to have access to the books and accounts of the company.

128. The auditors shall make a report to the members upon the balance sheet and accounts, and also upon the register of transfers, and in every such report they shall state whether in their opinion the balance sheet is a full and fair balance sheet, containing the particulars required by the regulations of the company for the time being in force, and properly drawn up, so as to exhibit a true and correct view of the state of the company's affairs, and in case of having called for information or explanation from the general board, whether the information or explanations given by the general board shall have been satisfactory, and such report shall be read, together with the report of the general board, at the ensuing ordinary meeting.

129. The first auditor or auditors shall be appointed by the general board to act until the first ordinary general meeting of the company shall have taken place, and auditors shall have been appointed by the members as before provided.

#### NOTICES.

130. Notices required to be served upon or given to the members in pursuance of the regulations of the company, or otherwise, may be served either personally or by leaving the same, or sending them through the post in a letter addressed to the members at their registered places of abode, and every such notice left or posted as aforesaid shall be deemed to have been duly served on the day of leaving the same, or on the day after the day on which it shall be posted, and in case of persons registered as residing out of Great Britain, on the day on which, in the ordinary course of post it ought to be delivered, although the person to whom it shall have been directed be dead, or never receive the same.

131. Each member who shall be registered as resident out of the United Kingdom, may leave a memorandum in writing at the registered office of the company, specifying some address in England to which notices for him shall be sent, and every provision in these articles contained, and every regulation of the company for the time being in force, and every resolution or order of the general board, whereby respectively any notice shall be required to be served or given to the members, shall, as well as to members who shall be registered as resident in the United Kingdom, as to those who shall be registered as resident elsewhere, be deemed to be duly complied with, and every such notice shall be deemed to have been effectually served or given, provided such notice be sent by post to each member having a registered address in the United Kingdom, directed to such registered address; and to each member not having a registered address in the United Kingdom, who shall have left such memorandum at the registered office of the company as aforesaid, directed to the address specified in such memorandum, and it shall not be necessary to serve, give or send any notice upon or to any other member whatsoever.

132. All notices directed to be given to the members, shall, with respect to any shares to which persons may be jointly entitled, be given to whichever of



such persons shall be named first in the registry of members, and notice so given shall be sufficient notice to all the proprietors of such shares.

133. All notices required by the companies' act, 1862, or by these articles, to be given by advertisement, shall be advertised once in one of the London newspapers.

134. Any summons or notice required to be served upon the company may be served by leaving the same, or sending it through the post, addressed to the company, at their registered office.

135. Any summons, notice, writ, or proceeding requiring authentication by the company, may be signed by any member of the general board, manager, or other authorised officer of the company, and need not be under the common seal of the company, and the same may be in writing or in print, or partly in writing and partly in print.

DISSOLUTION OF THE COMPANY.

136. The general board shall take all necessary proceedings for the voluntary winding up of the company, in accordance with the acts for the time being in force for the voluntary winding up of companies with limited liability:—

1. As soon as 70 per cent. of the capital of the company shall have been lost or become unavailable.
2. Whenever a general meeting, by a special resolution shall have agreed that the company shall be wound up.

INSPECTION OF REGISTER AND OF BOOKS OF ACCOUNT.

137. The register of members and the books of account (except such as must of necessity be kept elsewhere) shall, together with every such copy as aforesaid, be kept at the registered office of the company; and, subject to any reasonable restrictions as to time and manner of inspecting the same, shall be open to the inspection of the members, during the hours of business, and the register of members shall, subject to any such reasonable restrictions, be open to the inspection of any person not being a member, on payment of the sum of one shilling, during the hours of business.

NAMES, ADDRESSES, AND DESCRIPTIONS OF SUBSCRIBERS.

THOMAS BRASSEY, 4 Great George street, Westminster, Contractor.

WILLIAM HENRY PUNCHARD, Allhallows Chambers, Lombard Street, in the city of London, Esquire.

EDWIN CLARK, Civil Engineer, 24 Great George Street, Westminster.

JAMES HENDREY, 3 Cophall Chambers, London, Esquire.

EDMUND KELL BLYTH, 10 Swithin's Lane, London, Solicitor.

GEORGE WASHINGTON HARRIS, 6 Westminster Chambers, S. W., Esquire.

JULIAN HORN TOLME, 1 Victoria Street, Westminster, Civil Engineer.

Dated this twenty-sixth day of February, 1867.

Witness to the above signatures, except those of Thomas Brassey and Edmund Kell Blyth,

EDMD. K. BLYTH,  
10 St. Swithin's Lane, London, Solicitor.

Witness to the signatures of Thomas Brassey and Edmund Kell Blyth,

J. H. TOLME,  
1 Victoria Street, Westminster, C. E.

22 APPENDIX No. 15.—WINDSOR AND ANNAPOLIS RAILWAY.

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No. 3,481. C.N.L. 3,319.

COMPANIES ACT, 1862.

COMPANY LIMITED BY SHARES.

CERTIFICATE OF INCORPORATION.

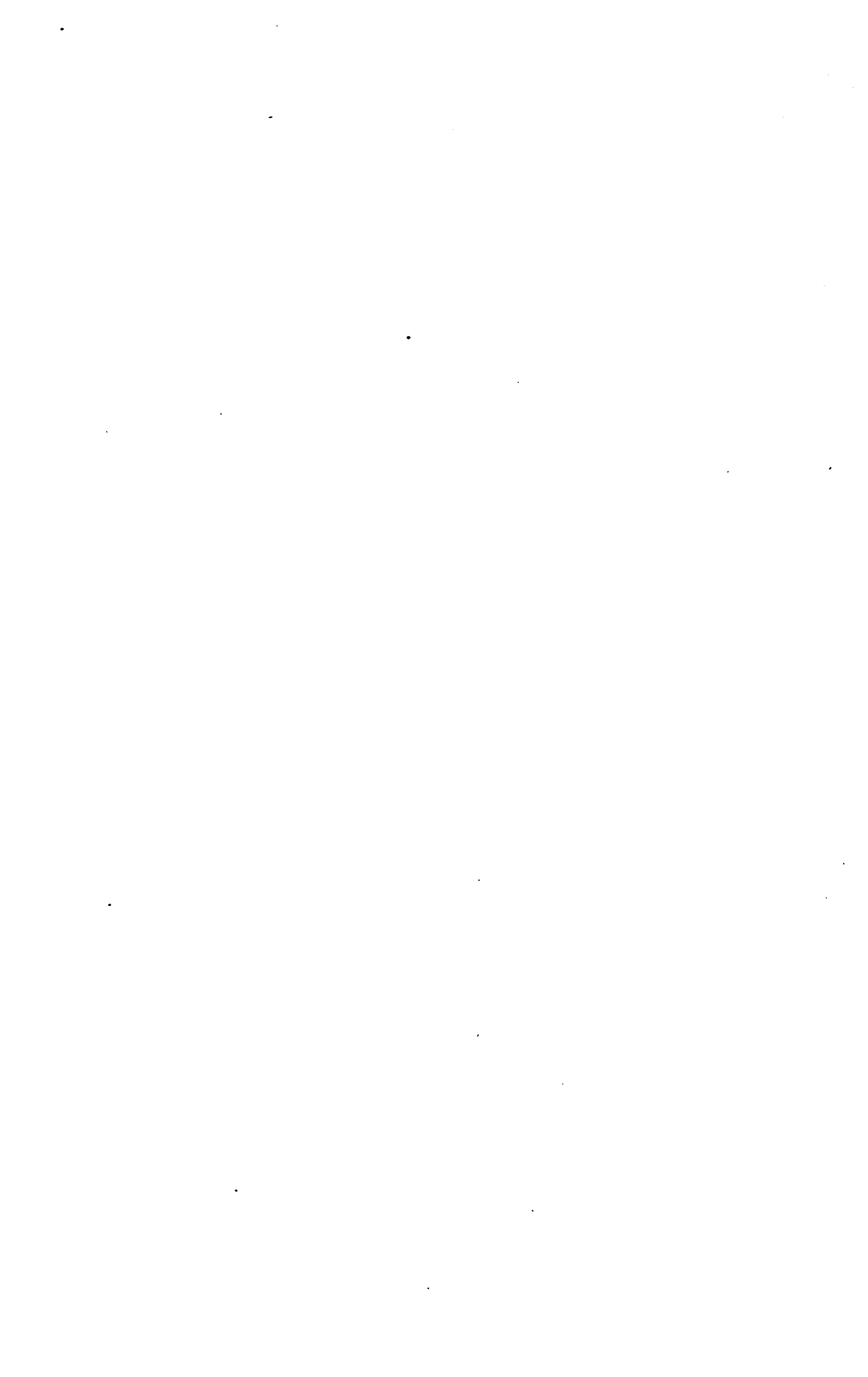
Of THE WINDSOR AND ANNAPOLIS RAILWAY COMPANY, LIMITED, under the Companies Act, 1862.

I do hereby certify that the Windsor and Annapolis Railway Company, Limited, is this day incorporated under the Companies Act, 1862, and that it is a company limited by shares.

Given under my hand this First day of March, Eighteen Hundred and Sixty-Seven.

E. C. CURZON,  
*Registrar of Joint Stock Companies.*





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**REPORT**  
OF  
**POSTMASTER GENERAL,**  
**1866.**

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## APPENDIX No. 16.

# POSTMASTER GENERAL'S REPORT.

*General Post Office, Halifax,  
January 14, 1867.*

SIR,—

I have the honor to submit, for the information of his Excellency the Lieutenant Governor, and to be laid before the Legislature, my fourteenth annual report, with the accompanying returns, numbered from 1 to 17, shewing the operations of the Post Office department for the year ended the 30th September last.

Eighty-four post offices are now established, three having been added to the list of last year; and forty-two new way offices have been set up, making a total of 555 subordinate offices.

181 miles of new post route, and 80,146 miles of annual mail travel, were added to the service during the past year.

At the termination of the fiscal year the mail contracts numbered 260, at an annual cost of \$50,082.91, shewing an increase compared with that of the previous year of \$4,549.69.

On reference to report No. 12, it will be seen who the several mail contractors were whose salaries have been increased beyond the sums originally stipulated in their respective contracts, and the particulars with respect to the additional service which the department requires of them.

Twenty-five new mail contracts have been established the past year, as authorized by the post office committee, and which will be seen on reference to report No. 8.

Daily mails have been established between Plaister Cove, Port Hood, and Mabou, between Tusket and Yarmouth, and also between Grand Ance and Arichat; this latter route has been divided into two contracts, viz. : from Grand Ance to Grandique Ferry, and from the Ferry to Arichat.

The salaries of twenty-four postmasters and eighteen way office keepers have been augmented during the past year, as recommended by the post office committee.

### INCOME.

The net available income of the department for the past year was \$69,010.99, being an increase over that of the previous year of \$6,639.24.

### DISBURSEMENTS.

The disbursements during the year were \$86,127.14, being \$5,180.12 in excess of 1865.

This increased expenditure has been caused principally by the increase of salary to some of the Clerks in the Halifax office, and to several Postmasters, and by the setting up of new post and way offices; also by the extension of old mail routes, and the establishment of new lines, in accordance with the Report of the post office committee of last session. Yet notwithstanding this large increased expenditure, it is gratifying to me to be enabled to report that the deficiency in the year is \$1,459.22 less than it was in 1865, which was \$18,575.27, whilst that of 1866 is \$17,116.15, as will be seen on reference to Report No. 1, which accompanies this Report.

REGISTERED LETTERS.

The number of registered letters posted at Halifax, for the year ended 30th September, 1866, was.....4,852  
 Do. received,.....9,767  
 Total..... 14,619

A large number of this description of letters was from the several public departments, and the Money Order office.

On referring to Report No. 14, it will be seen what steps have been taken to trace and recover missing money letters, and the result of the enquiry in each case.

I may here mention that an officer of this Department is now in charge of the post office at Digby, and will remain there until the Government decide whether or no the superceded postmaster is to be reinstated.

STAMPS.

A further supply of postage stamps has been obtained during the past year from the American Bank Note Company, viz. :

10,000 sheets of 5-cent stamps, at a cost of.....\$256 00  
 Less premium..... 39 68  
 \$216 32

The amount of stamps sold the past year was.....\$61,312 26  
 In 1865..... 54,006 80

It will be remembered that a commission of five per cent. is allowed to *stationers* and *druggists* in Halifax for the sale of stamps. I would here suggest that this practice be discontinued, and that the sale of stamps, *on commission*, in the city, be confined to the six *letter receivers* already established, and to a responsible officer to be appointed for that purpose by the Government, a small commission being allowed to the latter for this duty; and further, that no postage stamps be sold at the *window* of the Halifax office.

PARCEL POST.

The number of parcels forwarded from and received at the Post office, Halifax, the past year, was 1382, viz. :

Sent .....1246  
 Received..... 136

Increase 195.

LETTERS.

As regards the letter portion, the average number taken at the Halifax office, of all kinds, for the year ended 30th September, 1866, for Halifax delivery, was,..... 848,484

Posted at Halifax, and those received from other places and sent forward, averaged..... 2,968,027

Total..... 3,816,511

The average number of letters which passed through the country post offices, during the same period, was 1,047,334.



NEWSPAPERS.

The average number of newspapers posted at, delivered from, and passing through the Halifax office, the past year, was.....2,831,081  
 In 1865 .....2,560,000

Increase..... 271,081

Country offices.....2,559,074  
 1865.....1,663,000

Increase..... 896,074

This increase of mail matter for the past year is caused not only by the extension of the ordinary business of the country, but also by the mining interest, especially in Cape Breton, &c., and also by the close of the war in the United States.

DEAD LETTERS.

A reference to reports Nos. 15 and 16, will shew how the 8,326 dead letters received at the dead letter office, Halifax, during the past year, were disposed of. The number of letters containing money was forty-one, viz. :

15 containing sums amounting to..... \$155 30  
 19 containing bills of exchange..... 11,728 57½  
 7 registered letters unopened.....

Total.....\$11,883 87½

Leave of absence for six months having been granted to me to visit England on urgent private affairs, the management of the department was placed by me (with the concurrence of the Government) into the hands of Mr. Passow of this department, who satisfactorily attended to its duties during that period.

MONEY ORDERS.

The Money Order operations of the department during the past year have been of a most satisfactory character, and as the Superintendent of this branch of the service has entered fully into the subject, I beg to refer to his report and returns, (No. 17), which accompanies this report.

I have the honor to be,

Sir,

Your most obedient humble servant,

A. WOODGATE,  
 Postmaster General.

To the Hon. the Provincial Secretary..

SCHEDULE.

Accompanying this Report are the following documents :

No. 1. Statement of Income and Expenditure for the year ended 30th September, 1866.

No. 2. Packet Postage, general account between the United Kingdom and Nova Scotia for the year.

No. 3. Postmaster General's account current with the Province of Nova Scotia for the year.

No. 4. Salaries A and B in Report No. 1.

No. 5. Mail carriage, C. in Report No. 1.

No. 6. Detailed account of sums paid for incidental and miscellaneous items of disbursement for the year—D to K in Report No. 1.

No. 7. New Post and Way Offices established in the year.

No. 8. New Post Routes.

No. 9. Post Routes discontinued.

No. 10. Post and Way Offices discontinued.

No. 11. Curtailment of expenses effected in mail routes in the year.

No. 12. Allowances made to mail contractors beyond the sums originally stipulated in their respective contracts.

No. 13. Fines imposed and deductions made from the pay of mail contractors during the year.

No. 14. Cases of abstraction and loss of money sent through the Post Office in Nova Scotia in the year.

No. 15. Dead Letters received and how disposed of; during the year.

No. 16. Letters of value received at the Dead Letter Office, Halifax, and how disposed of.

No. 17. Report of Superintendent of Money Order Office, with return.

A. WOODGATE,  
Postmaster General.

REPORT No. 1.

*Statement of the Income and Expenditure of the Post Office Department of Nova Scotia, for the year ended the 30th September, 1866.*

INCOME.

Amount of revenue from postage stamps.....	\$61312 26
Do. paid and unpaid postage, &c.....	17236 78
Gross revenue in the year.....	78549 04
Dead letters, &c.....	875 08
	<hr/>
	77673 96
British portion of packet postage.....	*8662 97
	<hr/>
Total net income in the year.....	69010 99
Deficiency.....	17116 15
	<hr/>
	\$86127 14
	<hr/>

\*£1732 11 10 sterling.

\$8662 97 cents.

EXPENDITURE.

Report No. 4, A & B—Salaries.....	\$28007 12
No. 5, C—Conveyance of mails.....	50082 91
Report No. 6, { Ship letter gratuities, tradesmen's bills, rent, law ex-	
D to K— { penses, stationery, printing and advertising, fuel	
and gas, and miscellanies.....	5220 11
Commissions to Postmasters, W. O. Keepers, stationers, and druggists..	2250 61
Travelling expenses in the year.....	566 39
	<hr/>
	\$86127 14
	<hr/>

A. WOODGATE,  
Postmaster General.

F. M. PASSOW,  
Examiner Account Branch.

## REPORT No. 2.

*General Account between the Offices of the United Kingdom and Nova Scotia, for quarter ended 30th September, 1866.*

## TO THE CREDIT OF THE BRITISH OFFICE.

Amount due to the British Office on the Correspondence between the United Kingdom and Nova Scotia.....	1.	£2,145 13 11
Amount due to the British Office on the Correspondence between Nova Scotia and other Colonies, not passing through the United Kingdom.....	2.	623 14 3
Amount due to the British Office for <i>dead letters</i> returned to Nova Scotia .....	3.	1 3 4
Balance of Errors.....		0 0 0
Balance due to Nova Scotia.....		0 0 0
		<u>£2,770 11 6</u>

## TO THE CREDIT OF NOVA SCOTIA.

Amount due to Nova Scotia on the Correspondence between the United Kingdom and Nova Scotia.....	1.	£892 1 0
Amount due to Nova Scotia on the Correspondence between Nova Scotia and other Colonies, not passing through the United Kingdom .....	2.	0 2 10
Amount due Nova Scotia for <i>dead letters</i> returned to England, and for <i>redirected letters</i> forwarded to Newfoundland and Bermuda.....	3.	23 16 10
Amount due to Nova Scotia on the Correspondence passing between France and the French possessions of St. Pierre and Miquelon, 439.048 grammes, at 2d per 30 grammes .....	4.	121 19 0
Balance of Errors.....		0 0 0
Balance due to the United Kingdom.....		*1,732 11 10
		<u>£2,770 11 6</u>

\*£1,732 11 10 sterling.

\$8,662 97 cents.

A. WOODGATE,  
Postmaster General.

F. M. PASSOW,  
Exam. Acct. Branch.

REPORT No. 3.

*Postmaster General in Account with the Province of Nova Scotia, year ended 30th September, 1866.*

CHARGE.

Dr.

To balance from previous year.....	\$4,091 55
Amount of postage stamps on hand.....	28,929 48
Amount of postage of towns in the province of Nova Scotia, including Halifax, per abstract.....	13,777 79
Amount of unpaid postage upon British letters collected at Halifax, per abstract.....	703 00
Amount of paid postage upon letters for England collected at Halifax, per abstract.....	760 26
Amount of postage upon colonial and foreign letters.....	1,032 48
Amount of way letter postage.....	167 15
Amount of ship letter postage.....	60 45
Amount of letters returned to the dead letter office from offices in the interior, and delivered at Halifax, per voucher.....	7 70
Amount of fees collected upon letters addressed to towns in Nova Scotia, but delivered at Halifax.....	29 50
Amount of fees collected for merchants' private boxes.....	609 00
Amount of local postage, per voucher.....	89 45
*Amount of postage stamps received from Receiver General.....	58,750 00
†Amount received from the hon. the Receiver General in the year, in aid of post communication in Nova Scotia, and towards defraying the other necessary expenses of the department.....	48,000 00
Amount drawn from the provincial chest in the year, being packet postage, due the British post office, on the correspondence between Great Britain and Nova Scotia, and Nova Scotia and the United States, Newfoundland, Bermuda, and the West Indies, for the September and December quarters 1865, and March quarter 1866 .....	6,853 05
	\$163,860 87

\* \$39,750 on 6th Oct, 1865; \$2,000 on 5th April, \$12,000 on 6th July, and \$5,000 on 27th August, 1866.

† Application made to the Receiver General on 25th September for \$12,500. Paid 1st October, 1866. F. M. P.

DISCHARGE.

Cr.

By salaries of Postmaster General, assistants, &c., and postmasters .....	\$21,807 24
Salaries of way office keepers.....	6,199 88
	\$28,007 12
Conveyance of mails.....	50,082 91
Ship letter gratuities.....	91 43
Tradesmen's bills.....	717 20
Rent.....	800 00
Law expenses.....	37 00
Stationery, printing, and advertising.....	2,398 71
Coals, gas, &c .....	503 50
Miscellanies .....	672 27

5 per cent discount allowed to postmasters, merchants, &c., on postage stamps.....	\$.....2,250 61	
Postage stamps on hand unsold, viz., Halifax office .....	\$19,503 50	
Postage stamps on hand unsold, viz., Country offices .....	6,863 72	
		26,367 22
Amount of dead, mis-sent and redirected letters, per statement,		875 08
Amount paid into the commissariat chest at Halifax, being packet postage due the British Post Office on the correspondence between Great Britain and Nova Scotia, and Nova Scotia and Bermuda, the West Indies, Newfoundland and the United States, for the September and December quarters, 1865, and March quarter, 1866,.....		6,853 05
Amount paid to the Receiver General on account of revenue,..		43,238 92
Amount of travelling expenses,.....		566 39
By balance,.....		399 46
		\$163,860 87

Note—Letters remaining on hand—Halifax office,.... \$59 66  
 . Country offices,.. 90 78  
\$150 44

I, Arthur Woodgate, Postmaster General of Nova Scotia, do solemnly and sincerely declare that the above is a just and true account of all matters and things contained therein, and I make this solemn declaration conscientiously believing the same to be true.

A. WOODGATE,  
 Postmaster General.

Declaration made before me,  
 This 14th day of January, 1867.  
 ANDREW MACKINLAY, J. P.

I, Frederick M. Passow, Examiner, Account Branch of the Post Office, Halifax, do solemnly and sincerely declare that the above is a just and true account of all matters and things contained therein, and I make this solemn declaration conscientiously believing the same to be true.

F. M. PASSOW,  
 Examiner, Account Branch.

Declaration made before me,  
 This 14th day of January, 1867.  
 ANDREW MACKINLAY, J. P.

REPORT No. 4.

Report in detail of charges of Salaries, shewing in each case the name of the office, the service or duties performed, and the amount paid, for the year ended 30th September, 1866.

Name.	Service or duty performed.	Amount per annum.
A. Woodgate,.....	Postmaster General,.....	\$2,400 00
F. M. Passow,.....	Examiner Account Branch,.....	1,200 00
T. Southall,.....	Clerk and Inspector of Dead Letters,.	600 00
W. Small,.....	Postmaster, Halifax,.....	728 75
B. W. Cochran,.....	Senior Clerk,.....	728 75
A. Murphy,.....	Second do. ....	657 50
T. W. DeWolfe,*.....	.....	119 7½
J. W. Crane,.....	Third Clerk,.....	537 79
F. Tremain,*.....	.....	314 79½
J. C. Campbell,.....	Fourth Clerk,.....	600 00
M. C. Richardson,*.....	Fifth do.,.....	261 79½
R. McMillan,.....	Messenger,.....	337 50
W. Craig,.....	Retired Letter Carrier,.....	225 00
C. Smith,.....	Letter Carrier,.....	360 00
J. M. Wilson,.....	Do.,.....	360 00
S. White,*.....	Do.,.....	133 15½
M. Collins,.....	Do.,.....	360 00
T. E. Maguire,*.....	Do.,.....	37 48
W. Mulloney,.....	Do.,.....	189 86½
Total,.....		\$10,152 08

\* For broken periods.

RECAPITULATION.

Department at Halifax,.....	\$10,152 08
Salaries of Postmasters,.....	11,655 18
Do. Way Office Keepers,.....	6,199 88
Total,.....	\$28,007 14

POSTMASTERS.

Name of Office.	Amount.	Name of Office.	Amount.
Albion Mines,.....	\$120 50	Cow Bay,.....	\$15 00
Amherst,.....	728 00	Digby,.....	296 00
Annapolis,.....	264 00	Durham,.....	90 00
Antigonish,.....	375 00	English Town,.....	68 00
Arichat,.....	200 00	Glenelg,.....	60 00
Aylesford,.....	76 00	Guysboro',.....	225 00
Baddeck,.....	160 00	Halifax,.....	
Barrington,.....	146 00	Hantsport,.....	96 00
Berwick,.....	60 00	Kentville,.....	408 00
Boularderie,.....	46 00	Lawrencetown,.....	150 00
Bridgetown,.....	192 00	Lingan,.....	13 34
Bridgewater,.....	111 00	Little Glace Bay,.....	13 34
Canning,.....	100 00	Liverpool,.....	316 00
Canso,.....	100 00	Locke's Island,.....	75 00
Cape George,.....	30 00	Londonderry,.....	180 00
Chester,.....	96 00	Lower Horton,.....	100 00
Clementsport,.....	40 00	Lower Stewiacke,.....	76 00

Name of Office.	Amount.	Name of Office.	Amount.
Lunenburg,.....	\$180 00	Ship, Harbor, C. B.,.....	\$75 00
Mabou,.....	88 00	Shubenacadie,.....	68 00
Mahone Bay,.....	70 00	St. Andrew's,.....	55 00
Maitland,.....	100 00	St. Margaret's Bay,.....	40 00
Margaree, (Forks,).....	52 00	St. Peter's.....	92 00
Melrose,.....	50 00	Sydney,.....	380 00
Middle Musquodoboit,.....	48 00	Sydney Mines,.....	80 00
Mill Village,.....	76 00	Tangier,.....	75 00
Milton,.....	80 00	Tatamagouche,.....	150 00
Musquodoboit (Upper,).....	72 00	Tracadie,.....	70 00
New Campbellton,.....	40 00	Truro,.....	312 00
New Glasgow,.....	275 00	Tusket,.....	100 00
Newport,.....	150 00	Upper Stewiacke,.....	40 00
North Sydney,.....	144 00	Wallace,.....	156 00
Parrsboro',.....	126 00	Walton,.....	60 00
Pictou,.....	440 00	West Bay,.....	25 00
Plaister Cove,.....	350 00	Westport,.....	74 00
Port Hood,.....	200 00	West River,.....	130 00
Port Medway,.....	44 00	Weymouth,.....	140 00
Port Mulgrave,.....	100 00	Whycocomah,.....	100 00
Pugwash,.....	181 00	Wilmot,.....	105 00
River John,.....	52 00	Windsor,.....	430 00
River Philip,.....	63 50	Wolfville,.....	150 00
Sandy Cove,.....	68 00	Yarmouth,.....	360 00
Shelburne,.....	187 50		
Sherbrooke,.....	125 00	Total,.....	\$11,655 18

## WAY OFFICE KEEPERS.

Name of Office.	Amount.	Name of Office.	Amount.
Acadia Mines,.....	\$30 00	Big Pond,.....	\$10 00
Addington Forks,.....	10 00	Big Port LeBear,.....	8 00
Advocate Harbor,.....	14 00	Big Island,.....	8 00
Albert Bridge,.....	8 00	Bill Town,.....	8 00
Alma,.....	30 00	Black River,.....	8 00
Antrim,.....	8 00	Black Rock,.....	8 00
Apple River,.....	8 00	Blandford,.....	10 00
Argyle,.....	28 00	Blue Mountain,.....	8 00
Arisaig,.....	12 00	Boisdale,.....	10 00
Avenport,.....	8 00	Boom,.....	10 00
Back Settlement, W. Cornwallis,	8 00	Bridgeport,.....	2 00
Baddeck Bridge,.....	2 00	Broad Cove Intervale,.....	14 00
Bailey's Brook,.....	12 00	Broad Cove, Lunenburg,.....	10 00
Barney's River,.....	32 00	Broad Cove, Marsh,.....	12 00
Barrington Passage,.....	8 00	Bridgeville,.....	10 00
Battery Hill,.....	8 00	Brookfield, Co. Colchester,.....	24 00
Bay St. Lawrence,.....	10 00	Brookfield, Queens,.....	20 00
Bear Point,.....	8 00	Brooklyn,.....	8 00
Beaver Bank,.....	8 00	Brookville,.....	8 00
Beaver River,.....	6 00	Brookville, Co. Pictou,.....	8 00
Beach Hill,.....	8 00	Buckley's,.....	16 00
Bedford Basin,.....	20 00	Burntcoat,.....	2 00
Belleveaux Cove,.....	10 00	Caledonia Corner,.....	16 00
Big Bras d'Or,.....	10 00	Caledonia Mills,.....	6 00
Big Glace Bay,.....	8 00	Caledonia, St. Mary's,.....	10 00
Big Harbor,.....	8 00	Cambridge,.....	8 00
Big Intervale, Grand Narrows,	10 00	Canaan Road,.....	8 00
Big Intervale, Margaree,.....	8 00	Canada Creek,.....	8 00



Name of Office.	Amount.	Name of Office.	Amount.
Canard,.....	\$16 00	East Branch of River Philip,..	\$8 00
Cape George, North side,.....	8 00	East Jeddore,.....	8 00
Cape John,.....	4 00	East Port Medway,.....	10 00
Cape Negro,.....	12 00	East River, St. Mary's,.....	11 00
Cape North,.....	8 00	East River, St. Mary's, Co.	
Cape Sable Island,.....	16 00	Guysboro',.....	8 00
Carlton,.....	10 00	Eastern Harbor,.....	8 00
Carriboo Cove,.....	8 00	East side of Pubnico Harbor,..	10 00
Carroll's Corner,.....	8 00	East side West Branch, East	
Catalone,.....	10 00	River, Pictou,.....	8 00
Cedar Lake,.....	8 00	Eastville,.....	12 00
Central Chebogue,.....	8 00	Economy,.....	24 00
Centreville,.....	16 00	Economy, Upper,.....	14 00
Chaise River,.....	2 00	Eel Brook,.....	10 00
Chebogue,.....	12 00	Elmsdale,.....	15 00
Chelsea,.....	8 00	Elmsville,.....	8 00
Chesley's Corner.....	10 00	Ellershausen,.....	4 34
Chester Basin,.....	13 00	Enfield,.....	8 00
Cheticamp,.....	12 00	English Corner,.....	8 00
Cheverie,.....	25 00	Fall's Bay Beach,.....	6 00
Chezzetcook,.....	8 00	Falmouth.....	12 00
Chigonaise River,.....	8 00	Falmouth, Windsor Bridge,..	16 00
Christmas Island,.....	12 00	Fenwick, Nappan,.....	2 00
Church Street,.....	22 00	Five Islands,.....	20 00
Churchville,.....	12 00	Five Mile River,.....	2 00
Chute's Cove,.....	10 00	Fletcher's Station,.....	8 00
Clare,.....	12 00	Forks, Baddeck,.....	8 00
Claremont,.....	8 00	Forks, Middle River, Pictou,..	10 00
Clarke's Harbor,.....	12 00	Forristall's,.....	32 00
Clementsvale,.....	8 00	Fouchie,.....	8 00
Clyde River,.....	32 00	Fox Harbor,.....	8 00
Cogmagu River,.....	2 00	Framboise,.....	10 00
Conquerall Bank,.....	8 00	Fraser's Mills,.....	10 00
Cornwallis, East,.....	14 00	French River,.....	8 00
Cook's Brook,.....	8 00	Gabarouse,.....	12 00
Country Harbor,.....	12 00	Garden of Eden,.....	8 00
Coxheath,.....	8 00	Gaspereaux,.....	12 00
Corner of Windsor and Chester		Gay's River,.....	16 00
Roads,.....	8 00	Gay's River Road,.....	8 00
Cross Roads, Country Harbor,.	24 00	Georgetown,.....	8 00
Cross Roads, Middle Medford,.	8 00	Gibson's Point,.....	8 00
Cross Roads, St. George's Chan-		Gilbert Cove,.....	8 00
nel,.....	8 00	Glengarry,.....	8 00
Crow Harbor,.....	14 00	Glen Road,.....	8 00
Cow Bay,.....	8 00	Gold Fields, Co. Colchester, ..	2 00
Dalhousie Settlement, ..	8 00	Gore,.....	18 00
Darrow's Corner,.....	22 50	Goshen,.....	10 00
Dartmouth,.....	70 00	Grandance, Co. Inverness, ....	8 00
Deep Brook,.....	8 00	Grandance, Co. Richmond,....	8 00
Deerfield,.....	10 00	Grandique Ferry,.....	10 00
Dempsey's Corner,.....	8 00	Granville Ferry,.....	50 00
Densmore's, Five Mile River,.	2 00	Grand Narrows,.....	8 00
Dickson's Store,.....	8 00	Grand River,.....	12 00
Diligent River,.....	10 00	Great Bridge,.....	8 00
Descouse,.....	12 00	Great Village,.....	56 00
Dublin Shore,.....	8 00	Greenfield,.....	8 00
Earlton,.....	20 00	Green Hill,.....	8 00
East Bay,.....	12 00	Greenwich,.....	22 00
East Bay (North side),.....	10 00	Grass Point,.....	2 00

Name of Office.	Amount.	Name of Office.	Amount
Gulf Shore,.....	\$12 00	Lanty's,.....	\$8 00
Gunning Cove,.....	20 00	Lawrencetown,.....	8 00
Guysboro' Intervale,.....	24 00	Liecester,.....	8 00
Gowrie Mines,.....	4 00	Lietche's Creek,.....	8 00
Halfway Brook,.....	8 00	Lequile,.....	10 00
Halfway River,.....	16 00	Lewis Bay,.....	8 00
Hall's Harbor,.....	12 00	Lewis Head,.....	12 00
Harbor A' Bouchet,.....	18 00	Lime Rock,.....	10 00
Harbor Road,.....	8 00	Lingan Mines,.....	9 00
Harborville,.....	12 00	Liscomb,.....	8 00
Harrigan Cove,.....	8 00	Little Bras d'Or,.....	22 00
Hastings,.....	8 00	Little Glace Bay,.....	7 50
Head of Amherst,.....	10 00	Little Harbor,.....	10 00
Head of Jordan River,.....	10 00	Little Narrows,.....	8 00
Head of Lochabar Lake,.....	10 00	Little River,.....	14 00
Head of South River Lake,.....	8 00	Little River, Co. Cumberland,.....	8 00
Head of St. Margaret's Bay,.....	8 00	Little River, Co. Digby,.....	8 00
Head of St. Mary's Bay,.....	8 00	Little River, Mid. Musquodoboit,.....	16 00
Head of Tatamagouche Bay,.....	10 00	Little River Shore,.....	8 00
Head of Tide,.....	14 00	Little Tracadie,.....	20 00
Head of Wallace Bay,.....	12 00	Livingston's Cove,.....	8 00
Head of Wallace Bay (N. side),.....	10 00	Lochabar,.....	16 00
Head of West River,.....	2 00	Lochartville,.....	20 00
Hebron,.....	32 00	Loch Lomond,.....	10 00
Highfield,.....	8 00	Long Island,.....	18 00
Hillsboro', N. S.,.....	31 00	Long Point,.....	18 00
Hillsboro', C. B.,.....	16 00	Long Point, King's,.....	8 00
Hopeville,.....	18 50	Louisburg,.....	12 00
Hubbard's Cove,.....	24 00	Lower Argyle,.....	4 00
Indian Harbor, Co. Halifax,.....	8 00	Lower Barney's River,.....	12 00
Indian Harbor, Sherbrooke,.....	12 00	Lower Granville,.....	8 00
Indian Road,.....	8 00	Lower LaHave Cross Roads,.....	8 00
Ingonish,.....	10 00	Lower Maccan,.....	12 00
Isaac's Harbor,.....	12 00	Lower Pereaux,.....	8 00
Jackson's Mills,.....	8 00	Lower River Inhabitants,.....	8 00
Jeddore,.....	8 00	Lower Selmah,.....	8 00
Joggin Mines,.....	20 00	Lower South River,.....	6 67
Jordon Bay,.....	8 00	Lower Settlement, Middle River, Victoria,.....	2 00
Judique,.....	20 00	Lower Ward,.....	12 00
Kempt, Queen's,.....	14 00	Low Point,.....	16 00
Kempt, Yarmouth,.....	12 00	Low Point Shore,.....	8 00
Kempt Bridge,.....	8 00	Lyle's Bridge,.....	8 00
Kempt Head,.....	8 00	Mabou Coal Mines,.....	2 00
Kemp Road,.....	8 00	Maccan,.....	16 00
Kempt Town,.....	8 00	Maccan Intervale,.....	20 00
Kennetcook,.....	20 00	Maccan Mountain,.....	8 00
Kennetcook, Upper,.....	8 00	Mainadieu,.....	16 00
Ketch Harbor,.....	10 00	Maitland, Co. Annapolis,.....	10 00
Kingsbury,.....	8 00	Maitland, Co. Yarmouth,.....	37 00
Kingston Village,.....	14 00	Malagash,.....	10 00
Knoydart,.....	8 00	Malagawatch,.....	12 00
L'Ardoise,.....	12 00	Malignant Brook Cross Roads,.....	8 00
Lake Ainslie,.....	10 00	Malignant Cove,.....	10 00
Lake Ainslie (E. side),.....	14 00	Manchester Road,.....	8 00
Lake George,.....	8 00	Margaree,.....	12 00
LaHave Cross Roads,.....	10 00	Marsh Settlement, McLellan's Mountain,.....	2 00
LaHave River (W. side),.....	8 00	Marriatt's Cove,.....	8 00
Lakelands,.....	8 00		
Lakeville,.....	8 00		

Name of Office.	Amount.	Name of Office.	Amount.
Marshall's Cove,.....	\$10 00	Newport Landing,.....	\$20 00
Marshall's Town,.....	12 00	Newport Station,.....	8 00
Marshy Hope,.....	8 00	Nicholl's Corner,.....	8 00
Margaretsville,.....	14 00	Nictaux Falls,.....	24 00
Marie Joseph,.....	16 00	Niel's Harbor,.....	4 68
Marion Bridge,.....	10 00	Niely Road,.....	14 00
Martin's River,.....	10 00	Nine Mile River,.....	12 00
Mast Town,.....	12 00	Noel,.....	16 00
McKay's Point,.....	8 00	Noel Shore,.....	10 00
McLellan's Brook,.....	8 00	North Brookfield,.....	8 00
McPherson's Ferry,.....	8 00	N. E. Branch, Margaree,.....	12 00
Meagher's Grant,.....	8 00	North East Harbor,.....	14 00
Medford,.....	10 00	Northfield,.....	8 00
Melvorn Square,.....	10 00	North Mountain,.....	8 00
Merigonish,.....	18 00	North Range Corner,.....	2 00
Meteghan,.....	28 00	North River, Co. Colchester,...	2 00
Middlefield,.....	10 00	North River Bridge, Co. Col-	
Middleton,.....	32 00	chester,.....	18 00
Middle Kennetcook,.....	8 00	North River Bridge, St. Ann's,	10 00
Middle LaHave Ferry,.....	10 00	North Salem,.....	8 00
Middle River, Durham,.....	10 00	North Section, Earltown,.....	2 00
Middle River, C. B.,.....	12 00	North Shore,.....	8 00
Manchester,.....	12 00	North Shore, Wallace,.....	10 00
Middle Section, S. E. Margaree,	2 00	North West Arm,.....	10 00
Middle Settlement, River In-		Ohio,.....	10 00
habitants,.....	10 00	Old Barns,.....	20 00
Middle Settlement, South River,	4 00	Oldham,.....	12 00
Milford,.....	8 00	Onslow,.....	18 00
Milford Haven Bridge,.....	8 00	Onslow, East Mountain,.....	8 00
Mill Cove,.....	8 00	Onslow, Upper,.....	16 00
Millville,.....	4 00	Ovens,.....	8 00
Mill Brook,.....	14 00	Oyster Ponds,.....	10 00
Miller's Creek,.....	12 00	Palmer's Road,.....	8 00
Minudie,.....	20 00	Paradise Lane,.....	30 00
Mira Gut,.....	8 00	Parrsboro Shore,.....	8 00
Moose Brook,.....	8 00	Peggy's Cove,.....	10 00
Moidart,.....	10 00	Pero,.....	10 00
Molasses Harbor,.....	12 00	Petite de Grat,.....	2 00
Morden,.....	12 00	Petite Passage,.....	8 00
Morristown,.....	10 00	Petite Riviere Bridge,.....	24 00
Morris Town, King's,.....	8 00	Pineo Village,.....	10 00
Mount Denison,.....	2 00	Piedmont Valley,.....	8 00
Mount Thom,.....	60 00	Pirate Harbor,.....	18 00
Mount Uniacke,.....	12 00	Pleasant River,.....	10 00
Musquodoboit Harbor,.....	16 00	Plainfield,.....	8 00
Nappan,.....	12 00	Plymouth,.....	8 00
Necum Teuch,.....	10 00	Point of Cape,.....	8 00
New Albany,.....	10 00	Point Brule,.....	10 00
New Caledonia,.....	10 00	Pomquet Chapel,.....	8 00
New Annan,.....	12 00	Pomquet Forks,.....	12 00
New Gairloch,.....	10 00	Pope's Harbor,.....	8 00
New Germany,.....	12 00	Port-a-Pique,.....	16 00
New Harbor,.....	10 00	Port Acadia,.....	12 00
New Larig,.....	12 00	Port George,.....	14 00
New Minas,.....	14 00	Port Jolly,.....	10 00
New Ross,.....	16 00	Port Latour,.....	14 00
New Town,.....	2 00	Port Matoon,.....	14 00
New Tusket,.....	8 00	Port Williams,.....	24 00
Newport Corner,.....	24 00	Portuguese Cove,.....	10 00

Name of Office.	Amount.	Name of Office.	Amount.
Princeport,.....	\$2 00	Short Beach,.....	\$10 00
Prospect,.....	12 00	Shubenacadie River,.....	8 00
Port Hood Coal Mines,.....	2 33	Shulic,.....	8 00
Port Hood Island,.....	8 00	Sight Point,.....	8 00
Pubnico Beach,.....	8 00	Six Mile Brook,.....	8 00
Pubnico Harbor,.....	30 00	Six Mile Road,.....	10 00
Porter's Lake,.....	12 00	Sky Glen,.....	8 00
Queensville,.....	8 00	Smith's Cove,.....	10 00
Ragged Head,.....	10 00	Somerset,.....	16 00
Ragged Islands,.....	8 00	South Berwick,.....	2 00
Ragged Islands (East side),.....	8 00	South Branch, Co. Colchester, .	10 00
Ratchford River,.....	14 00	South Eastern Passage,.....	2 00
Rawdon,.....	12 00	South Gut of St. Ann's,.....	12 00
Rawdon, South,.....	12 00	South McLellan's Mountain,..	8 00
Rawdon, Upper,.....	12 00	South side of Boularderie, ...	2 00
Rear Lands,.....	10 00	South side of Whycocomah Bay,	2 00
Red Islands,.....	10 00	South West Margaree,.....	8 00
Renfrew,.....	8 00	Southern Bay,.....	7 68
Rhodes,.....	12 00	Spietche's Cove,.....	12 00
Richmond Mines,.....	14 00	Spencer's,.....	8 00
Richmond Terminus,.....	20 00	Springfield,.....	8 00
River Bourgeois,.....	12 00	Spring Hill,.....	8 00
River Debert,.....	12 00	Spring Hill Road,.....	12 00
River Dennis,.....	16 00	Springville,.....	15 00
River Dennis, Up. Settlement,	8 00	Spry Bay,.....	8 00
River Hebert,.....	24 00	Steam Mill Village,.....	8 00
River Inhabitants,.....	22 00	Steep Creek,.....	30 00
River Inhabitants, Victoria line,	8 00	Stewiacke Cross Roads,.....	12 00
River John, West Branch,....	12 00	Stewiacke, Middle,.....	10 00
Robert's Island,.....	8 00	Still Water,.....	8 00
Rockville, Hants,.....	6 00	Stoddart's,.....	16 00
Rockville, Yarmouth,.....	8 00	Stormont,.....	8 00
Rockville Settlement,.....	8 00	St. Andrew's,.....	2 00
Roger's Hill,.....	10 00	St. Ann's,.....	8 00
Roseway,.....	8 00	St. Croix,.....	18 00
Roslin,.....	8 00	St. George's Channel,.....	10 00
Round Hill,.....	22 00	St. Mary's Bay,.....	10 00
Rear Black River, Co. Rich-		St. Patrick's Channel,.....	10 00
mond,.....	2 00	St. Peter's Island,.....	2 00
Sable River,.....	32 00	Sutherland's River,.....	10 00
Salem,.....	8 00	Sutherland's River Mills,.....	10 00
Salmon River, County Digby, .	8 00	Tatamagouche Mountain,.....	10 00
Salmon River, Co. Guysboro', .	12 00	Tenecape,.....	8 00
Salmon River, County Halifax, .	12 00	Three Mile Plains,.....	7 00
Salmon River, Lake Settlement,	8 00	Tidnish,.....	8 00
Sambro,.....	10 00	Toney River,.....	8 00
Sand Point,.....	14 00	Torbay,.....	8 00
Sandy Point,.....	8 00	Trafalgar,.....	8 00
Saulnierville,.....	8 00	Trout Cove,.....	10 00
Saw Mill Creek,.....	12 00	Tupperville,.....	2 00
Scotch Village,.....	12 00	Turn's Bay,.....	10 00
Scott's Bay,.....	10 00	Tusket Wedge,.....	2 00
Selmah,.....	8 00	Upper Caledonia,.....	3 34
Shag Harbor,.....	10 00	Upper Cross Roads, St. Mary's,	8 00
Sheet Harbor,.....	22 00	Upper Dyke Village,.....	12 00
Sheffield Mills,.....	14 00	Upper LaHave,.....	8 00
Sherbrooke Mines,.....	8 00	Upper Newport,.....	2 00
Shinemicas Bridge,.....	10 00	Upper Washabuck,.....	8 00
Ship Harbor,.....	12 00	Up. Settlement, Barney's River,	8 00

**APPENDIX No. 16.—POSTMASTER GENERAL'S REPORT. 17**

Name of Office.	Amount.	Name of Office.	Amount.
Upper Settlement, Big Baddeck River,.....	\$8 00	West Gore,.....	\$8 00
Upper Settlement, S. River,...	10 00	West Branch, E. River, Pictou,	12 00
Upper Settlement, W. River,..	10 00	West Branch, River Philip,...	8 00
Vaughan's,.....	8 00	West side Lochabar,.....	8 00
Victoria, County Cumberland,.	8 00	Weymouth Bridge,.....	12 00
Victoria Beach,.....	8 00	White Head,.....	12 00
Vogler's Cove,.....	8 00	White Point,.....	2 00
Wallace Bridge,.....	14 00	Wickwire Station,.....	4 00
Wallace Ridge,.....	10 00	Windham Hill,.....	8 00
Wallace River,.....	16 00	Windsor Junction,.....	5 34
Warren,.....	8 00	Wine Harbor,.....	8 00
Waterville,.....	8 00	Wood Harbor,.....	10 00
Waugh's River,.....	8 00	Halifax Receiving Boxes, Nos.	
Waverly,.....	50 00	1 to 7,.....	56 00
Webber's, L. Granville,.....	4 00		
West Arichat,.....	18 00	Total,.....	<u>\$6199 88</u>
West Chester,.....	18 00		
West Dublin,.....	8 00		

A. WOODGATE,  
Postmaster General.

F. M. PASSOW,  
Exam. Acct. Branch.

**REPORT No. 5.**

(C. IN REPORT No. 1.)

*Report of all payments made and charges incurred for Mail conveyance in Nova Scotia during the year ended 30th September, 1866.*

Name of Route.	Amount.
Albion Mines to New Glasgow.....	\$98 99
Amherst to Nappan, Fenwick.....	5 00
Amherst to Parrsboro'.....	360 24
Amherst to Minudie.....	272 00
Annapolis to Digby.....	271 92
Annapolis to Granville.....	20 00
Annapolis to Lequille.....	12 00
Annapolis to Stoddart's.....	131 30
Antigonish to Cape George.....	140 00
Antigonish to Lochabar, via Addington Forks and Ohio.....	80 00
Antigonish to Sherbrooke.....	440 00
Arichat to Discouse.....	60 00
Arichat to Grand Ance.....	180 00
Arichat to Little Arichat.....	80 00
Arichat to Petite de Grat.....	15 00
Aylesford to Morden.....	76 00
Aylesford to Morrystown.....	29 74
Baddeck to English Town.....	107 10
Baddeck to Grand Narrows.....	49 50
Baddeck to New Campbeltown.....	35 00
Baddeck to Upper Settlement of Big Baddeck River.....	23 88
Bailey's Brook W. O. to back Settlement of Knoydart.....	15 60
Barrington to Port Latour.....	144 00

Barrington to Pubnico Beach, via Wood Harbor, and East side of Pubnico, Shag Harbor and Bear Point.....	\$280 00
Barney's River to Head Settlement of Barney's River.....	30 48
Beaver River to Cedar Lake, via South side of Lake George.....	50 00
Bedford to Hammond's Plains.....	64 50
Bedford to Newport Station.....	267 00
Berwick to Givan's Wharf, Ogilvie's Pier and Buckley's W. O. ....	188 00
Bill Town to Chipman's Brook.....	50 00
Blandford to Tancook Island, from 1st August to 30th September.....	12 00
Boularderie to Kempt Head.....	31 50
Bridgewater to Petite Riviere Bridge and Broad Cove, via New Dublin	216 00
Bridgewater to Pleasant River.....	80 00
Bridgewater to Middlefield.....	134 00
Bridgetown to Chute's and Molasses Coves, and Granville, via Parker's Cove.....	132 50
Bridgetown to Granville Ferry and Annapolis Gut.....	138 89
Bridgetown to Lawrencetown, via South side of River.....	39 80
Brookfield to Upper Stewiacke.....	96 00
Canada Creek to Buckley's and Black Rock, also to back line of Road.	54 00
Canning to Scott's Bay.....	64 00
Canning to Medford and Percaux.....	64 00
Cape Sable Island, round the Island.....	86 00
Catalone to Mainadieu.....	58 50
Cape George to Cape George, N. S.....	46 50
Chester to Kentville and New Ross.....	288 00
Chester to Vaughan's.....	64 25
Cheticamp to Grand Ance.....	56 00
Cheverie to Newport.....	236 00
Clyde River to Gunning Cove, via Cross Roads to Beaver Dam.....	186 24
Clementsport through Guinea, Birch Town, and back Road Settlement.	60 00
Clementsport to Hillsboro', via Shore Road and Hessian line Corner....	46 00
Cogmagun River to Kennetcook.....	4 50
Cross Roads to Country Harbor and Goshen.....	8 50
Cross Roads to Country Harbor and Isaac's Harbor.....	128 00
Cow Bay to Fall's Bay Beach.....	23 00
Crow Harbor to Molasses Harbor and White Head.....	80 00
Dartmouth to entrance to South Eastern Passage.....	15 00
Digby to Briar Island.....	514 00
Digby to Marshall's Town.....	20 00
Digby to North Range Corner.....	13 00
Dunlap's to Big Port la Bear, via Little Port la Bear.....	56 60
Durham to Millville and Dalhousie, &c.....	20 00
Dunlop's to Locke's Island and Hawkins, via Geo. Wall's.....	275 50
Elmsdale Station to Rensfrew, via Nine Mile River.....	87 00
Enfield to Oldham.....	40 00
Englishtown to New Campbelltown and Cross Roads, Boularderie.....	89 00
Englishtown to Munro's W. O., from 1st Aug. to 30th Sept.....	3 33
Englishtown to Ingonish, via North Shore.....	138 00
Forristall's to Port Mulgrave.....	84 00
Frail's to Blandford.....	40 00
Gay's River to Meagher's Grant.....	97 48
Gay's River to Elmsdale.....	9 75
Gay's River, past Newman's, to Lake Egmont.....	9 50
Goose River to Bay Verte.....	79 00
Guysboro to Canso.....	440 00
Guysboro to New Harbor and Torbay.....	95 37
Grand River to Framboise and Fouchie.....	68 48
Grand River to Loch Lomond.....	27 40
Guysboro to Port Mulgrave.....	92 00
Halifax to Porter's Lake.....	124 00

Halifax to Liverpool and Shelburne, including route from Mahone Bay to Bridgewater.....	\$2470 00
Halifax to Musquodoboit Harbor, Marie Joseph, Tangier and Sheet Harbor .....	1189 80
Halifax to Richmond Terminus.....	340 00
Halifax to Prospect .....	84 00
Halifax to Turns Bay.....	46 00
Halifax to Sambro .....	120 00
Hall's Harbor to Centreville .....	128 00
Hawkins to Craig's.....	24 00
Hantsport to Lockhartville .....	40 00
Head of St. Margaret's Bay to P. O. St. Margaret's Bay, Lower Ward and Peggy's Cove .....	240 00
Hubbard's Cove to Mill Cove .....	30 00
Indian Harbor to Wine Harbor.....	39 48
Ingonish to Bay St. Lawrence.....	192 00
Ingonish to Niel's Harbor .....	44 16
Joggin Mines to Shulie .....	65 00
Jordan River to Thornburne's.....	16 00
Kempton to Georgetown .....	61 50
Kennetcook to The Gore.....	70 00
Kentville to West Cornwallis .....	100 00
Kentville to East Cornwallis.....	110 00
Lawrencetown to Bridgewater.....	278 08
Lawrencetown to Port George and Henly Mountain.....	71 92
Little Narrows to McKay's Point, via south side St. Patrick's Chancel, ..	64 00
Little River to Little River Shore.....	48 00
Little Bras d'Or to south side of Boularderie Island, to Boularderie....	50 00
Liverpool to Annapolis.....	590 00
Liverpool to Port Medway.....	200 00
Liverpool to Milton .....	72 00
Londonderry to Five Islands .....	224 00
Londonderry to Pugwash, via Wallace River.....	140 00
Lower South River to Monck's Head and Pomquet Forks.....	58 00
Lower Stewiacke to Shubenacadie River and Princeport.....	78 62
Joggin Mines to River Hebert .....	100 00
Lower Aylesford to Rhodes.....	24 00
Lower Aylesford to Kingston and South Mountain .....	37 00
Lower Stewiacke to Middle Stewiacke .....	37 72
Lower Stewiacke to St. Andrew's and Meagher's Grant.....	109 88
Lunenburg to LaHave Cross Roads and LaHave, Ovens, Kingsbury and Lower LaHave.....	309 00
Maccan to Five Islands.....	98 08
Mabou to Baddeck.....	320 00
Mabou to Margaree, via Forks Margaree .....	296 00
Mabou Bridge to Sight Point .....	69 80
Mabou Road to West Lake Ainslie.....	20 00
Mahone Bay to New Economy .....	74 00
Maitland to the Gore.....	155 34
Maitland to Noel .....	156 00
Margaree to Baddeck.....	180 00
Margaree to Cheticamp, and Eastern Harbor.....	100 00
Marion Bridge to Gaberous.....	52 00
Melrose to Port Mulgrave, via Guysboro'.....	698 00
Merigonish to Big Island.....	18 86
Merigonish W. O. to Piedmont Valley.....	15 80
Mill Village to Broad Cove .....	114 00
Mira Gut to Albert Bridge .....	30 00
Mount Uniacke to South Rawdon.....	30 00
Musquodoboit Harbor to Jeddore .....	48 00

New Germany Road to Northfield.....	\$20 00
New Glasgow to Barney's River and Malignant Cove.....	220 00
New Glasgow to Sherbrooke, via Blue Mountain and Glenelg.....	445 30
New Glasgow to Hopewell, via East side of West Branch East River of Pictou.....	139 40
New Glasgow to Churchville, Springville and Bridgewater.....	156 00
New Glasgow to Little Harbor.....	23 80
New Glasgow to McLellan's Mountain, via McLellan's Brook.....	43 60
Newport to Gore and Douglas.....	249 80
Newport to Newport Landing.....	107 00
Newport to Newport Station.....	122 00
Newport to South Rawdon.....	40 00
Newport to Upper Newport.....	8 00
New Ross to Stoddart's.....	107 44
Nicholls' Corner to Lanty's, via Chesley's Corner.....	25 00
Noel to Kennetcook Corner.....	37 86
Noel to Burntcoat and Moose Brook.....	24 00
North East Margaree W. O. to Big Intervale.....	18 62
North East Margaree (Middle section) to P. O. Forks Margaree.....	4 50
New Ross to Vaughan's.....	37 50
North East Harbor to Cape Negro Island.....	70 00
North Sydney to Sydney.....	45 00
Parrsboro' to Wharf.....	60 00
Parrsboro' to Apple River, via Advocate Harbor.....	300 00
Parrsboro' to Black Rock.....	52 00
Pictou to Amherst.....	920 00
Pictou to Earltown.....	86 67
Pictou to New Glasgow.....	180 00
Pictou to River John, via North Shore.....	73 48
Plaister Cove to Middle district of River Inhabitants to Head of West Bay, and from River Inhabitants to Malagawatch, via Head of West Bay.....	116 00
Plaister Cove to Port Hood and Mabou.....	793 33
Plaister Cove to Baddeck, via Great Eastern Road.....	400 00
Pleasant River to Brookfield, via North Brookfield.....	66 00
Pomquet Forks to Little River Shore, and Eastern side of Pomquet Harbor.....	31 80
Port Hood to Port Hood Island.....	30 00
Poor's to River Bourgeoise.....	20 00
Port Mulgrave to Steep Creek and Sand Point.....	56 00
Pubnico Beach to Pubnico Harbor.....	153 00
Pugwash to Victoria Settlement.....	77 88
Richmond Terminus to Windsor.....	1000 00
Richmond Terminus to Truro.....	1400 00
River Dennis to Christmas Island, via The Boom, also to Victoria Road.....	112 00
River Philip P. O. to West Branch W. O.....	9 75
Scott's Crossing to Waverly.....	85 00
Sheffield Mills to North Mountain.....	28 00
Shelburne to Sand Point and Jordan Bay.....	65 00
Shelburne to Yarmouth.....	800 00
Sherbrooke to Marie Joseph.....	98 00
Sherbrooke to Sherbrooke Mines.....	76 33
Sherbrooke to Wine Harbor.....	120 00
Ship Harbor to Richmond Mines, Little River Inhabitants and Carriboo Cove.....	103 50
Shubenacadie to Gay's River.....	31 50
Shubenacadie to Nelson's, via Great Eastern Road.....	1200 00
Shubenacadie to Maitland.....	199 00
Shubenacadie to Noel, through Georgefield Settlement.....	24 00



Shubenacadie to North Salem, through Indian Road, to Gore, Nine Mile River, Hardwood Lands and Shubenacadie.....	\$78 76
Shubenacadie to Elmsdale, through Horne's Road, Nine Mile River and Gore, returning via Indian Road.....	69 82
Six Mile Brook to West River.....	30 00
Smith's Cove to Bear River Bridge, via the River.....	66 00
South Gut of St. Ann's to St. Ann's.....	38 00
Southern Harbor (Angus McPherson's) to White Point.....	15 00
South Rawdon to Lower Rawdon.....	20 00
Spencer's to Acadia Mines.....	64 00
St. Ann's to North River Bridge.....	26 48
St. Andrew's to Guysboro Intervale.....	60 00
St. Andrew's to Lochabar, via Goshen.....	72 80
St. George's Channel to Cross Roads.....	15 24
St. George's Channel to Head of West Bay.....	22 00
St. Peter's to L'Ardoise and Grand River.....	80 00
St Peter's to Rear Lands, Sporting Mountain.....	14 66
Sydney to Ball's Creek and Christmas Island.....	184 00
Sydney to Big Glace Bay, Fall's Bay Beach, Block House Mines and Gowrie Mines.....	516 00
Sydney to Grand Mira.....	79 36
Sydney to Catalone and Louisburg.....	177 00
Sydney to Lingan and Low Point.....	131 00
Sydney to Little Glace Bay Mines.....	126 48
Sydney to Sydney Mines.....	346 00
Sydney to Little Bras d'Or and Baddeck.....	585 00
Tatamagouche to New Annan and Balfour Mills.....	110 00
Tracadie to Port Mulgrave.....	23 00
Truro Station to P. O. Truro.....	200 00
Truro to Amherst.....	2276 00
Truro to Black Rock, Princeport and Old Barns, by Beaver Bank.....	113 00
Truro to River John, via Earletown.....	150 00
Truro to Pictou.....	1200 00
Truro to Pugwash, via Tatamagouche Mountain.....	520 00
Tusket Wedge to Yarmouth.....	29 50
Tusket to Yarmouth.....	45 00
Upper Musquodoboit to Upper Stewiacke.....	48 00
Upper Onslow to Debert and Londonderry.....	71 60
Upper Onslow to Truro.....	32 00
Upper Stewiacke to New Larig.....	72 00
Upper Stewiacke up the South side of the South Branch.....	47 48
Upper Stewiacke by the North side of, North Mountain.....	52 00
Vaughan's, on Chester Road, to Windsor, via Falmouth.....	198 00
Wallace to Malagash.....	40 00
Wallace to Pugwash, via Gulf Shore.....	58 00
Wallace to West Chester W. O.....	48 00
Walton to Cheverie.....	88 25
Walton to Newport P. O.....	228 00
Walton to Noel and Burntcoat.....	120 00
Warren to Hastings.....	15 00
West Bay, C. B., to rear of Black River, Co. Richmond.....	5 00
West River to Upper Settlement, West River.....	8 00
West end of Leicester Road to River Philip, by Little River and P. O. River Philip.....	78 00
West Chester to River Philip, through Maccan.....	118 00
West River to New Larig, Lime Rock, Forks, Middle River and Battery Hill.....	91 90
West River to Antigonish and Plaister Cove and Sydney, including Guysboro.....	7100 00
West River to Battery Hill, via New Larig.....	46 80

Weymouth to Sabean's .....	\$56 00
Whycocomah to Forks, Margaree, and E. side of Lake Ainslie.....	59 00
Wilmot to Lawrencetown.....	70 00
Willis Foster's to Nicholl's Corner and Bridgetown.....	98 00
Wilmot to Margaretsville.....	54 92
Wilmot to Melvern Corner.....	24 03
Wilmot to Nictaux and Middleton .....	71 92
Windsor to Hantsport, via Mount Denison.....	169 50
Windsor to Kentville and Annapolis.....	1400 00
Windsor P. O. to Railway Station.....	80 00
Wolfville to Canning.....	237 50
Wolfville to Gaspereaux.....	30 00
Yarmouth to Chebogue .....	80 00
Yarmouth to Digby.....	364 00
Yarmouth to Kemptville .....	112 00
Yarmouth to Chebogue and Cranberry Head, via the Shore.....	45 00
Boston to Halifax.....	400 00
Brule to Truro .....	600 00
Total.....	<u>\$50082 91</u>

A. WOODGATE,  
Postmaster General.

F. M. PASSOW,  
Examiner Account Branch.

REPORT No. 6.

(D. to K. IN REPORT No. 1.)

*Detailed account of sums paid for Gratuities to Shipmasters, Tradesmen's Bills, Rent, Law Expenses, Printing and Advertising, Fuel and Gas, and Miscellaneous Expenses, for the year ended 30th September, 1866.*

VOUCHER D.—SHIPMASTERS' GRATUITIES.

Quarter ended 31st December, 1865.

Halifax.....	\$7 75	
Liverpool .....	5 55	
Locke's Island .....	2 10	
Lunenburg .....	0 27½	
North Sydney.....	1 55	
Port Medway.....	0 47½	
Yarmouth.....	6 67½	
		<u>\$24 37½</u>

Quarter ended 31st March, 1866.

Halifax.....	3 42	
Liverpool.....	2 27	
Locke's Island.....	1 12	
Lunenburg .....	3 45	
Weymouth .....	0 75	
Yarmouth.....	5 95	
		<u>16 96</u>

Quarter ended 30th June, 1866.

Halifax.....	\$14 47	
Annapolis.....	0 32	
Lingan.....	0 07	
Locke's Island.....	1 32	
North Sydney.....	0 72	
Yarmouth.....	10 40	
		27 30

Quarter ended 30th September, 1866.

Halifax.....	10 07	
Lingan.....	0 22	
Liverpool.....	0 87	
Locke's Island.....	0 87	
North Sydney.....	1 42	
Port Medway.....	0 75	
Yarmouth.....	8 60	
		22 80

Total in the year.....\$91 43½

VOUCHER E.—TRADESMEN'S BILLS.

Quarter ended 31st Dec., 1865.

N. S. Railway, putting up boxes in cars.....	\$59 80	
John Lanigan, making mail bags.....	23 06	
H. H. Fuller & Co., twine for G. P. O., Halifax.....	21 64	
Thos. Walsh, painting, glazing, &c.....	16 35	
John Brander, carpenter work.....	8 75	
Donald & Watson, gas fittings at Halifax office.....	7 03½	
Richard Martin, repairing portmanteaus, &c.....	6 00	
		\$142 63½

Quarter ended 31st March, 1866.

American Bank Note Company, New York, printing 10,000 sheets of 5 cent postage stamps, freight, &c., &c.....	216 32	
D. G. Berri, London, steel dated post office stamps, brass office seals, steel royal arms, for P. O. department.....	44 12½	
Phelan & Kelly, making and fitting stove pipe, &c.....	14 90½	
Richard Martin, repairing portmanteaus, &c.....	5 00	
		280 35

Quarter ended 30th June, 1866.

John Lanigan, making canvas mail bags.....	52 62	
H. H. Fuller & Co., twine for G. P. O., Halifax.....	51 10	
Albro, Son & Co., twine for G. P. O., Halifax.....	10 43	
Richard Martin, repairing portmanteaus.....	5 80	
		119 95

Quarter ended 30th September, 1866.

Richard Martin, making and repairing portmanteaus.....	129 55	
Hyde & Co., London, mail bag wax, furnished for use of G. P. O., Halifax.....	38 12½	
McDonald & Co., making tin stamp cases.....	3 50	
Phelan & Kelly, coal scuttle for G. P. O.....	1 50	
R. R. McMillan, making stamping pads.....	1 50	
		174 27

Total in the year.....\$717 20

## VOUCHER F.—RENTS.

Amount paid the Governors of Dalhousie College, being rent of apartments in the College, occupied as the General Post Office, Halifax, for the year ended 30th September, 1866..... \$800 00

## VOUCHER G.—LAW EXPENSES

Amount paid the Honorable the Attorney General for drafting and engrossing bonds and contracts, &c., for the Post Office department, during the year ended as above..... \$37 00

## VOUCHER H.—PRINTING AND ADVERTISING.

Quarter ended 31st December, 1865.

Stationery.—Messrs. A. & H. Creighton.....\$80 88  
 Messrs. A. & W. MacKinlay ..... 63 00  
 ----- \$143 88  
 ----- \$143 88

Printing.—Messrs. Blackadar Brothers—  
 Printing official forms..... 371 50  
 ----- 371 50

Advertising.—At Halifax ..... 85 00  
 Pictou ..... 6 00  
 Yarmouth ..... 1 50  
 ----- 92 50

Quarter ended March 31st, 1866.

Printing.—Messrs. Blackadar,—  
 Printing official forms ..... 469 75  
 Advertising.—At Halifax ..... 27 50  
 Pictou ..... 3 00  
 Yarmouth ..... 1 50  
 ----- 32 00  
 ----- 501 75

Quarter ended June 30th, 1866.

Printing.—Messrs. Blackadar,—  
 Printing official forms..... 592 75  
 Advertising.—At Halifax ..... 77 12  
 Liverpool..... 3 75  
 Pictou ..... 3 00  
 Yarmouth..... 1 50  
 ----- 85 37  
 ----- 678 12

Quarter ended 30th September, 1866.

Printing.—Blackadar Brothers,—  
 Printing official forms ..... 525 50  
 Advertising.—At Halifax ..... 68 21  
 Antigonish..... 1 50  
 Bridgetown ..... 5 50  
 Pictou ..... 3 00  
 Wolfville ..... 2 50  
 Yarmouth ..... 4 75  
 ----- 85 46  
 ----- 610 96

Total in the year..... \$2398 71

**VOUCHER I.—COALS, WOOD, GAS, &c.**

Quarter ended 31st December, 1865.

Amount paid Halifax Gas Company, for gas supplied to the General Post Office, Halifax, in the quarter ended as above .....\$108 60

Quarter ended 31st March, 1866.

Halifax Gas Company, for gas in the quarter ..... 107 40

Quarter ended 30th June, 1866.

Halifax Gas Company, gas supplied G. P. O..... 102 00

Quarter ended 30th September, 1866.

Amount paid Wm. Smart for coals, wood, trackage, sawing, labor, &c., for the General Post Office, Halifax, in the quarter ended as above, 100 90

Paid Halifax Gas Company for gas supplied to the General Post Office, Halifax, in the quarter ended as above..... 84 50

\$185 50

Total in the year ..... \$503 50

**VOUCHER K.—MISCELLANIES.**

Quarter ended 31st December, 1865.

Mrs. McPherson, for affording accommodation to the mail couriers at Grand Ance, Cape Breton, in the period ended as above..... \$5 00

Paid for telegrams and petty disbursements by the Postmaster General in the quarter..... 28 92

\$33 92

Quarter ended 31st March, 1866.

B. A. Robichau, to repay road commissioners for money lost by robbery of the mail..... 248 00

The Commissioner of Crown Lands, to repay John Stewart for money lost in transit through the post office..... 74 00

Wm. Kidston, Jr., for extra travel during repair of Middle River and Baddeck bridges..... 50 00

Joseph Lake, for extra travel during the repair of the Kennetcook bridge..... 30 00

Mrs. Catherine McPherson, for affording shelter, &c., to the couriers at Grand Ance, C. B..... 5 00

Telegrams and petty disbursements by the Postmaster General ..... 52 38

459 38

Quarter ended 30th June, 1866.

Mrs. C. McPherson, for affording shelter to the mail couriers at Grand Ance, C. B..... 5 00

Allen Dickson, cleaning out out-premises..... 28 00

Wm. Crawford, regulating post office clock ..... 5 00

Telegrams and petty disbursements by postmaster general... 42 24

80 24

Quarter ended 30th September, 1866.

Lewis Hutt, expenses incurred in prosecuting enquiry respecting contents of a registered letter robbed at Digby, &c..	64 00	
R. R. McMillan, personal expenses to Digby and back, in reference to above enquiry, &c.....	9 60	
Mrs. C. McPherson, for affording accommodation to the couriers at Grand Ance, C. B.....	5 00	
For telegrams and petty disbursements by Postmaster General	20 13	
		<u>98 73</u>
Total in the year.....		<u>\$672 27</u>

A. WOODGATE,  
Postmaster General.

F. M. PASSOW,  
Examiner Account Branch.

REPORT No. 7.

Report of New Post and Way Offices established in Nova Scotia, during the year ended 30th September, 1866.

Name of Office.	Whether Post or Way Office.	County.	Name of Officer.	Date when duties commenced.
Little Glace Bay.....	Post Office.....	Cape Breton.....	W. McDonald.....	1st June, 1866.
Lingan.....	".....	".....	Walter Young.....	".....
Cow Bay.....	".....	".....	Anthony Martell.....	".....
Vogler's Cove.....	Way Office.....	Lunenburg.....	James Foyle.....	1st October, 1865.
Lanty's.....	".....	".....	D. Lanty.....	".....
Lower South River.....	".....	Antigonish.....	Dan'l Fraser.....	1st December, 1865.
Caledonia Mills.....	".....	".....	John Boyle.....	1st January, 1866.
Windsor Junction.....	".....	Halifax.....	M. McIntosh.....	1st February, "
Ellershausen.....	".....	Hants.....	Wm. Beckman.....	1st March, "
Victoria Beach.....	".....	Annapolis.....	Weston Delap.....	1st April, "
Lower Argyle.....	".....	Barrington.....	Enoch Goodwin.....	".....
Cape John.....	".....	Pictou.....	H. McLeod.....	".....
Upper Caledonia.....	".....	Guysboro.....	I. D. Cameron.....	1st May, "
Port Hood Mines.....	".....	Inverness.....	Wm. Tremain.....	1st June, "
Cockmagnon.....	".....	Hants.....	C. Thomas.....	1st July, "
Mabou Coal Mines.....	".....	Inverness.....	Arch'd McDonald.....	".....
North section of Earltown.....	".....	Colchester.....	Wm. Ross.....	".....
Gold Fields.....	".....	".....	Geo. Corbet.....	".....
St. Andrew's, Sibley Settlement.....	".....	".....	B. Knowles.....	".....
North River.....	".....	".....	C. Marsh.....	".....
Upper Newport.....	".....	Hants.....	E. J. Dimock.....	".....
South side of Boularderie.....	".....	Victoria.....	Robt. McKenzie.....	".....
Bridgeport.....	".....	Cape Breton.....	S. Cardigan.....	".....
Cross Point, Boularderie Island.....	".....	Victoria.....	Murdoch McDonald.....	".....
Princeport.....	".....	Colchester.....	S. Creelman.....	".....

## New Post and Way Offices—Continued.

Name of Office.	Whether Post or Way Office.	County.	Name of Officer.	Date when duties commenced.
Burntcoat .....	Way Office .....	Colchester .....	Robert Falconer .....	1st July, 1806.
Five Mile River .....	" .....	" .....	Jas. McLean .....	" .....
St Peter's Island .....	" .....	Richmond .....	L. Devoreaux .....	" .....
Middle Settlement N. E. Margaree .....	" .....	Inverness .....	T. G. Crowdes .....	" .....
Marsh Settlement of McLellan's Mountain .....	" .....	Pictou .....	W. McLean .....	" .....
Rear of Black River .....	" .....	Richmond .....	T. Morrison .....	" .....
Lower Settlement of Middle River .....	" .....	Victoria .....	F. McKue .....	" .....
Fenwick, Nappan .....	" .....	Cumberland .....	Charles Baker .....	" .....
South side Whycocomah Bay .....	" .....	Inverness .....	D. Campbell .....	" .....
Tupperville .....	" .....	Annapolia .....	W. F. Willett .....	" .....
New Town .....	" .....	Guysboro .....	Thos. McBain, junr. .....	" .....
North Range Corner .....	" .....	Digby .....	C. McNiel .....	" .....
White Point, Cape North .....	" .....	Victoria .....	Jas. Chandler .....	" .....
Baddeck Bridge .....	" .....	" .....	Donald McKae .....	" .....
Petite de Grat .....	" .....	Richmond .....	Peter Gourelly .....	" .....
Chaise River .....	" .....	Inverness .....	Alex. McDonald .....	" .....
South Berwick .....	" .....	Kings .....	William Lee .....	" .....
South Eastern Passage .....	" .....	Halifax .....	George Williams .....	" .....
Densmore's, Five Mile River .....	" .....	Hants .....	Nicholas Densmore .....	" .....
Head of West River .....	" .....	Pictou .....	William Graham .....	" .....

A. WOODGATE,  
Postmaster General.

F. M. PASSOW,  
Examr. Acct. Branch.



REPORT No. 8.

Report of New Post routes established during the year ended 30th September, 1866.

NAME OF ROUTE.		When established.	Number of trips per week.
From	To		
Durham	Millville and Dalhousie	1st April, 1866.	One.
Gay's River	Elmsdale	1st July, 1866.	"
Gay's River, past Norman's	Lake Egmont	"	"
Cross Roads, Co. Hants	Goshen	"	"
Cockmagnon	Kennetcook	"	"
Shubenacadie	Noel, through Georgefield Settlement	"	"
Chester	Vaughan's	"	Two.
New Ross	Vaughan's	"	"
Tracadie	Port Mulgrave	"	One.
Arichat	Petite de Grat	"	Three.
Newport	Upper Newport	"	One.
Baddeck	New Campbelltown	"	"
Little Bras d'Or	South side of Boularderie Island	"	Two.
South Harbor (Angus McPherson's)	White Point, Co. Victoria.	"	One.
Middle Section, S. E. Margaree	P. O. Forks Margaree	"	"
Digby	South Range Corner	"	"
Dartmouth	Entrance South Eastern Passage	"	"
West River	Upper Settlement, West River	"	"
Amherst	Fenwick (Nappan)	"	"
River Philip P. O.	West Branch W. O.	"	"
Cow Bay	Fall's Bay Beach	"	"
Tasket	Yarmouth	"	"
North East Harbor	Cape Negro Island	"	Six.
West Bay, C. B.	Rear Black River, Co. Richmond	"	One.
Blandford	Tancook Island	1st Aug.,	"

F. M. PASSOW,  
Examr. Acct. Branch.

A. WOODGATE,  
Postmaster General.

REPORT No. 9.

*Report of Post Routes discontinued within the year ended 30th September, 1866, shewing in the case of each route discontinued the reason for the proceeding.*

POST ROUTE.		Distance.	Times per week.	Date of discontinuance.	Reasons for discontinuance.
From	To				
Ingonish, .....	New Haven, .....	.....	Once.	1st Dec., 1865.	No correspondence during winter months.
Shubenacadie, .....	Gay's River, .....	.....	Once.	1st July, 1866.	Superseded by mail. Route from Gay's River to Lake Egmout.

F. M. PASSOW,  
Examiner Account Branch.

A. WOODGATE,  
Postmaster General.

REPORT No. 10.

*Report of Post and Way Offices discontinued and closed within the year ended 30th September, 1866, shewing in the case of each office discontinued or closed the reason for the proceeding.*

Post or Way Office.	Name of Office.	Name of Officer.	County.	When closed.	Reasons for closing.
Way Office,.....	Niel's Harbor,.....	J. McDonald,.....	Victoria,.....	1st December, 1866,...	{ Fishing establishment,—Office closed during winter months.

F. M. PASSOW,  
Examiner Account Branch.

A. WOODGATE,  
Postmaster General.

REPORT No. 11.

*Report of curtailment of expenses effected by the Post Office Department, within the year ended 30th September, 1866, specifying in each case the route to which the curtailment relates, the original service provided by contract, the name of the contractor, the original price, the original price, the reasons of the curtailment, the amount of reduction of price, and the date from which the curtailment took place.*

NAME OF ROUTE.		Name of the original contractor.	Original service provided by contract.	Original price.	Reasons for curtailment.	Reduction made in price per annum.	Date of commencement of reduction.
From	To						
Tusket Wedge, .	{ Tusket, via the west } { side of the river, . }	R. VanNorden,	Weekly service, .	\$50 80	{ Altered to once a week } { to Yarmouth, . . . . . }	\$22 30	1st Oct., 1865.
Six Mile Brook,	{ West River and Dal- } { housie Settlement, . }	J. McKay, . . .	"	40 00	{ Route shortened by tra- } { velling to West River } { only, . . . . . }	20 00	1st Apr., 1866.

F. M. PASSOW,  
Examiner Account Branch.

A. WOODGATE,  
Postmaster General.

REPORT No. 12.

Report of all allowances made to Mail Contractors in Nova Scotia, beyond the sums originally stipulated in their respective contracts, during the year ended 30th September, 1866, with the reasons for the same, signifying the route, the name of the contractor, the original service provided by the contractor, the original price, the date of commencement of service, and additional allowances therefor.

ROUTE.		Name of Contractor.	Original service performed by contract.	Original price.	Additional service required.	Date of commencement of additional service.	Additional allowance per annum.
From	To						
Halifax, .....	Turn's Bay, .....	G. Slauchenwaite	{ Weekly mail from Drysdale's to Turn's Bay, .. }	\$32 00	{ Route extended to start from Halifax city, }	1st April, 1866.	\$60 00
Lower Stewiacke, .....	{ St. Andrew's to Meagher's Grant, }	Thos. Parker . . . . .	Weekly service, .....	89 76	{ An extra allowance granted for detention of courier at Middle Musquodoboit, }	Do.	40 24
Halifax, .....	Richmond Terminus,	F. Fishwick . . . . .	Tri-daily mails, .....	280 00	{ Increased for additional weight of mails and trips, }	Do.	120 00
Halifax, .....	{ Musquodoboit Harbor, Tangier, Sheet Harbor, and Marie Joseph, . . . }	J. Archibald, . . . . .	{ Tri-weekly mail to Tangier, two to Sheet Harbor, and one to Marie Joseph, .....	1150 80	{ Route extended by crossing Ship Harbor Ferry, road not being completed, }	Do.,	60 00
Halifax, .....	{ Shelburne, via Liverpool, &c., including Bridgewater, Lunenburg, and Mahone Bay, }	J. Inglis, .....	Tri-weekly service, .....	2220 00	{ The Contractor having performed the service satisfactorily, and the remuneration being considered inadequate compared with other contractors, his wages were increased by authority, }	1st May, "	1000 00
Digby, .....	Briar Island, .....	J. Timpenny, . . . . .	Semi-weekly mail, .....	470 00	An additional trip per week,	1st July, "	140 00
Antigonish, .....	Sherbrooke, .....	J. McAmis, .....	Semi-weekly service, .....	400 00	An additional trip per week,	Do.	160 00
Noel, .....	Kennetcook Corner, . . . . .	Arch'd Haines, . . . . .	Weekly mail, .....	34 50	{ Extension of route, to H. Baine's settlement, }	Do.	18 50

*Report of allowances to Contractors, &c.,—(continued.)*

ROUTE.		Name of Contractor.	Original service performed by contract.	Original price.	Additional service required.	Date of commencement of additional service.	Additional allowance per annum.
From	To						
Wilnot .....	Margaretville .....	W. Woodbury.	Weekly mail, .....	\$48 92	An additional trip per week,	1st July, 1866.	\$44 00
Aridhot .....	Grandance .....	A. McPherson	Tri-weekly mail, .....	144 00	Increased to daily mail,	Do.	144 00
Smith's Cove ...	Bear River Bridge .....	W. Henslow..	Semi-weekly mail, .....	48 00	Increased to tri-weekly,	Do.	72 00
Bridgetown .....	{ Clute's Cove, Molasses Cove & Granville, via Parker's Cove... }	C. Phinney...	Weekly mail .....	180 00	{ Route extended to Arlington Settlement, }	Do.	10 00
Lowe: South River	{ Monck's Head & Pomquet Forks .....	J. Kelly .....	Weekly service .....	48 00	Increased to semi-weekly,	Do.	40 00
Sydney .....	Catalone and Louisburg.	N. H. Martin..	Weekly service .....	152 00	Additional trip per week,	Do.	100 00
Boularderie .....	Kempt Head .....	C. Munro .....	Weekly service .....	26 00	Additional trip per week,	Do.	22 00
Wolfville .....	Canning .....	H. Kileup .....	Tri-weekly service, .....	190 00	Increased to daily mail,	Do.	190 00
Plaister Cove .....	{ Baddeck, via Great Eastern Road .....	Wm. Kidston	Weekly service .....	320 00	Additional trip per week,	Do.	320 00
Lower Stewiacke.	{ Shubenacadie River and Princeport .....	A. Woodworth	Weekly service .....	74 00	{ Route extended to Princeport, }	Do.	18 50

A. WOODGATE,  
Postmaster General.

F. M. PASSOW,  
Examr. Acct. Branch.

REPORT No. 13.

*Report of all fines imposed and deductions made from the pay of mail contractors, for failure to deliver the mails, or for any other cause, shewing the name of the contractor, the nature of the offence, the route on which it occurred, the amount of fines, the time when it was imposed, and whether the fine was remitted, and for what reason, during the year ended 30th September, 1866.*

Name of route.		Name of contractor.	Date of fine.	Nature of offence.	Amount of fine.	Whether remitted, and for what reason.
From	To					
Sydney, . . . . .	Sydney Mines.	Allan McNeil.	6th Feb., 1866.	Drunk on duty.	\$12 00	Not remitted.

F. M. PASSOW,  
Examiner Account Branch.

A. WOODGATE,  
Postmaster General.

REPORT No. 44.

Report of all cases occurring within the year ended 30th September, 1866, of the abstraction or loss of letters containing money sent through the post office in Nova Scotia, showing the particulars of each case, and stating the result of the proceedings instituted by the department.

By whom mailed.	Where mailed.	When mailed.	Stated contents of letter.	Name.	Address.	Place.	Evidence of loss or abstraction.	Whether registered or not.	Result of enquiry.
W. H. Eaton.	Kentville.	24th Aug., 1865.	\$27 00	Robt. S. Ward.	Boston.	Boston.	Letter received without contents.	Registered.	Letter received at Boston, and enquiry instituted by United States postal authorities. Enquiry not successful.
A. P. Cunningham.	Antigonish.	30th Oct., 1865.	40 00	W. Kandick.	Halifax.	Halifax.	Not received.	Not regist'd.	Letter delivered to Mr. Kandick in due course at his office, and had been overlooked by him, being subsequently found in a drawer of his desk.
R. P. Mitchell & Co.,	West River, section No. 4, Pictou.	25th Oct., 1865.	49 00	A. C. McDonald.	Pictou.	Pictou.	\$29 stated only to have been received.	Registered.	Special officer of this department investigated the case, and is decidedly of opinion that no blame can be attached to the P. O. department; the error resting either with the sender or receiver.
Edward Connors,	Cannan, W. O.,	About 25th Sept., 1865.	6 00	Richard Beamish.	St. John, N. B.,	St. John, N. B.,	Not received.	Not regist'd.	No trace for want of registration.
Matthew Morrison,	Liverpool, N. S.,	5th Oct., 1865.	9 00	Mrs. W. Young.	St. John, N. B.,	St. John, N. B.,	do.	do.	do.
W. Matherson,	Dublin.	October, 1865.	24 00	Messrs. Twining & Son.	Halifax.	Halifax.	do.	do.	An officer of this department, after due enquiry, is of opinion that much doubt exists as to whether the money was ever forwarded as stated.

By whom mailed.	Where mailed.	When mailed.	Stated contents of letter.	Name.	Address.	Place.	Evidence of loss or abstraction.	Whether registered or not.	Result of enquiry.
J. W. Allison, jr.,	Newport Landing.	13th Dec., 1865.	4 00	Rev. Mr. McMurray.	Halifax.	Halifax.	Not received.	Not regist'd.	<p>The clerks in this department are certain that if such letter arrived here, it was duly delivered to the party who came for the Rev. gentleman's letters, and in consequence of numerous complaints having been made by him of missing letters, they now, and have for some time kept a memorandum of all letters to his address. No trace for want of registration.</p>
H. P. Bridges,	Taylor's Town, N. B.,	In Nov'r, '65.	60 00	Rev. R. N. Black.	Milton, N. S.	Milton, N. S.	do.	do.	
D. McDonald,	Springville, New Glasgow,	12th April, '65.	28 00	G. Taylor.	Richmond Station.	Richmond Station.	do.	do.	
Mrs. W. Baxter,	Maitland, Annapolis,	9th Jan'y, '66.	40 00	Thos. Fenerty.	Halifax.	Halifax.	do.	do.	
Alex. Fraser,	Sheet Harbor,	27th do.	20 00	F. Cochran, Esq.	do.	do.	do.	do.	
Wm. McNamara,	Halifax.	5th Nov'r, '66.	5 00	S. R. Sister Mary Gertrude.	Academy of the Holy Family, B a t h u r s t, Gloucester Co.	Halifax.	do.	do.	
Jas. Rankin,	Battery Hill,	6th June, '66.	5 00	Mrs. Jas. Rankin.	do.	do.	do.	do.	
Ratchford Snyder,	Mahone Bay,	7th July, '66.	20 00	Rev. W. H. Snyder.	do.	do.	do.	do.	
Robt. Favin,	Halifax.	18th Aug., '66.	A money order for \$1.50.	Favin, Esq.	Truro.	Truro.	do.	do.	
Rev. D. A. Welton,	Windsor,	21st May, '66.	40 '97	Jas. Thompson.	Nine Mile River.	Pictou.	do.	do.	
Miss Cameron,	Lochabar W. O.,	In Dec. or Jan.,	P. stamps	Mrs. McRae.	do.	do.	do.	do.	
Joseph Fowler,	Apple River W. O.,	Early in May,	40 00	Edw'd Fowler.	Parishono.	Parishono.	do.	do.	
— Viets,	Digby,	7th Sept., '66.	600 00	Messrs. Ritchie & Southland.	Halifax.	Halifax.	Letter received with strips of brown paper.	Registered.	

F. M. PASSOW,  
Examiner Account Branch.  
A. WOODGATE,  
Postmaster General.



## REPORT No. 15.

*Report shewing the number of letters received at the Dead Letter Office, Halifax, and how disposed of, during the year ended 30th September, 1866.*

Received from Great Britain, &c.....	882	
do. United States.....	2373	
do. Canada.....	147	
do. New Brunswick.....	313	
do. Prince Edward Island.....	109	
do. St. Thomas.....	66	
do. Provincial Post Offices.....	4436	
		<u>8326</u>
Forwarded to Great Britain, &c.....	1091	
do. United States.....	2762	
do. Canada.....	319	
do. New Brunswick.....	300	
do. Prince Edward Island.....	82	
do. St. Thomas, &c.....	326	
Returned to writers in Nova Scotia.....	2930	
Destroyed for want of name or residence.....	326	
Remaining in office unopened.....	190	
		<u>8326</u>

A. WOODGATE,  
Postmaster General.

T. SOUTHALL,  
Inspector of Dead Letters.

REPORT No. 16.

Report of letters of value received at the Dead Letter Office, Halifax, and how disposed of, during the year ended 30th September, 1866.

Name and address of writer.	To whom addressed.	Contents of Letter.	How disposed of.
Registered letter .....	Mr. McDougald, Dartmouth .....	Not known .....	{ Sent to Postmaster General New Brunswick, 30th Oct., 1865.
Alex. McKay, River John .....	Miss Munroe, New Brunswick .....	A gold ring .....	Returned to sender, 6th Nov., '65.
Sophia Gerior, Arichat .....	Capt. Gerior, Charlottetown .....	Two promissory notes, value £27 .....	Do. do.
Registered letter .....	James Wilson, West Indies .....	Not known .....	{ Sent to D. L. Office London, 9th November, 1865.
G. C. Perron, Demerara .....	James Collie, Esq., Liverpool, N.S. .....	{ Two bills of exchange, one for } £400, the other for £306 stg. }	{ Sent to D. L. Office St. Thomas, 9th November, 1865.
A. E. Roundy, Virginia city .....	Miss F. A. Patterson, Lawrencetown .....	\$1 25 in gold .....	Sent as addressed, 12th Dec., '65.
Mary Salties, Halifax, registered .....	Mrs. F. Labador, Horton .....	A Province note for \$4 .....	Returned to sender, 15th Jan., '66.
Registered letter .....	Miss Katie McDonald .....	Not known .....	Returned to P.M.G., Washington.
Ellen Healy, Halifax .....	Miss M. Connors, Galway, Ireland .....	A money order for £6 stg. ....	Returned to sender, 23rd Jan., '66.
W. & C. Murdoch, Halifax .....	George Parker, Esq., H.M.S. Liffey .....	A bill of exchange for £10 stg. ....	do. 31st, "
Cogswell & Forsyth, Halifax .....	Messrs Evans, Sons & Co., London .....	A bill of exchange for £50 stg. ....	do. 31st, "
R. N. B. McLellan, Great Village .....	Jas. Thompson, Esq., Glasgow .....	A bill of exchange for £79 13s. stg. ....	do. 2nd Feb., '66.
W. Ackhurst & Son, Halifax .....	Mr. J. Bigelow, Boston .....	A bill for \$28 31 .....	do. 3rd, "
Joseph Gillispie, Shelburne, regist'd .....	Mrs. E. Benjamin, Kingston, Ja. ....	No contents .....	do. 22nd March.
G. C. Harvey, Halifax .....	Wilford Hall, Esq., London .....	Two bills of exchange for £300 stg. ....	do. 29th "
Geo. Patterson, Pictou .....	J. W. Clarke, Philadelphia .....	A bill of exchange for \$140 .....	do. 6th April, '66.
P. McMorison, St. Peter's .....	Jas. Romans, New York .....	Two shillings .....	do. 19th "
Richard Pincio, Wolfville .....	Jas. F. Pincio, New York .....	A bill of exchange for \$80 .....	do. 19th, "
E. Payne, Halifax .....	Mrs. E. Thayer, New York .....	An American note, \$2 .....	do. 19th, "
Wm. Lee, Pirate Cove .....	Miss Lizzie Bradie, Boston .....	An American note for 50 cents .....	do. 19th, "
P. L. de St. Croix, Lower Economy .....	Henry de St. Croix, Mass. ....	An American note for 10 cents .....	Writer cannot be found.
Registered letter .....	Mrs. S. Brown, Halifax .....	Unopened .....	do. 20th Ap, '66.
Registered letter, Halifax .....	Mrs. C. Marilliot, Boston .....	A note for \$20 .....	{ Returned to P. M. G., Ottawa, 27th April, 1866.
			Returned to sender, 1st May, 1866.

*Report of Letters of Value received at the Dead Letter Office, &c.—Continued.*

Name and address of writer.	To whom addressed.	Contents of letter.	How disposed of.
No name, Halifax .....	D. D. W. Harrington, New York..	Bill of exchange for \$100....	Returned to sender, 1st May, 1866
Jas. Jackson, Halifax.....	J. F. Manch, Esq., Boston.....	An American note for 50 cents....	do. 1st May, '66.
P. L. de St. Croix, L. Economy...	Jas. de St. Croix, Ohio.....	An American note for 10 cents....	do. 2nd May, "
J. W. Hall, Lingan.....	Miss S. A. Leighton, Jamesboro...	An American note for 25 cents....	do. 2nd May, "
Edward Khan, registered, Halifax.	H. A. Karman, Austria.....	A letter.....	do. 22nd May, "
G. Sutherland, reg., Garden of Eden	G. E. W. Mavies, Esq., Halifax....	Two Province notes, £5 each.....	do. 16th June, "
Registered letter .....	T. Mitcherson, Esq., Halifax.....	Unopened .....	{ Returned to D. L. O., St. Thomas, 20th June, 1866.
John Stairs, Halifax.....	W. Kidston & Sons, London .....	A bill of exchange for £200 stg....	Returned to sender, 25th July, '66.
Black, Brothers & Co., Halifax....	W. Lees & Son, Birmingham.....	Bill of exchange for £600 stg....	do. do.
John Northup & Co., Halifax.....	Stafford & Graham, New York....	Bill of exchange for \$600.....	do. 3rd Aug., '66.
Lawson & Harrington, Halifax....	Jas. White & Co., Boston.....	Bill of exchange for \$75.....	do. do.
E. C. Croseup, Lower Granville ..	G. W. White, Esq., Toledo.....	An American note, 35 cents.....	do. 8th Aug., '66.
Registered letter .....	Capt. Miller, Minudie.....	Unopened .....	{ Returned to P. M. G., New Brun- wick, 10th Aug., 1866.
C. Dimock, regist'd, Renfrew....	Jos. Phelan, South Rawdon.....	\$5 50.....	Returned to sender, 22nd Aug., '66.
W. Cunningham, Truro.....	Mrs. W. McAllister, Belfast.....	An order for £6 2s. 6d. stg.....	do. 1st Sept., "
W. H. Creighton, Halifax.....	G. L. Snow, Rockland.....	Bill of exchange for \$800.....	do. 26th "
B. Jost, Guysboro .....	Miss C. Holand, New York.....	\$1 25 American currency .....	do. 27th "
W. Barron, Halifax.....	J. L. Overton, Esq., Boston .....	\$100 American currency.....	do. do.

RECAPITULATION.

15 letters containing money.....	\$155 30
19 do. bills of exchange, &c. ....	11728 57½
7 registered letters (unopened, and others containing sundries).....	0 00
<b>Total.....</b>	<b>\$11884 87½</b>

T. SOUTHWALL, Inspector of Dead Letters.

A. WOODGATE, Postmaster General.

REPORT OF SUPERINTENDENT OF MONEY ORDER OFFICE.

*Money Order Branch General Post Office,  
Halifax, N. S., 12th January, 1867.*

SIR,—

The Money Order Office Report for the year terminating 30th September, is hereby respectfully submitted.

Money order offices were added to the list on 1st July, 1866, situated at localities named as subjoined,—Chester, Cow Bay, Little Glace Bay, Mabou, and St. Peters.

The list now comprises offices as in Return No. 2.

The interchange with the United Kingdom, and the Colonies of Canada, New Brunswick, Prince Edward Island, and Newfoundland, continues as in 1865.

The facility in remitting afforded by Her Majesty's Commissariat Department, alluded to in report of 1865, continues, and proves a valued saving and convenience to the Halifax office.

The extension of privilege of drawing direct on the United Kingdom, as recommended in the report of 1865, is now more formally submitted, in reference to all the money order offices of the Province; if adopted, the requisite steps will be taken to carry the proposition into effect. Halifax, at present, is the only office of the Province having the privilege of direct interchange with the United Kingdom.

The money order transactions of the year exhibit the following particulars :

United Kingdom, orders issued on.....	No. 1881	amounting to....	\$41292	95
Canada, " .....	760	" .....	28420	85
New Brunswick, " .....	462	" .....	15774	73
Prince Edward Island, " .....	57	" .....	1149	84
Newfoundland, " .....	52	" .....	1126	69
Nova Scotia, " .....	9621	" .....	473484	61

United Kingdom, orders paid .....	406	amounting to....	\$6950	25
Canada, " .....	98	" .....	2127	46
New Brunswick, " .....	225	" .....	6627	81
Prince Edward Island, " .....	94	" .....	1850	94
Newfoundland, " .....	53	" .....	1211	42
Nova Scotia, " .....	9591	" .....	482963	06

These numbers and amounts exhibit a considerable increase, compared with any former year of money order transactions, as will appear from subjoined list :

1861, amount of orders issued.....	\$67,212
1862 " .....	100,706
1863 " .....	124,833
1864 " .....	245,611
1865 " .....	378,716
1866 " .....	561,245

The balances in reference to all the places with which interchange is maintained, are against the Halifax office, with the exception, occasionally, of Prince Edward Island and Newfoundland.

The remittances for these balances were in 1866 :

United Kingdom, .....	\$25,200	00
Canada, .....	17,203	00
New Brunswick, .....	8,911	00
Prince Edward Island, .....		
Newfoundland, .....	506	00

Statements of commissions received, and of contingent expenses of the department, are subjoined to this report.

All the expenses of the Money Order Office are defrayed from the commissions arising from the issue and payment of Money Orders, as appears from statement No. 1.

The absence of loss in the department has to be repeated concerning 1866; but considerable delay and anxiety, and some embarrassment, have been experienced by delays in transmitting remittances to the Halifax office; delay of returns is also a cause of complaint.

The Superintendent has to regret incompleteness of this report, in consequence of disappointment concerning returns from Antigonish Money Order Office; some more strict rule in reference to remittances and returns, in accordance with practice elsewhere, may have to be proposed.

With exceptions alluded to, the harmonious co-operation of the various offices of the Province has to be repeated for the year 1866. The increase in amount of orders issued for 1866, as compared with 1865, gives a total of \$182,530. The increase of orders paid for 1866, compared with 1865, amounts to \$165,572. Increase of totals for 1867 is promised by the existing state of Money Order transactions of the Province.

I have the honor to be,

Sir,

Very respectfully, &c., &c.,

J. S. THOMPSON,

Superintendent.

A. WOODGATE, Esq., Postmaster General.

#### RETURN No. 1.

*Statement of Revenue derived from transactions of the Money Order Branch, and expenditure, for the year ending 30th September, 1866.*

DR.			
To balance from 1865.....		\$926	39
Nett revenue from orders issued, and payable in Nova Scotia....		2393	50
	Ditto, United Kingdom.....	1112	85
	Ditto, Canada.....	126	30
	Ditto, New Brunswick.....	97	42
	Ditto, P. E. Island.....	16	73
	Ditto, Newfoundland.....	15	25
		<u>\$4688</u>	<u>42</u>
CR.			
Expenses :			
6 months' salary to Superintendent, at \$800 per ann.....	\$400	00	
Do. 1000 ".....	500	00	
9 months' salary to 1st Clerk, at 600 ".....	450	00	
6 months' salary to 2nd Clerk, at 300 ".....	150	00	
Do. 400 ".....	200	00	
Printing.....	454	00	
Contingencies, (telegrams, stationery, &c.).....	150	00	
		<u>2304</u>	<u>00</u>
To the credit of revenue.....	\$2384	42	

A. WOODGATE,  
Postmaster General.

J. S. THOMPSON,  
Superintendent M. O. Office.

RETURN No. 2.

Money Order returns, shewing the numbers and amounts of Orders issued and paid, and commissions to credit of revenue and postmasters, for the year ending 30th September, 1866.

OFFICE.	COUNTIES.	ISSUED.		PAID.		COMMISSIONS.	
		No.	Amount.	No.	Amount	Revenue.	Postmas- tors.
Amherst, . . . .	Cumberland,	113	\$3635 40	121	\$4252 65	\$14 82	\$10 27
Annapolis, . . . .	Annapolis, . .	294	12915 76	110	4936 96	39 94	35 56
Antigonish, *	Antigonish, . .	520	38176 36	192	8134 30	102 72	97 28
Aricliat, . . . .	Richmond, . .	1004	56058 01	123	7175 74	153 93	143 68
Baddeck, . . . .	Victoria, . . . .	309	16083 28	32	1311 46	41 97	41 63
Barrington, . . .	Shelburne, . .	311	14374 12	53	2550 04	36 56	34 24
Bridgetown, . . .	Annapolis, . .	365	19512 80	113	4474 02	63 96	53 31
Bridgewater, . . .	Lunenburg, . .	218	7928 96	52	2094 47	21 50	21 45
Canso, . . . . .	Guysboro, . . .	133	3450 34	32	1337 64	10 54	9 81
Canning, . . . . .	Kings, . . . . .	38	1104 18	20	736 91	4 23	3 36
Chester, . . . . .	Lunenburg, . .	3	41 05	3	63 80	0 13	0 12
Cow Bay, . . . . .	Cape Breton, . .	87	6838 08	.....	.....	17 28	17 27
Digby, . . . . .	Digby, . . . . .	261	12158 04	88	2782 42	37 73	29 82
Guysboro', . . . .	Guysboro', . . .	356	15184 05	113	3333 46	41 84	41 00
Halifax, . . . . .	Halifax, . . . .	2795	76925 18	7533	389498 12	2452 19	0 00
Kentville, . . . .	Kings, . . . . .	124	3009 04	62	2703 37	11 57	8 65
Little Glace } Bay, . . . . .	Cape Breton, . .	75	5691 69	.....	.....	14 50	14 50
Liverpool, . . . .	Queens, . . . . .	444	14177 23	117	4039 15	43 67	40 03
Lunenburg, . . . .	Lunenburg, . . .	96	2684 07	49	1569 50	7 63	7 62
Mabou, . . . . .	Inverness, . . .	23	829 20	6	246 25	2 47	2 23
New Glasgow, . . .	Pictou, . . . . .	194	6519 23	83	3170 44	42 50	20 40
N. Sydney, . . . .	Cape Breton, . .	657	43839 40	26	975 85	114 37	113 67
Parrsboro', . . . .	Cumberland, . . .	206	5324 49	22	710 68	15 49	18 02
Pictou, . . . . .	Pictou, . . . . .	541	21143 18	315	14894 43	59 07	127 90
Plaister Cove, . . .	Inverness, . . . .	347	14121 72	49	1320 35	40 93	40 12
Port Hood, . . . .	Inverness, . . . .	237	9853 49	63	2722 29	27 46	28 24
Pt. Mulgrave, . . .	Guysboro, . . . .	118	3827 38	18	806 13	10 75	11 26
St. Peters, . . . .	Richmond, . . . .	22	663 60	10	853 32	0 93	1 92
Shelburne, . . . .	Shelburne, . . . .	188	8500 96	42	1908 97	22 49	24 87
Sherbrooke, . . . .	Guysboro, . . . .	57	2620 30	25	1127 34	8 51	7 28
Sydney, . . . . .	Cape Breton, . .	1000	63617 55	78	2606 33	173 45	175 42
Truro, . . . . .	Colechester, . . .	177	6216 05	199	5387 80	19 91	20 04
Tusket, . . . . .	Yarmouth, . . . .	18	1094 77	6	169 29	2 88	2 87
Wallace, . . . . .	Cumberland, . . .	111	2259 87	58	1094 64	6 96	7 48
Westport, . . . . .	Digby, . . . . .	94	3279 02	16	816 75	9 55	9 50
Wilmot, . . . . .	Annapolis, . . . .	143	6524 39	27	1069 82	18 25	17 73
Windsor, . . . . .	Hants, . . . . .	175	6266 79	207	5548 89	22 26	17 07
Wolfville, . . . .	Kings, . . . . .	264	11768 83	135	4310 32	35 51	32 58
Yarmouth, . . . .	Yarmouth, . . . .	681	33937 71	269	9988 03	87 54	106 90
		12799	\$561245 67	10467	\$500730 94	\$3839 00	\$1395 10

Money Order Office in account with Bank of Nova Scotia:  
 To checks drawn on Bank, from 30th September, 1865, to 30th  
 September 1866, . . . . . \$435,581 00  
 By cash deposited in Bank, . . . . . 440,535 00

A. WOODGATE, Postmaster General.

J. S. THOMPSON, Superintendent.

\* The returns from this office include those for seven months only, to which are added a supposed approximate amount for the remaining five months.

## RETURN No. 3.

*Statement shewing the number of Money Orders issued in Nova Scotia on the United Kingdom, with the commissions received thereon, and the number of Money Orders paid in Nova Scotia, drawn by Money Order offices in the United Kingdom, for the year ending 30th September, 1866.*

Office where issued.	No. orders issued.	Amount orders issued.	Commission received.	No. paid.	Amount orders paid.
Halifax, . . . .	1881	\$41,292 95	\$1,006 25	406	\$6,950 25

N. B.—Halifax being the only office at present in money order interchange with United Kingdom.

A. WOODGATE,  
Postmaster General.

J. S. THOMPSON,  
Superintendent M. O. Office.

## RETURN No. 4.

*Statement shewing the number of Money Orders issued in Nova Scotia on Canada, with the Commissions received thereon, and the number of Money Orders paid in Nova Scotia drawn by Money Order Offices in Canada, with the Commissions allowed to Postmasters, viz.,  $\frac{1}{4}$  of one per cent. on the total amount of Money Orders issued and paid, for the year ending 30th September, 1866.*

Offices where issued.	No. orders issued.	Amount of orders issued.	Commission received.	No. orders paid.	Amount of orders paid.	Commission to Postmasters.
Halifax . . . .	245	\$8342 02	\$100 25	72	\$1438 35	.....
Country . . . .	515	20078 83	216 00	26	689 11	\$51 92
Total . . . .	760	\$28420 85	\$316 25	98	\$2127 46	\$51 92

A. WOODGATE,  
Postmaster General.

J. S. THOMPSON,  
Superintendent M. O. Office.

RETURN No. 5.

*Statement shewing the number of Money Orders issued in Nova Scotia on New Brunswick, with the commissions received thereon, and the number of Money Orders paid in Nova Scotia; drawn by Money Order offices in New Brunswick, with the commissions allowed to Postmasters, viz.:  $\frac{1}{4}$  of one per cent. on the total amount of Money Orders issued and paid, for the year ending 30th September, 1866.*

Offices where issued.	No. orders issued.	Amount of orders issued.	Commissions received.	No orders paid.	Amount of orders paid.	Commissions to postmasters.
Halifax, . . . .	95	\$2,832 54	\$36 50	121	\$3,180 63	.....
Country, . . . .	367	12,942 19	151 25	104	3,447 18	\$40 97
Total, . . . .	462	\$15,774 73	\$187 75	225	\$6,627 81	\$40 97

A. WOODGATE,  
Postmaster General.

J. S. THOMPSON,  
Superintendent M. O. Office.

RETURN No. 6.

*Statement shewing the number of Money Orders issued in Nova Scotia on Prince Edward Island, with the Commissions received thereon, and number of Money Orders paid in Nova Scotia, drawn by Money Order Offices in Prince Edward Island, with the Commissions allowed to Postmasters, viz.,  $\frac{1}{4}$  of one per cent. on the total amount of Money Orders issued and paid, for the year ending 30th September, 1866.*

Offices where issued.	No. orders issued.	Amount of orders issued.	Commissions received.	No. orders paid.	Amount of orders paid.	Commissions to postmasters.
Halifax . . . .	23	\$315 71	\$6 75	51	\$980 38	.....
Country . . . .	34	834 13	11 75	43	870 56	\$8 52
Total. . . . .	57	\$1149 84	\$18 50	94	\$1850 94	\$8 52

A. WOODGATE,  
Postmaster General.

J. S. THOMPSON,  
Superintendent of M. O. Office.



## RETURN No. 7.

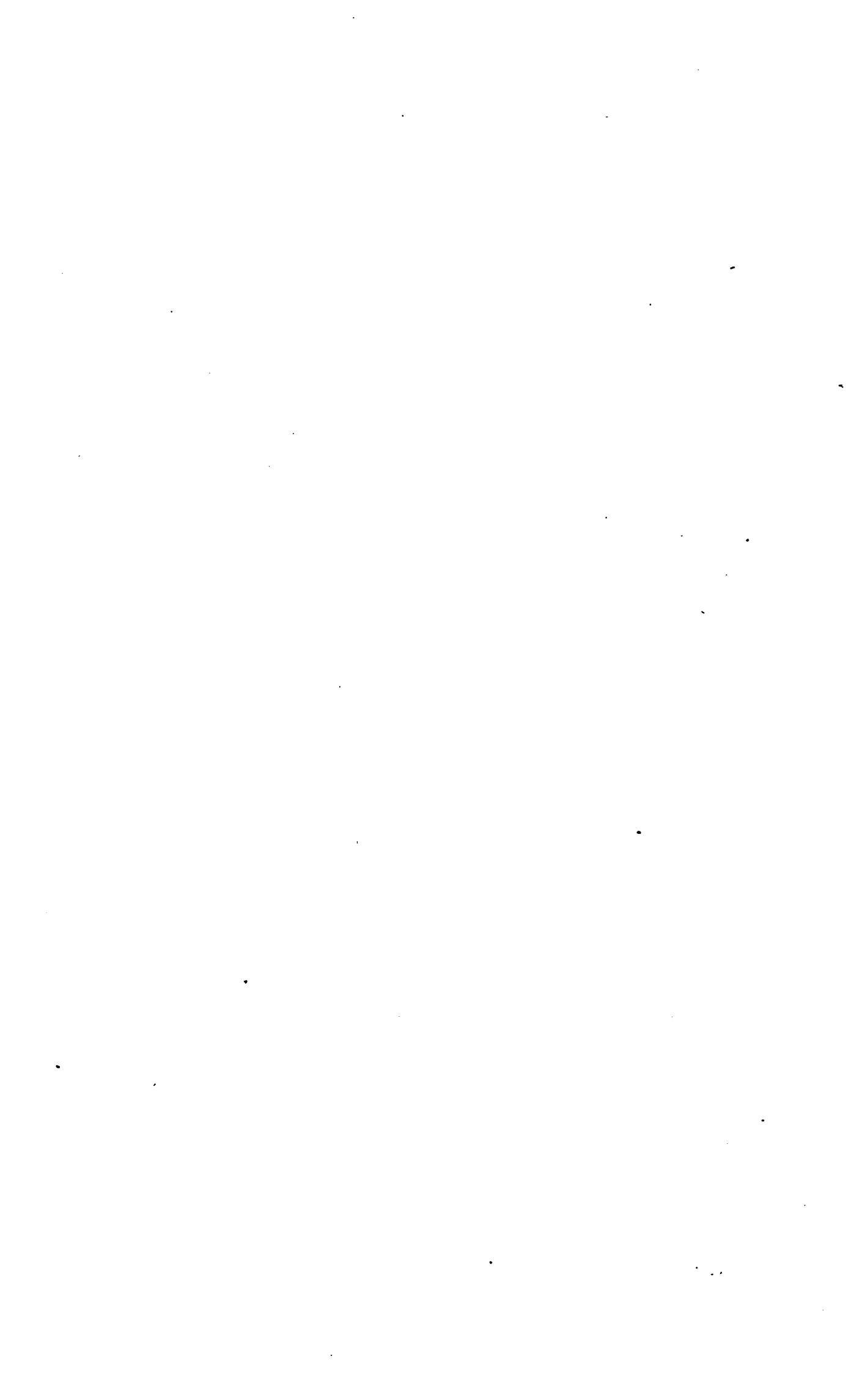
*Statement shewing the number of Money Orders issued in Nova Scotia on Newfoundland, with the commissions received thereon, and the number of Money Orders paid in Nova Scotia, drawn by Money Order offices in Newfoundland, with the commissions allowed to Postmasters, viz.:  $\frac{1}{4}$  of one per cent. on the total amount of Money Orders issued and paid, for the year ending 30th September, 1866.*

Offices where issued.	No. orders issued.	Amount of orders issued.	Commissions received.	No. orders paid.	Amount of orders paid.	Commissions to postmasters.
Halifax, . . . .	20	\$447 19	\$6 75	44	\$991 54	.....
Country, . . . .	32	679 50	9 50	9	219 88	\$2 25
Total, . . . .	52	\$1,126 69	\$16 25	53	\$1,211 42	\$2 25

A. WOODGATE,  
• Postmaster General.

J. S. THOMPSON,  
Superintendent M. O. Office.





## APPENDIX No. 17.

# MARRIAGES, BIRTHS AND DEATHS.

*Financial Secretary's Office,  
Registration Department,  
Halifax, 1st February, 1867.*

SIR,—

In accordance with the requirements of the Registration Act, I beg to submit to you my second annual Report of the Marriages, Births and Deaths, that have been registered and returned to this office, from the different registration districts throughout the Province.

Though the returns are still far from being full, it is satisfactory to be able to state, that compared with those of the previous year, very great and gratifying progress has been made, and there is every reason to hope that when the limits of each Deputy Registrar shall have been defined, so that the whole ground may be occupied, and each official know exactly the extent of his district, they will be found sufficiently correct and complete for general statistical purposes.

For the Financial year of 1865, the total number of births registered was 2377; of deaths 1590, and of marriages 1822. During the last year ended 30th September, 1866, the number of births registered amounted to 7876, of deaths, to 3865, and of marriages, to 2720. It will thus be seen that as regards births, the number registered during the past year exceeds that of its predecessor by about 350 per cent., of deaths by 250 per cent., and of marriages by nearly 50 per cent. Should it be found possible to keep up this ratio of improvement, the registration system in this Province may be expected to reach a sound and satisfactory condition within the next two years.

In the meantime, the information to be obtained from the subjoined facts and figures will be found to be both useful and interesting, and each succeeding year, it is to be hoped, will find them more so.

### POPULATION.

When a general census was taken in 1851, the population of Nova Scotia was found to amount to 276,117. In 1861 it had increased to 330,857, exhibiting a gain of 54,740 within ten years, or a rate equal to nearly twenty per cent. This ratio was divided somewhat unequally among the different counties, appearing highest in Cumberland, where it showed 36 per cent., and lowest in Shelburne, in which county the population during these ten years had remained nearly stationary. There is every reason to suppose that the rate of increase since 1861 has been neither very much greater nor less than that indicated above. The immigration has been little more than nominal; and though within the last year or two more attention has been directed to this important subject, it is probable that the number of young people of both sexes who have left the Province for the United States, and other places, is nearly, if not altogether, equal to that which has arrived on our shores. Whatever increase, therefore, has taken place, must be assigned to the natural growth of the population, which may justly be presumed to have maintained the same ratio from 1861 to 1867, as it did from 1851 till 1861. Under these circumstances, the present population of Nova Scotia may be set down at 370,000, or as having made a gain of about 40,000 within the last five years.

In order that some idea of the comparative density of the population may be arrived at; it may be useful to give, in the form of a short table, the number of statute acres in each of the eighteen counties, with the population of each, calculated according to the rate of increase indicated by the last census.

Nova Scotia, including Cape Breton, contains a total of 13,530,237 statute acres, of which 6,114,944 have been granted, and 7,315,282 still remain in the hands of the Crown, in a wilderness state.

The population of the Province being about 370,000, there are therefore nearly forty acres to every person, old and young, in it. In England the average extent of land to each individual is considerably less than two acres, so that the peninsula of Nova Scotia, if equally fertile with the Mother Country, ought to be able to support a population of four millions of people.

The subjoined table, exhibiting the acreage and the population of each county brought up to the present year, will show the relative progress that has been made in the settlement of the different divisions of the Province:—

COUNTIES.	Number of statute acres.	Estimated Population.	Number of acres to each person.
Nova Scotia,.....	13,530,237	370,560	37.00
Annapolis,.....	844,928	18,429	45.8
Antigonish,.....	378,099	15,847	23.8
Cape Breton,.....	632,960	22,337	28.3
Colchester,.....	861,344	23,432	36.7
Cumberland,.....	862,726	23,534	36.7
Digby,.....	629,912	16,521	38.1
Guysboro,.....	890,752	13,984	63.7
Halifax,.....	1,618,150	56,174	28.8
Hants,.....	777,824	19,729	39.4
Inverness,.....	785,920	22,163	35.5
Kings,.....	825,446	22,273	37.0
Lunenburg,.....	756,998	21,987	34.4
Pictou,.....	784,377	30,943	25.3
Queens,.....	668,160	10,907	61.2
Richmond,.....	288,640	14,245	20.2
Shelburne,.....	746,720	10,700	69.7
Victoria,.....	757,120	10,318	73.3
Yarmouth,.....	420,160	17,017	24.7

According to the official return from the Crown Land Office, there are still ungranted lands to the number of 7,315,282 acres; a large proportion of this, however, consists of barrens and swamps, so that perhaps not more than one-fifth of it is actually fitted for cultivation, but probably at least a half of it may be valuable as land for lumber. Making allowance for this and also for the amount of land occupied by water, it is abundantly evident that Nova Scotia is capable of sustaining upwards of a million of people, or more than three times its present population.

#### MARRIAGES.

The number of Marriages registered in Nova Scotia during the Financial year, ended 30th September, 1866, was 2720, of which 2082 were by license, and 638 by publication of banns. The number by license is necessarily complete, as every license used is issued from this Department. It is somewhat different with regard to marriage by banns, and there can be little doubt that a considerable number of the latter have still escaped registration. This, however, is not to be attributed to any unwillingness on the part of the clergymen of any denomination to make the required returns, but arises simply from the fact that the system,

being comparatively new, can be understood and acted upon, in a scattered and sparsely peopled district of country, only, as it were, by degrees. The number registered in 1865 as having been married by banns was only 306, while during the past year it has risen to 638, and there is every indication that for the future all, or very nearly all, marriages, so celebrated, will be returned and registered. I would here desire to express my obligations to their Lordships the Bishop of Nova Scotia and the Bishop of Arichat, and also to the Very Rev. Dr. Hannan, who have materially assisted me, by directing the attention of their clergy to the duty and importance of attending to the requirements of the Registration Act. It will be observed that from the counties of Antigonish, Cape Breton, Inverness, Richmond and Victoria, the returns are by far the most meagre, which can be readily accounted for from the fact that by far the greater number of marriages in these counties is by banns; till last year no fee was allowed for making such return, and it is only now in course of being understood that such fee is payable by law.

The population of the Province is about 370,000, and the number of marriages registered 2720, or including those that have been returned since the tables were made up, 2760. This will give an average of one couple married to every 134 of the population, or one person married annually out of every 67. In England the proportion is one marriage to each 115 persons; in Scotland, one to each 148. In Ireland, the ratio was in 1864—the latest return made—only one marriage to each 212 of the population; being little more than half the ratio in England, and considerably lower than the exceptionally low rate in Scotland. Ireland, with a population of five millions, returns 27,373 marriages as having taken place in 1864; while Scotland, with 3,000,000 of people, returns 20,597. The ratio in Massachusetts is precisely the same as that in England, one in 115.

It will thus be seen that Nova Scotia presents a marriage registration higher than either Scotland or Ireland, but considerably lower than either England or Massachusetts. This, however, is in appearance only, and is to be attributed to the defective registration of some of the outlying districts, already alluded to. By taking the county of Halifax, in which the registration, so far as marriages are concerned, may be assumed as perfect, the ratio is that of one marriage to every 92 persons, or one individual married to each 46 of the population of the county. But neither is this comparison perfectly fair as a general average, as it is well known that the marriage rate is always considerably higher in cities than in the country districts. For example: the number of marriages in the city of Halifax, with a population of 32,000, last year, was 419, being as high as one to every 80 persons, whereas the number in the county, exclusive of the city, was only 188, or one to each 127 of the population. This great discrepancy may be accounted for from the fact, that many belonging to, and residing in, the country come to the city to get a license, and are accordingly registered in the place where the license is purchased, or where the officiating clergyman resides.

From the above facts, as well as from the results shown by the tables, we may conclude that the actual marriage ratio of Nova Scotia is about the same as that of England and Massachusetts, certainly not lower.

There is one very remarkable fact connected with the rate of marriages in a country, which is, that a comparatively low ratio seems to have little effect upon the birth rate. In Massachusetts, where one person out of 57 gets married annually, the birth rate is one to 41 of the population. In England, with the same marriage ratio, the birth rate is one to 27. In Scotland, where the proportion is only one marriage to 148 persons, the births are one to 28; and in Ireland, with a marriage rate little more than half that of New England, the birth rate is considerably higher. This singular fact in statistics was first observed by the Registrar General of Scotland, who showed that though the marriage rate was greatly increased during a year of commercial prosperity, the increase in the birth rate was by no means in the same proportion, during the succeeding year, as might naturally be expected.

It has been stated that the county of Halifax indicates the highest marriage rate, being 108 marriages to every 10,000 persons. In the county of Queens it is 91 to 10,000; in Lunenburg 84; Shelburne 80; Yarmouth 83; Digby 79;

Guysboro' 77; Colchester and Cumberland, each 74; Annapolis 72, and Hants 70 in 10,000. The other counties are all under any of the above rates; the lowest, or rather the least perfectly registered, being Inverness, which represents only 43 marriages to each 10,000 of the population.

The greatest number of marriages in Nova Scotia are celebrated during the last quarter of the year, viz., in October, November and December, while the smallest number takes place in March, April and May.

Of the 2720 marriages celebrated last year, 646 belong to the Baptist Church; 583 to the Presbyterian Church of the Lower Provinces; 501 to the Roman Catholic Church; 465 to the Church of England; 250 to the Wesleyan Church; 141 to the Church of Scotland; 53 to the Lutheran; 41 to the Congregationalist; 29 to the Reformed Presbyterians, and 11 to other smaller bodies.

If every marriage had been registered, the above numbers ought to indicate, with an approximation to correctness, the relative numerical strength of the different religious bodies. But it is well known from the census of 1861 that the Catholic denomination is the most numerous in the Province, embracing one-fourth of the whole, while the Church of England is equal to only one-seventh, and the Baptist Church to one-sixth. It is evident, therefore, that a large proportion of Catholic marriages has not been registered, arising from the fact already stated, that this Church marries almost wholly by publication of banns, for the registration of which no fee was allowed till last year, or rather till about the middle of the financial year, of which this is a Report.

It will be evident to any one comparing the number of registered marriages with that given in last year's Report, that a very appreciable advance has been made towards that completeness, which it is hoped will be reached in another year. The only apparent exception is that of the Church of Scotland. Last Report contained 172 marriages registered as belonging to this body, while the present shows only 141. This, however, is probably owing to the fact that some of the clergy of that church in filling up the certificate of marriage, attach simply the words, Presbyterian Church, after their name, and may thus be entered as belonging to the other Presbyterian denomination.

By running the eye over Table 2nd, it will be seen that the Church of England has established herself firmly in all the counties, except Antigonish, Inverness, Kings, Pictou, Richmond and Victoria, from which counties her marriage returns are either blank or very small. The main strength of the Roman Catholic Church lies in Antigonish, Cape Breton, Digby, Guysboro', Halifax, Inverness, Richmond and Yarmouth. There are, however, only two counties, Colchester and Victoria, from which marriage returns connected with this denomination have not been made. The Presbyterian strength is concentrated for the most part in the counties of Cape Breton, Colchester, Cumberland, Halifax, Hants, Inverness, Pictou and Victoria. Annapolis and Queens are the only counties from which no Presbyterian marriage returns have been made.

The Reformed Presbyterians have obtained a footing only in Cumberland and Lunenburg. The Church of Scotland is confined to Colchester, Cumberland, Halifax, Inverness, Pictou and Victoria. The Baptist Church is strongly established in every county, except Antigonish, Inverness, Pictou, Richmond and Victoria, all of which counties were settled by colonists, who came for the most part from Scotland, and are either Catholic or Presbyterian. Taking marriage registration as our guide, the Baptists are the prevailing body in Annapolis, Digby, Hants, Kings, Queens, Shelburne and Yarmouth. The Wesleyans are strongest in Cumberland, Halifax, Shelburne and Hants, but have also a respectable footing in all the other, except what may be called the Scotch, counties of Antigonish, Cape Breton, Inverness, Pictou, Richmond and Victoria. The Congregationalist body is centred in Queen's county, and can scarcely be said to exist in any other portion of the Province. The Lutherans are confined exclusively to the German county of Lunenburg, in which they are, next to the Church of England, the leading denomination.

Seven marriages have been returned from the Universalist body, which seems to be confined to the city of Halifax.

Of the 2720 marriages registered, the condition of the parties previous to

marriage is given in the case of only 2505. By the term "condition" is meant whether the man is a bachelor or widower, and the woman a spinster or widow. Of these 2505 marriages, 2127 were between bachelors and spinsters; 240 between widowers and spinsters; 67 between bachelors and widows; and 71 between widowers and widows. Eighty-five per cent of the whole, therefore, was between bachelors and spinsters;  $9\frac{1}{2}$  per cent between widowers and spinsters; two per cent between widowers and widows; and only  $2\frac{1}{2}$  per cent between bachelors and widows. There were thus 311 re-marriages of men, and only 138 re-marriages of women recorded; so that the number of widows who do not re-marry is two and a-half times greater than that of men who enter a second time into the marriage state. This ratio is maintained with remarkable uniformity throughout the greater number of the counties. Of the 311 widowers, 240 of them, or 80 per cent of the whole number, married spinsters, while only 20 per cent married widows;  $12\frac{1}{2}$  per cent, or one-eighth of the men had been previously married, while only  $5\frac{1}{2}$  per cent, or one woman in 18, had contracted marriage a second time. These proportions differ in some respects from those in England, where the number of men who re-marry is 13.5 per cent of the whole, and of the women 8.8 per cent; that is, in proportion to population, about nine widowers re-marry for every six widows in Nova Scotia.

The table representing the ages at which marriages take place in this Province, elucidates some results of great interest and importance. It is a well-established fact that climate has a considerable effect upon what may be said to constitute the marriageable age. In Sweden the average age at which marriage takes place is four years later than in England, and in England 5.90 per cent of the men are married between 20 and 21, while in Scotland the ratio is only 4.70. Again, between 21 and 25, 41.50 per cent of the men were married, while in Scotland the rate between the same ages was only 34.48. The same result holds good with regard to the women.

Of the 2720 marriages registered in Nova Scotia, the age of the man was given in 1694 instances, and that of the woman in 1764. This incompleteness, of course, affects to a certain extent the correctness, or rather the reliability, of the general result, but still affords *data* of considerable value. The plan adopted since May last of registering marriages, secures in nearly every instance all the required particulars, so that for the future the proportion in which the age is not given will be only nominal. Of the 1764 women, 358 were married under 21 years of age, 1180 were married before the 25th year, 1559 under 30, and 205 above 30. It would thus appear that of the women married in this Province, one fifth are under 20; 67 out of every hundred are married before they are 25; and 89 out of every hundred before they are 30; 11 out of one hundred manage to get married after they have passed their 30th year.

Of males who entered the marriage state when minors, the whole number was 38, and of that small number seven belonged to one county, Yarmouth;—530, or about one-third of the whole, were married between 21 and 25; 644 were married from 25 to 30. Between 30 and 40 the number married was 325; between 40 and 50, 91 were married, 36 between 50 and 60, and 25 above 60 years of age. It will thus be seen that two per cent of the men are married under 21, 33 per cent under 25, 71 per cent of the whole number under 30, and 91 out of every hundred under 40.

In England, 41.50 per cent of the men are married between their 21st and 25th year; in Scotland, 34.48 per cent; in Nova Scotia, 32 per cent. Of the women, 39 out of every hundred are married in England between 21 and 25; 37.5 in Scotland, and nearly 50 per cent at the same age in Nova Scotia. Nearly three-fourths of the men and nine-tenths of the women in this Province have entered the marriage state before they have reached their thirtieth year.

Of the marriages recorded in which the age is given, the woman was older than the man in 222 instances, or in one marriage out of every eight.

The oldest couple, who also happen to be the oldest man and woman, married during the past year, were, the man 83, and the woman 73 years of age. This venerable couple were united at LuHave, in the county of Lunenburg. The youngest man married was 17; the youngest woman 15. The youngest couple



were of the respective ages of 17 and 18. In Pictou the oldest man married was 78, oldest woman 60; in Antigonish oldest man 77, oldest woman 65; in Digby oldest man 73, oldest woman 58; in Halifax oldest man 70, oldest woman 58; in Colchester the marriage of the oldest was 70, woman 52.

The average age of the widowers who re-married was about 42 years; of the widows, about 32.5; of the bachelors, the average age was 26.4, and of the spinsters 22.2, which is nearly the same as that of Massachusetts.

In Table 8th it will be seen that in the county of Halifax, including of course the city, the average age of the bachelor was found to be 26, of the spinster 23; of the widower 42, and the widow 33 years, at the time of marriage.

By viewing the ages at the time of marriage in another manner, as in Table 9th, it will be seen that the largest proportion of marriages of men takes place at 25, 24, 23, and 22 years. In women the largest proportion is at 22, 20, 21, and 23. One-eighth of the females married were in their 22nd year, and the same proportion of males were in their 25th.

### BIRTHS.

Few facts are more important in a statistical point of view than the birth rate of a country. It exhibits not only the progressive rate of increase in the population, but also educes results both interesting and valuable, in its social economy, as well as the effect of occupation, climate, and habit of living upon the proportion of births in that particular province or country. The population of Nova Scotia at the present time, as has been already stated, is in round numbers 370,000, and if the system of registration were as perfect as it ought to be, and as it is in other countries, it would be a comparatively easy matter to get at its exact birth rate. In the meantime this can be reached only indirectly and approximately. Very great improvement, it is true, has taken place—an improvement sufficiently encouraging to induce us to hope that in another year or two we may in this respect be abreast of other places.

Before proceeding to explain in detail the different facts and results ascertained in connection with this department of the system of registration in Nova Scotia, it may be well to state the leading results which some other countries present on this important subject. In England, with a population a little over 20,000,000, 727,414 children were registered, being one child to every 27 persons living—the proportion of males to females being nearly 105 males to 100 females.

In Scotland, with a population of 3,084,000, the number of births registered was 107,069, being one to every 29 persons living. In Ireland, with a population in 1861 of 5,798,967, the number of births registered during the last quarter of 1865, the latest return received, was 34,158, affording an annual ratio of one to 42.4 of the population. It is probable, however, that many births escape registration, for in Dublin the rate is one to 34, Belfast one in 27, while in Donegal it is only one in 64, and in Croom one in 83 of the population. During the corresponding three months the deaths in Ireland amounted to 18,854, and the emigrants who left, “not to return,” 27,661, thus showing an actual decrease in the population of 12,357 within three months.

In Massachusetts, with a population estimated at 1,250,000, the number of births registered, according to the last annual report, was 30,449, being one to 41.38 of the population.

In France the birth rate is only one in 35, while in Austria it is said to be as high as one in 25 of the population.

If the birth rate of Nova Scotia be assumed as equal to the high ratio of that in England, the number of children born last year in the Province was 13,217. If, however, it was not greater than that of France, or Ireland, or Massachusetts, the number would be only 8808. The number actually registered in all the counties was 7876, being only one to 47 of the population. This, of course, is far below the actual ratio, but is an immense stride upon the registration of 1865, when the total births recorded amounted to only 2377, or one to every 155 of the population. The problem is, how are we, with the present imperfect *data*, to arrive at an approximation to the real birth rate of the Province? The only

possible way is to select a place or district in which we know the registration has been tolerably complete, and whose population is either known or can be ascertained. The population also must be sufficiently large to afford a fair general average, because in a small district the fluctuation is so great, that no reliable calculation can be based upon it. In the city of Halifax, the number of children baptised belonging to the Roman Catholic Church has been obtained, and is equal to about 500. The number of people belonging to this body, as given by the census of 1861, was 11,649. Allowing for increase at the rate of 20 per cent. each decade, which is about the ratio at which the city increased between 1851 and 1861, the present number of Roman Catholics in the city will be rather more than 13,000; thus giving a birth rate equal to one in every 26 of the population. This, however, is greater than the general average throughout the Province, which is probably not higher than one in 29 or 30 of the population. Assuming this to be the fact, there are born every year in this Province about 13,000 children, so that at least one-third of those born have escaped registration. The difficulties attending the working of a perfect system of registration in a Province like Nova Scotia, whose population is sparse and scattered, must always be considerable. But it is to be hoped that by carefully defining the limits of each district, and increasing to some extent the very trifling remuneration of the Registrars, the desired result may be reached.

• Of the 7876 children born who have been registered, 4097 were males and 3779 females, being in the proportion of 110 males to 100 females. This is an excess of males higher than the tables exhibited last year, and considerably higher than the general ratio. The variation, however, in this respect in different places is somewhat remarkable. In England the difference in favor of the males is only five per cent.; in Scotland it is 11 per cent.; in Ireland 10 per cent.; in Massachusetts the same, though in one county in that State the proportion is 132 males to 100 females. In every instance, however, the excess is in favor of the males. This would lead us to conclude that the male population must exceed the female; and so it does, upon the whole, though it is a remarkable fact, as we shall find afterwards, that by the time the twenty-fifth year has been reached, the male has exceeded the female mortality in just about the same proportion that the male birth rate exceeded that of the female; so that by that age the respective numbers of the sexes are about equal.

The total number of twin births registered last year was 76, the greatest number, taking population into account, being in Richmond county, 10; in Cumberland 10; Halifax 10; in Digby and Colchester, six each; and in each of the other counties, a smaller number. This would give a ratio equal to one pair of twins to every 103 births, being nearly the same as in New England, which is one to 104. In Great Britain, however, the ratio is higher; one mother out of 82 giving birth to twins in that country, and one in 5800 giving birth to triplets. In Massachusetts, the ratio of triplets is one in 11,000. No birth of this latter description has been registered last year in Nova Scotia, though I believe that one, if not two cases of the kind, have happened.

The illegitimate birth rate of a country is a subject of very great importance, both in a social and moral point of view. There is every reason, however, to believe that this portion of the registration system is, for obvious reasons, exceedingly defective everywhere. In the great cities of Britain, and of Continental Europe, as well as upon this side the Atlantic, the registration returns indicate a much lower ratio of illegitimacy than in the country districts, though it by no means follows that the actual number is therefore smaller. The Registrar, however, has only to deal with facts as exhibited by his returns; and taking these as a sort of general guide, they lead to conclusions which, in respect to this part of the subject, are very far from being correct. In England, the illegitimate births are 6.5 per cent. of the whole, or one illegitimate birth out of every 14. In some counties, however, the ratio is as high as 12 per cent., or nearly one in eight. The per centage in Scotland is 9.7, or nearly one birth out of every ten takes place out of wedlock. In Massachusetts the return is only nominal, exhibiting about one to 104 as the ratio of this class.

In Nova Scotia the number of illegitimate births registered during the past

year is altogether 114, being in the ratio of one to 70, or about 1.5 per cent. This is an extremely low rate, compared to almost all other countries in which registration exists. The highest rate of illegitimacy is returned from the county of Pictou, where it is equal to one birth in every 38. In Guysboro' and Cumberland the ratio is about the same as in Pictou. In Lunenburg it is one in 56; while in Halifax county it is less than one in 100, which can scarcely be accepted as a correct ratio. It may be remarked that returns of illegitimate births have been made from all the counties of the Province, though in very different proportions, as shown in Table 16th.

In some countries the age of the mother is given at the time when her child's birth is registered, by means of which a very interesting fact has been ascertained, viz., the age at which the greatest number of women bear children. In Sweden, that age is between 30 and 35, while in Great Britain it is between 25 and 30. It has also been found in the same country that the number of children born, when the mothers are between 20 and 25, is about the same as between 30 and 35. In Sweden the same number of women bear children between 35 and 40, as in England between 20 and 25. As no *data* are kept on this continent to compare with those given above, it is impossible to draw any conclusion as to which quinquennial period women here give birth to the greatest number of children.

The usual ratio between births and deaths will by no means hold good in the returns sent in from the different registrars during the past year. For some reason, which I am unable to explain, the improvement made in the birth returns in very much greater than that shown in the registration of deaths, for while the former has more than trebled, the latter has not much more than doubled the return of the preceding year. No comparative birth and death rate can therefore be justly instituted, for it cannot be supposed that the usual ratio should in one year be so suddenly and so largely departed from. The excess of births over deaths, as indicated by the tables, is 4011; that is, the number of births is more than double the number of deaths. This apparent anomaly will be referred to when we come to speak more particularly of the registration of deaths.

By turning to Table 10th, the comparative number of marriages and births registered in the different counties of the Province may be seen. The ratio of marriages to births in England is 1 marriage to 4.2 births. In Scotland it is 1 to 5.2; in Ireland 1 to 5; and in Massachusetts 1 to 2.4. It will thus be seen that while in England there are 4.2 births to every marriage, in Scotland and Ireland the ratio is respectively 5.2, and 5 births to each marriage, while in Massachusetts it is only 2.4 births to each marriage. These statistics develop a very curious fact. In England the marriage rate is in the proportion of 1 to 115 of the population; in Scotland it is 1 to 150, and yet the birth rate in the latter country is higher than in the former—there being born in England 344 children to each 10,000 of the population, while in Scotland the rate is 346. In Massachusetts the marriage rate is much higher than in either Scotland or Ireland, being one to 115 of the population, while the corresponding birth ratio is extremely low, being only 244 to each 10,000 of the population. Were the birth rate equal to that of Scotland, or, in other words, were the New England mothers as prolific as those of Scotland, the number of births annually in this State, instead of 30,449, would be 43,170—or more correctly speaking, 64,000, seeing that the marriage rate in Massachusetts is to that in Scotland in the proportion of 3 to 2. It would thus appear that in two districts of New England and Scotland, containing exactly the same number of married people—of the same average age—more than double the number of births would take place in the latter compared to the former district, a fact which goes far to explain the steady diminution that seems to be going on in the number of children born annually in Massachusetts.

We have estimated the number of children born in Nova Scotia at about 13,000, and explained the *data* on which we based this calculation. The return of marriages made was 2760, which will give an average of 4.7 births to each marriage, rather higher than in England, but not quite so high as in Scotland or Ireland, but just about double the ratio exhibited by Massachusetts, notwithstanding the higher marriage rate in that State.

In every country where the registration is perfect, or approximately so, the

facts deducible from a comparison of the birth and death rate in it are of the utmost value. They show, keeping out of sight immigration or removals, the natural growth or increase of the population. The very imperfect death returns prevent us from making any very satisfactory or reliable comparison of this kind as regards Nova Scotia. Still we will show that even from the present defective registration, a tolerably near approximation may be made to the actual excess of births over deaths in this Province. The number of deaths in the city of Halifax during the past financial year, as ascertained from the keepers of the cemeteries, was 741. The estimated population being 32,000, it was thus one out of every 45 of the city population. As the mortality, at least the infant mortality, is always higher in cities than in the country, the average death rate of the Province may be safely put down at one out of 48, or a total annual mortality of 8043, so that the excess of births over deaths, or in other words, the annual increase of the population will be somewhat over 5000. The average number of births daily is thus 36; of deaths 22; and the population, exclusive of immigration or emigration, is increasing at the rate of 14 a day. This calculation is at any rate within the mark. The birth rate in England is one in 28; the death rate one in 42, which is to a certain extent a collateral proof of the correctness of the above result, as statistics in every form so far as known, show that the mortality is lower in this Province than in the Mother Country. In Massachusetts the comparative birth and death rate, as exhibited by the latest Registration Report, is very extraordinary, their respective numbers being 30,449 births, and 28,723 deaths; the ratio being one birth to 41, and one death out of 44 of the population in that State—the excess of births being thus little more than nominal.

The births that *ought* to be registered are about 3.6 to each 100 of the population in the Province. On referring to Table 10th, it will be seen that the actual ratio as registered, is only 2.12 to each 100 all over the Province. In the county of Cumberland it rises to 2.35; Guysboro' 2.95; Halifax 2.30; Kings 2.42; and Richmond 2.56. This table shows that registration is more defective in the county of Colchester than in any other county in the Province, a fact to which attention will be more particularly directed in another part of this Report. Guysboro', Richmond, Kings, Queens, Cumberland, Yarmouth and Halifax, stand highest as regards birth registration, but in no single county does it approach to completeness.

It is a well ascertained fact, that a greater number of children are born in some months of the year than in others. This proportion, however, varies considerably in different countries in consequence of climate and other causes. In order to ascertain the relative proportion born during each month in this Province, Table 12th has been constructed. The result is not altogether satisfactory, arising from the fact that many of the births registered during the financial year did not actually take place in that year, sixty days being allowed for registration after the time of birth, and in several cases even that time has been exceeded. It will be seen that of those registered, the number actually born during the year was only 6671. By analysing this Table it will be found that the greatest proportion of births during the year, falls to March, the next largest to April, and the next to June. September is the lowest, and August is only a little higher in the scale. It is thus evident that the preponderance of births takes place during the spring months, or the opening of the year. The number during the winter months is very equable; it increases rapidly as the season changes, and again begins to decline with the approach of hot weather, the number diminishing gradually each month from June till September, when it rises again in October. There is a slight variation in this respect when counties are taken separately, but all of them show a larger ratio of births during spring than in any other season of the year. This gives nearly the same result as the English Tables,—which, in each 4000 births for the year, show 1039 as belonging to the quarter ending 30th March; 1043 for that ending 30th June; 946 till 30th September, and 972 till 31st December; showing the largest number for spring, the smallest number for the hottest months, and a number between the two for the winter months. The Irish registration tables give almost the same result.

What might with some propriety be called the nationality of each county, is, in the case of some of them, rather strikingly indicated by the prevailing surnames. For example, in the county of Pictou, of the 571 births registered, 56 of them were McDonalds, 32 Frasers, 19 Rosses, 19 McKenzies, 16 Camerons, 16 Munroes, 15 Sutherlands, 13 Macleans, 13 Murrays, 11 McKays, and 10 Grants. If this represents something like the comparative numerical strength of these names, as we have little doubt it does, then in this county, there will be about 3000 persons bearing the name of McDonald, 1700 of the name of Fraser, and so on with the others. The McDonalds are equally numerous in the county of Inverness, but the next in point of number in that county are the names of MacLean, Campbell, McKinnon, McNeil, McIsaac, McKay, and McDougall. In the county of Cape Breton, out of 363 births registered, not fewer than 48 belonged to the McNiels, or more than one-eighth of the whole, after whom rank the McDonalds 24; McKinnons 10; Macleans 9, and Campbells eight. In Antigonish every seventh person is a McDonald, the next in order being Fougères, McGillivrays, Chisholms, Stewarts, and McInneses. The names of Smith, Brown and Jones, so common in other places, are comparatively rare in these counties. The same comparison will hold good in Digby, and one or two other counties in which the people are largely of French descent. In the other parts of the Province the surnames are too various to be characterised.

#### DEATHS.

The death rate, and consequently the general state of the public health, and comparative longevity of the people of a country, can only be ascertained by means of registration.

The number of deaths registered in this Province during the past financial year was 3865, of which 2058 were males, and 1807 females. In a former part of this report we estimated that the actual number of deaths would amount to about 8000, taking the mortality in the city of Halifax as the basis of our calculation. Though this, however, may afford an approximation to the average death rate, it still leaves us in comparative ignorance of what that rate may have been in the different districts of the Province. We know, for example, what is the average mortality of Great Britain, and that it does not vary very much from year to year; but how great is the difference in different counties, or even in different large cities? As an illustration of this we might take the report of the Registrar General of England for the week that ended 22nd of December last. We find there that the annual rate of mortality *on the whole* is 25 per 1000 persons living. In the city of London the rate was 23 per 1000; in Edinburgh 29; in Dublin 24; in Bristol 22; in Birmingham 21; in Liverpool 33; in Newcastle-upon-Tyne 34; and in Hull 20. All these are large cities, yet it seems that, while 23 persons die in London, not fewer than 34 die in Newcastle-upon-Tyne—in other words, were the death rate in the latter city the death rate of the whole of England, instead of 473,837 deaths in a year, there would be 644,418, or about 170,000 more than the actual average. In the county of Lancashire, in England, the death rate is 2.6 per cent., or 26 per 1000, while in the county of Westmoreland it is only 1.7 per cent., or 17 per 1000 per annum. These facts afford an insight into the influence of locality or occupation, or other conditions, upon which the general health depends—a knowledge of which is of the greatest possible importance, not only to the political economist, but the whole body of the people.

We will now endeavor to show, as fully and correctly as our *data* will permit, the mortality in Nova Scotia as compared with other parts of the globe. In the city of Halifax the whole number of deaths registered in 1865-6, was 741. Of these, however, 69 belonged to the preceding, though registered during the financial year. The actual deaths, then, were 672, which gives a mortality equal to exactly 2.1 per cent., or 21 out of every 1000. This is the death rate of the city of Halifax, which is probably higher than that of most of the counties, from the simple fact that we find the infant mortality to be equal to 25 per cent of the whole, while in Nova Scotia it is only 16 per cent; that is, in Halifax one-fourth of the deaths consists of children under 12 months, while over

the Province the proportion is less than one-sixth. There can be no question, then, we should think, that though the death rate of the city of Halifax is low, that of the Province, when taken on the whole, will be lower still.

Assuming, however, two per cent, or 20 in 1000, as the death rate of Nova Scotia, let us bring it beside that of some other countries. In England it is 23 in 1000; in Scotland 23 per 1000; in France, 22 per 1000; in Austria, 30 per 1000; in Italy, 31; in Massachusetts, 23 per 1000. It will thus be seen that the mortality in Nova Scotia is considerably lower than in any of the above mentioned countries, affording a striking proof of the general healthiness of our climate. The general conclusion we are thus enabled to reach is so far satisfactory, the difficulty being to extend our inquiries to particular districts, and continue our analysis. The imperfect nature of the returns, to a great extent, prevents this being done.

It has been stated that while the registration of births has more than trebled, that of deaths little more than doubled the number over the preceding year. Of the 3865 deaths registered, 2058 were males, and 1807 females; thus showing that the mortality of males exceeded that of females by 13.5 per cent—a rate somewhat greater than that of the birth proportion of males compared to that of females. This law seems to hold good in all countries, though varying somewhat in the ratio. In Massachusetts, 100 males die for each 91 females; in England, 100 males to 95 females. As a general rule the mortality among males is the greater till the age of puberty; between 20 and 30 the female mortality is the greater, and after that age the male is again in excess. The results exhibited by the Nova Scotia tables for the past year are somewhat different from the above. Up to the fifth year the mortality of males exceeds that of females. From the fifth till the tenth year, the deaths among females are greater; between 10 and 15 they are nearly equal. From 15 to 20 the female is still slightly in excess; from 20 to 25 the male mortality is the greater; from 25 to 30, equal; from 30 to 40, the death rate is in favor of the male; and from 40 upwards it continues in favor of the female.

In Massachusetts the number of males who die annually is greater than that of females during all ages up to 65, when the female mortality becomes the greater, and continues so. England, however, exhibits a result more nearly resembling that of Nova Scotia. Up till five the death preponderance is largely on the side of the male; the rate continues to decrease till 10; at 15 it is in favor of the male. At 20 and 25 the male deaths are still fewer than the female deaths; at 35 they are about equal; and from that age upwards the advantage is on the side of the females, till 75 is reached, when the male mortality is again the smaller. These facts would indicate that the female constitution at an early age is less subject to atmospheric influences than that of the male, and that consequently a smaller number of female children fall victims to epidemic diseases than of the opposite sex.

In analysing the table of deaths according to ages, it will be found that seven deaths out of every hundred occur under the age of three months. At six months 11 out of 100 have perished, and nearly 16 per cent are lost before the age of one year has been reached. By the time the fifth year has come round the rate has risen to 28 out of 100; at 10 it is 32; at 15, 36; at 20, 41; and by the time the 25th year is reached, 50 per cent, or one-half of the whole, has perished. That is, one-half of the deaths which take place among us happens under the 25th year. Seventy per cent are dead at 50; 82 per cent before the 70th year is reached; 90 per cent before the 80th year; 97 per cent before the 90th, while only two out of every 100 who are born live to get beyond their 90th year, and about one in 600 reaches 100. Of the total number of deaths registered, 300 lived beyond 80 years, 67 beyond 90, and six up to, or beyond 100.

In England we find that the infant mortality is immensely greater than in this Province, nearly one quarter of the deaths in that country taking place under twelve months, and not very far from a half by the time the fifth year has been reached. The proportion in Scotland is not quite so high, being equal to 20 per cent under one year, and 40 per cent under five years. In Massachusetts about

one-sixth of the deaths takes place before the end of the first year, and considerably more than a third before the completion of the fifth. In large cities the proportion of deaths is almost a law: 25 per cent under one year, and 50 per cent under five years of age.

One of the best criterions, however, of the healthfulness of the climate of a country, or, at all events, of the general health of its people, is to be found in the per centage who reach what is called old age. Judged upon this ground, it will be seen that Nova Scotia occupies an advantageous position—one-twelfth of the deaths having taken place after the 80th, and one out of every 56 having passed the 90th year. We will see how this compares with other countries. In Scotland the proportion that outlive their 80th year is one in 16, and that exceed 90 about one in 100. The ratio is nearly the same in England; one out of 109 get beyond the 90th year in Massachusetts.

By referring to Table 18th, it will be seen that the comparative longevity in each county varies a good deal. In Antigonish, for example, 22 out of every 100 lived beyond the 70th, and 15 out of each 100 beyond their 80th year. In Cape Breton the proportions were 12 out of 100 above 70, and eight out of 100 above 80. Pictou county stands highest in this respect, 36 out of 100 having lived beyond 70, and 15 out of 100 beyond 80. The proportion that has reached old age is lowest in the county of Yarmouth, showing seven out of 100 who lived beyond 70, and five out of 100 beyond 80. Judging by the per centage who reached or passed the allotted three score years and ten, the health of the 18 counties will stand in the following order: 1st, Pictou; 2nd, Shelburne; 3rd, Lunenburg; 4th, Antigonish; Colchester and Inverness equal; Guysboro', Hants, Annapolis, Kings, Cumberland, Queens, and Richmond, equal; Cape Breton, Halifax, Victoria, and Yarmouth. In the last mentioned county, only seven out of 100 of those deaths registered were above 70 years. If the registration had been full, the above results would have been more reliable; as it is, they may be taken as an approximation to correctness.

Of those who lived beyond 100 years, one belonged to Antigonish, one to Halifax, one to Hants, one to Inverness, one to Kings, and one to Pictou. The greatest age recorded is 104 years. The data from which the above facts are taken is Table 18th, which is worthy of attentive study.

We have stated that infant mortality is always greatest in cities. This is made abundantly evident in Table 22nd, giving the deaths at different ages in the city of Halifax. It will be seen there, that out of 711 deaths of which the age is given, 71 or one-tenth took place under three months, 178 or one-fourth under a year—just the proportion in London—while one-third of all the deaths took place under five years. In some of the large cities the proportion at this age is as high as 50 per cent. of the whole. The smallest number of deaths in Halifax took place between the 25th and 30th years, being only 21. How great the difference!—178 out of 711 die before the first year of life is ended, while only 21 out of the number succumb in the course of the five years extending from the 25th till the 30th year of life. With regard to those who died between 20 and 50 years of age, which period embraces what may be called the manhood of life, the different counties stand as follows:—

Annapolis, . . . . .	47	persons, being 28 out of 100.
Antigonish, . . . . .	31	" " 23 "
Cape Breton, . . . . .	37	" " 24 "
Colchester, . . . . .	47	" " 25 "
Cumberland, . . . . .	76	" " 34 "
Digby, . . . . .	39	" " 27 "
Guysboro', . . . . .	54	" " 35 "
Halifax City, . . . . .	180	" " 25 "
Hants, . . . . .	49	" " 21 "
Inverness, . . . . .	29	" " 22 "
Kings, . . . . .	63	" " 28 "
Lunenburg, . . . . .	40	" " 21 "
Pictou, . . . . .	68	" " 32 "
Queens, . . . . .	36	" " 29 "
Richmond, . . . . .	32	" " 28 "
Shelburne, . . . . .	21	" " 29 "
Victoria, . . . . .	31	" " 34 "
Yarmouth, . . . . .	49	" " 29 "



The above table is to be read thus: Of every 100 persons who die annually in the county of Annapolis, 28 of them are from 20 to 50, or somewhere between their 20th and 50th year. Of course the smaller the proportion the more favorable the county when viewed in this light. It may be seen that the counties that stand best in this respect, are Lunenburg, Hants, Inverness, Antigonish and Cape Breton; while those that appear to least advantage are, Guysboro', Cumberland, Victoria and Pictou. The conclusions to be deduced from the above table are of great importance, and would be of still greater value, were the registration complete. It would seem that viewed in all lights, Antigonish county presents the most favorable features as regards the death rate in the Province.

It is well known that the condition of the weather, and consequently the season of the year, exercise a great influence upon the death rate, and that the mortality varies in the various months throughout the year. By referring to Table 20th, it will be seen that here, as elsewhere, the spring months are most fatal. March, cold, raw and stormy, stands highest on the list, as claiming the greatest number of victims. April and May come next in order, and as the weather becomes more genial, the mortality gradually descends till it reaches its lowest point in July or August. October and November are also healthy months. Indeed from October the death rate begins slowly to increase, till it has reached its highest point in March, when it again gradually recedes till it reaches the lowest point in July. Last year the month of September was an extremely unhealthy month all over the Province, about one-tenth of the whole number of deaths having taken place in it.

If we take the counties separately, a considerable difference will be found in the mortality of the months. The general law, however, with few exceptions, holds good, the changes of the year being always the most trying and deadly, while the steady cold of winter presents a medium rate between that which is shown by spring and summer.

In the city of Halifax the greatest mortality took place in December and January, or during the coldest season of the year. This is always the case in large cities—the poor being unable to provide themselves with sufficient clothing and fuel. In London, and other large cities of England, the action of a week of cold weather has as certain an effect upon the mortality among the poorer classes, as it has upon the mercury in the thermometer, and Halifax does not appear to be an exception to the rule.

It will be observed that the number of deaths given in Tables 20 and 21, differs from the number registered for the year. This arises from what is perhaps a defect in the law, allowing an interval to pass before registration is made. The consequence is that a number of those registered during the financial year died during some portion of the preceding one. The deaths in the above Tables are those which actually took place during each month of the financial year.

In England the relative mortality of the season corresponds with that in this Province, the quarter ending March being highest, that ending June next, that ending December being 3rd, and that ending September being lowest. In Massachusetts the three most fatal months are, on the other hand, July, August and September.

By reference to Table 17th, the causes of death and the comparative prevalence and lethality of the numerous diseases to which man is subject, may be seen with tolerable distinctness. Much difference of opinion exists as the best mode of classifying diseases.

In this table the system which is followed in England, Scotland, Ireland and New England, has been adopted and carried out as closely as circumstances would permit. Those called Zymotic, include all contagious and epidemic diseases. The names of the other classes for the most part explain themselves.

Of the deaths registered, the cause of death was given in only 2714 cases, leaving upwards of 1000 as either not specified or not properly specified. Of these 2714, the causes of deaths were as follows:—



ZYMOTIC DISEASES.—*Class I.*

633 deaths, or 24 per cent. of the whole, belong to this class, that being the number of persons cut off by epidemic and contagious diseases, in this Province, out of 2714 cases in which the cause of death is stated. This is nearly one-fourth of the whole. Of these, diphtheria carried off the largest proportion, 101, being most fatal in Annapolis, Halifax and Queens. There were 18 deaths from measles, and 16 of these 18 took place in Cape Breton county. Of 19 deaths from Scarlatina, 8 took place in the county of Colchester. Whooping cough was most fatal in Halifax, Hants and Kings. Croup in Halifax and Colchester, diarrhoea and dysentery in Halifax, typhoid fever in Cumberland, Halifax, Pictou and Yarmouth. Of erysipelas, which should perhaps be classed more properly under the head of skin diseases, there were 27 fatal cases registered. In Scotland and England the Zymotic class of diseases cuts off about one-fourth of the population. In Massachusetts the proportion in 1864 was one-third, or 33 out of 100 deaths, while in Nova Scotia the proportion is nearly the same as in England.

DISEASES OF UNCERTAIN SEAT.—*Class II.*

The diseases tabulated under this class cut off 97 persons, or at the rate of 35 out of each 1000 deaths that take place. Of these, dropsy and cancer are by far the most fatal, there having been 47 fatal cases of the former, and 36 of the latter. Of the other diseases of this class, abscess cut off 9; hemorrhage 3, and mortification 2. In Great Britain the deaths from cancer are in nearly the same proportion as in this Province.

TUBERCULAR DISEASES.—*Class III.*

These formidable diseases are the most extensively fatal in this Province, in common we believe with all temperate countries. They include scrofula, phthisis or consumption, tubercles mesenterica and hydrocephalus. Of these phthisis alone, or tubercular consumption of the lungs, cut off 616, or 22 per cent. of the whole, which is about the same proportion as in Massachusetts, but much higher than in either England or Scotland. By referring to the table, it will be seen that no county escapes it, though the proportion in each is somewhat different, Colchester appearing to be least favorably situated. Hydrocephalus was fatal in 39 cases; 16 of which belonged to Halifax.

DISEASES OF THE BRAIN AND NERVOUS SYSTEM.—*Class IV.*

These diseases proved fatal in 236 cases, or rather more than eight per cent of the whole mortality. The proportion in these diseases is always much higher in males than in females. Of the individual diseases under this class, neuralgia cut off 3, apoplexy 39, paralysis 37, delirium tremens 4, epilepsy 9, tetanus 4, insanity 8, convulsions 64, brain disease 21, and brain fever 47.

In England the mortality from diseases of this class, is equal to 13.5 per cent; in Scotland 7.6 per cent, and in Massachusetts 11 per cent. In this Province it is 8 per cent.

DISEASES OF THE HEART AND ORGANS OF CIRCULATION.—*Class V.*

The number tabulated under this class is 134, or about five per cent of the deaths whose causes are specified. Of these 59 belong to disease of the heart, 9 to aneurism, and 64 are classed under that very indefinite term, inflammation.

DISEASES OF THE RESPIRATORY ORGANS.—*Class VI.*

The classification of this order of diseases in the tables is probably far from correct, and it is likely that many cases which ought to have been arranged under the heads of pneumonia, bronchitis, or lung disease, have been placed under phthisis, or consumption, which embraces only tubercular disease of the lungs. The number, 246, would give about nine per cent as the mortality arising from

this class of diseases. In Scotland and Massachusetts the proportion is 15 per cent, and in England about 12 per cent. The deaths from diseases of this class are, pneumonia 97, pleurisy 38, bronchitis 32, asthma 16, and lung disease, not tuberculous, 52.

#### DISEASES OF THE ORGANS OF DIGESTION.—*Class VII.*

This includes an extensive range of diseases, which are not, however, generally fatal in their termination. The number of deaths falling to this class was 174, of which *enteritis* carried off the largest proportion, 52; liver disease 25, jaundice 10, and stomach disease 32. The per centage of mortality coming under this class is 6.5. In England and New England the ratio is 4.5, and in Scotland it is 7.5; a proportion different from that generally entertained.

#### KIDNEY AND URINARY DISEASES.—*Class VIII.*

These diseases were fatal to 29 persons in the course of the year; 14 were from disease of the kidneys, 11 from stone, 2 from diabetes, and 2 from stricture of urethra. The mortality from this class of diseases amounts to a trifle more than one per cent, or about 11 in 1000 of the deaths which take place in the Province. This rate is lower than that of either England or Scotland, which is from 1.5 to 2 per cent. In Massachusetts it is considerably less than one per cent of the general death rate. It is said that a cold and variable climate is favorable to this disease, rendering the skin inactive, so that the action is thrown upon the kidneys, which accounts for the relief always felt by patients suffering from it when removed to a warmer climate.

#### DISEASES OF ORGANS OF GENERATION.—*Class IX.*

Under this class are included the deaths accruing from child-birth, which last year amounted to 35, or 1.3 per cent of the annual mortality. If we take the births registered as our guide, which will indicate, with tolerable accuracy, the number who became mothers in the course of the past year, we will find that upon an average one woman out of every 230 died in giving birth to her child. This is very near the proportion in Great Britain, which is equal to 45 women who died in child-bed to every 10,000 children born. In Massachusetts the mortality from this cause is considerably higher, being 200 deaths out of 30,000 children born, which is equal to one mother out of 150 dying in child-bed annually.

#### DISEASES OF THE ORGANS OF LOCOMOTION.—*Class X.*

This class of diseases includes rheumatism, gout, and diseases of the bones and joints. The number registered as having been cut off by this class is 11, viz., six from rheumatism, four from bone and joint disease, and one from gout.

Three deaths are attributed to skin diseases; 23 to atrophy, or marasmus; 221 to gradual decay, the effect of age; 15 to sudden death, and 181 to violent deaths of every description. Under this latter class are included deaths arising from exposure from cold, from intemperance, from privation, from want of breast-milk, from suffocation, poison, drowning, fracture, burns and scalds, from falls from buildings, and other accidents of a like nature, from accidents from machinery, from suicide and murder. The deaths from the above causes constitute 6.7 per cent. of the whole. This is a higher ratio than in Massachusetts or Great Britain, which is only four per cent. The number that perished from drowning was 76, being equal to 20.5 for every 100,000 of the population, a ratio very much higher than that of England, and arising from so large a proportion of our people living near the sea board and being engaged in a sea-faring life. In England the number returned as drowned, as given by coroners' verdict, is only seven; but this of course must be very much below the actual number of deaths from this cause. In the latter country the violent deaths are one in 30; in Nova Scotia they are one in 15. If the excessive number of deaths by drowning should be kept out of sight, our rate in other respects is extremely low. There were five cases of suicide, and three returned as murdered. In Nova Scotia the ratio of suicides to

the population is one in 74,000; in England it is equal to one per annum in 10,400, or seven times that in this Province.

It will thus be seen that the most fatal causes of death in this Province, stand in the following order :—

	No. of deaths.	Proportion to 100.	
Phthisis . . . . .	613.	or 22	in each 100 who die annually.
Old Age . . . . .	211.	or 8	" "
Diphtheria . . . . .	101.	or 4	" "
Typhoid and Infantile Fevers . . . . .	99.	or 4	" "
Diarrhoea and Dysentery . . . . .	99.	or 4	" "
Pneumonia . . . . .	87.	or 4	" "
Convulsions . . . . .	64.	or 2.4	" "
Whooping Cough . . . . .	62.	or 2.4	" "
Inflammation . . . . .	60.	or 2.2	" "
Heart Disease . . . . .	59.	or 2.2	" "
Enteritis . . . . .	52.	or 1.9	" "
Croup . . . . .	49.	or 1.8	" "
Dropsy . . . . .	47.	or 1.7	" "
Brain Fever . . . . .	47.	or 1.7	" "
Apoplexy . . . . .	39.	or 1.4	" "
Hydrocephalus . . . . .	39.	or 1.4	" "
Pleurisy . . . . .	38.	or 1.4	" "
Paralysis . . . . .	37.	or 1.4	" "
Cancer . . . . .	36.	or 1.3	" "
Child Birth . . . . .	35.	or 1.3	" "

The above table may be read thus: out of every 100 persons who died during the past year, 22 died from phthisis or tubercular consumption, eight of old age, four from diphtheria, four from typhoid and infantile fevers, and so on.

In England, the order of diseases according to fatality, is as follows: phthisis, bronchitis, debility, age, convulsions, and pneumonia.

Perhaps the most effectual way in which the comparative prevalence, and the ratio of mortality of the principal diseases in different countries, can be brought under the eye at once, will be in the following table :—

*Causes of death in different countries.*

Cause of death.	Nova Scotia.	England.	Scotland.	Massachusetts.	Deaths in 100 in N. Scotia.	Deaths in 100 in England.	Deaths in 100 in Scotland.	Deaths in 100 in Massachusetts.
No. specified, . . . . .	2734	465844	63869	28850	2.2	2.30	2.18	2.36
Small Pox, . . . . .	4	5964	426	42	0.15	1.3	0.68	0.15
Measles, . . . . .	18	11349	1494	141	0.6	2.4	2.2	0.5
Scarlatina, . . . . .	19	30475	1281	1399	0.6	6.5	2.0	5.0
Diphtheria, . . . . .	101	6507	997	1420	4.0	1.5	1.5	5.1
Whooping Cough, . . . . .	62	11275	2799	295	2.2	2.4	4.2	1.0
Croup, . . . . .	49	6957	1396	864	1.8	1.5	2.1	3.0
Diarrhoea, . . . . .	59	14943	1168	671	1.8	3.2	1.7	2.3
Dysentery, . . . . .	49	1651	293	1156	1.8	0.2	0.4	4.00
Typhus, . . . . .	92	18067	3021	1442	3.4	4.0	4.7	5.00
Dropsy, . . . . .	47	7414	743	600	1.7	1.6	1.1	2.1
Cancer, . . . . .	36	7479	1152	324	1.3	1.5	1.8	1.1
Phthisis, . . . . .	613	51072	8211	4667	22.0	11.0	12.5	16.5
Bronchitis, . . . . .	32	32025	5764	197	1.2	0.7	0.9	0.7
Pneumonia, . . . . .	97	24181	1932	1724	3.8	5.0	3.1	6.0
Asthma, . . . . .	16	3699	698	58	0.6	0.8	1.1	0.2
Child Birth, . . . . .	35	3588	435	207	1.3	0.8	0.7	0.7
Rheumatism, . . . . .	6	1692	164	67	0.2	0.3	0.2	0.2
Violent Death, . . . . .	181	15680	2658	553	6.4	3.5	3.4	2.9
Heart Disease, . . . . .	59	18090	2614	819	2.1	3.8	4.1	2.8
Disease of Digestive Organs, . . . . .	177	20516	4788	908	6.4	4.5	7.5	3.3

The above table is valuable, as indicating the comparative mortality from different diseases in the countries mentioned. The difference in the case of some diseases is extreme, and arises probably from a different manner of tabulating. The deaths from dysentery, for example, are 40 in 1000 in Massachusetts, while in England they are only two, and in Scotland four. In phthisis, again, the rate in this Province is double that in England; while the rate in England is nearly double that of Nova Scotia in pneumonia and bronchitis. It is probable that in many cases the term "consumption" has been returned, when the cause of death arose from disease of the respiratory organs, which was not tubercular. In those diseases in which there can be no mistake made in the diagnosis, the table is of great value. The death rate from child birth appears high for Nova Scotia; but this is only apparently so, and arises from the imperfect nature of the death returns compared to those of the other countries. In proportion to the number of births, the ratio of deaths from this cause is about equal to that of Great Britain, and much smaller than that of New England.

Table 23rd shows the number of inquisitions held in the Province, so far as returns have been made, and the nature of the verdicts. This table is not perfect, no return having been received from the county of Richmond. The accidents from drowning exceed in number any of the other causes given, though it will be observed, that the whole number returned as drowned by the deputy registrars is not contained in this table, no inquisition in many cases, it is to be presumed, having taken place. The whole number of Coroners' inquests, so far as returned to this department, amount for the past year to 157; 58 of which took place in the county of Halifax.

Four persons are represented as having been murdered, but only one execution took place during the year—the crime having been murder on the high seas.

Such are the principal facts and results connected with the registration of deaths in this Province. They are of considerable value and importance, but the imperfect character of this portion, especially, of the registration system, detracts seriously from that value. Very great difficulty is experienced in securing even imperfect returns of the deaths that take place, and some amendment of the Act is required to ensure improvement in this respect.

## SUMMARY OF REGISTRATION, AND MISCELLANEOUS STATISTICS OF NOVA SCOTIA.

The estimated population of the Province of Nova Scotia, calculated up to 30th September, 1866, is 370,560.

The number of statute acres in Nova Scotia Proper is 11,065,597, of which 5,266,144 have been granted, and 5,799,453 are ungranted. The Island of Cape Breton, now forming part of Nova Scotia, contains 2,464,640 acres, of which 948,800 have been granted, leaving 1,515,839 still ungranted.

Two thousand seven hundred and twenty marriages have been registered; 2082 by license, 638 by banns. The number of births registered is 7876; the number estimated 13,000. The number of deaths registered during the year is 3865; the estimated number 8140. Of the 7876 births, 4097 were males, 3779 females. Of the 3865 deaths, 2058 were males, and 1807 females.

One thousand and seventy-four immigrants arrived at the port of Halifax during the past financial year, of whom 780 were men, 127 women, and 167 children.

The revenue of the Province for the year ended 30th September, 1866, was \$1,665,071.

The Imports for the year amounted in value to \$14,381,008.

The Exports " " " " 8,043,095.

The registered tonnage of Nova Scotia up to 30th September, 1866, was 400,895 tons, vessels, 3509.

The number of tons of coal raised was 684,685, the royalty on which amounted to \$52,840.55.

Twenty-four thousand one hundred and sixty-two ounces of gold were produced by the different mines during the year, the value of which, at \$20 per oz., would be \$483,240.

The railway receipts during the past year amounted to \$199,739.19, and the number of passengers, was 149,533.

The income from the Post Office was \$69,010.99. The total number of letters mailed, or passed through the different post offices, was 4,863,845, being an average of 13 letters to each individual in the Province. The number of newspapers that passed through the Halifax Post Office was 2,831,081; through country offices, 2,559,074.

The total number of new building erected in the city of Halifax during the past year was 48—of which 32 were wooden, and nine brick dwelling houses; four stores built of wood, and three churches.

The greatest degree of heat in the shade at Military Hospital, Halifax, was 87°.5.

The greatest degree of cold was —15°.7.

The criminal convictions before the Supreme Court were 56, two of which were for murder, and two for homicide.

Five hundred and six persons were convicted in the Police Court of Halifax during the year, and sent to prison, of whom 221 were females.

#### WORKING OF THE REGISTRATION SYSTEM.

It may not be out of place, before closing this Report, to give some account of the general working of this Department, and make such suggestions as may seem calculated to improve and perfect that working. And first of all I would take the liberty of urging the absolute necessity of defining the limits of the districts of the deputy registrars. This may be effected by imposing the duty upon the county sessions, who are perhaps, from their local knowledge, best qualified to perform such a task, and who would probably do it satisfactorily. There are still many districts throughout the Province without any registrars, while others are either inconveniently large, or in some cases too small. The greatest difficulty, however, in the existing districts is, that the deputy registrar can hardly tell where each one begins or where it ends, which leads to confusion, and inability on his part properly to perform his duty. I would suggest that the school districts, whose boundaries have been already defined, be taken as a basis or general guide, and that where the district is too small, two, or even three of them be thrown into one, as a registration district. The whole number of deputy registrars at present does not much exceed 300, a number which, on a revision of the districts, will be found to be too few to perform the work properly. So far as I can judge there ought to be at least 400 deputy registrars.

Although the general improvement in registration has been considerable during the past year, I consider it my duty to state that there are several important districts in which the registrars have made little or no effort to secure returns, and have treated instructions and remonstrances with indifference. From one large and populous district no birth or death return has been made at all, and from several others they have been only nominal. It is but just to state that these form the exception, by far the greater number of the deputy registrars having shown a strong desire to perform their duties well, and many of them, in order to ensure

thoroughness, have travelled over and visited every house in their respective district. It is absolutely necessary, however, that the work be performed in *every* district, and performed thoroughly, if reliable statistics are to be obtained, and I trust therefore that the rule laid down by the Board of Statistics, that the duties pertaining to the office of deputy registrar when it is held by the postmaster, or way office keeper of the district, must be performed to the satisfaction of the Secretary of the Board of Statistics, or that neither office can be retained. It would be desirable also to have an additional clause introduced into the Registration Act, making it imperative upon every deputy registrar to prosecute any party in his district who neglects to comply with the provisions of the Act. Such a clause would be a relief to the registrars themselves, for if a penalty were attached to neglect in proceeding against a defaulter, the responsibility would be removed from the official, and all cause of ill-will taken away, seeing that no resource would be left him, but either to secure full registration in his district, or be subject to a fine.

The salary of the Deputy Registrar is too small for the amount of work he is expected to perform: \$5 a year, and 10 cents for each birth and death registered, are but a meagre allowance for looking after the registration of his district, perhaps travelling over it, instituting inquiries about parties who neglect to register, and filling up and transmitting to this office birth and death sheets, four times a year. Ten dollars per annum would not be an unreasonable allowance for the proper performance of such work.

Much doubt and dissatisfaction have been expressed by Deputy Registrars, who also act as Issuers of Marriage Licenses, with the interpretation put upon the 4th section of the 27th clause of the Registration Act, referring to the amount of their remuneration. In order to remove this difficulty, as well as on account of the fairness and reasonableness of the thing itself, I would suggest that, in consequence of the additional labor imposed upon the issuer, in copying the marriage slips upon sheets, he be allowed to retain a fee of 50 instead of 25 cents upon each license, and that he receive the same salary as the Deputy Registrar, who is not an issuer, for attending to the registration of births and deaths. The additional expense would be trifling, while it would add, I think, to the efficiency of the work, by securing the performing of it with more cheerfulness.

The amount of work thrown upon the Registration Department in this office has more than doubled itself during the past year. With increasing efficiency it must naturally go on increasing; and you are aware how entirely inadequate the present means are to its proper performance. I have been able to keep up with the work required only by giving to it a considerable portion of each day beyond the usual office hours, and I have been obliged also to some extent to impose the same conditions upon my assistant. The only remedy for this is so obvious that it need not be stated.

If it were possible to devote the revenue accruing from the license fund, in addition to the present allowance, for registration purposes, the work of the department could be thoroughly performed, and a salary be given to the Deputy Registrars such as would ensure a satisfactory performance of their duties, as in this case they would be unwilling, by neglect or any other cause, to incur the risk of being deprived of the office.

The following *memorandum* has been addressed to me by Stephen Selden, Esq., the Deputy Registrar and Issuer of Marriage Licenses in the city of Halifax:—

“HALIFAX, 1st OCTOBER, 1866.

“I would take the liberty of remarking, respecting marriage licenses, that the distinction between Episcopal and non-Episcopal appears to be unnecessary. I believe that in some cases it prevents members of the Roman Catholic church from making use of them. I have been under the necessity of issuing, improperly I think, non-Episcopal licenses to members of that body. If one uniform license were provided, for all alike, I doubt not there would be a larger number made use of, and there would be no reasonable ground for dissatisfaction. I would also respectfully suggest

that the remuneration to the Issuer should be *not less than fifty cents* for each license issued.

“Respecting the registration of births, I find several difficulties, in consequence of which I believe that only a small proportion of the births which take place in Halifax are registered. Many of those who neglect to register within the time required by law—even respectable intelligent persons—offer the plea of ignorance of the statute. It is supposed by them that the registration effected by clergymen is sufficient, and supercedes the necessity for general registration. If some further advertisement of what is required were either posted in the city or inserted in the newspapers, it would inform the public more fully. I have hitherto remitted the penalty for delay when parties have appeared for the purpose of registering, hoping soon to have the law better understood.

“I have discouraged the registration of children previous to their having a given name, as provided by clause 14 of the Registration Act, knowing that the subsequent addition of names after the lapse of eight or ten months, would entail a vast amount of labor on the Secretary of the Board of Statistics. Some fee should be attached to this mode of registration, if it be continued, so as to prevent its being frequently resorted to.

“The present law makes no provision for effecting registration of births if it has been neglected for more than twelve months. I have had numerous applications from parties, when awakened to its value, for registration of children of two, three, or more years of age. There are many cases in which, in consequence of the absence of an effective registration, parties born in the city would, after a series of years, find it exceedingly difficult to obtain any correct certificate of birth. If, however, some provision were now made by which parents might be permitted to register their children, by having the date of birth certified by the parent and medical attendant or nurse, in attendance at the time of birth, and the same registered on payment of a moderate fee, so that it should not become a charge on the county, it is probable that many would avail themselves of it, and it would supply the desideratum referred to, and be considered a boon to many families.

“The registration of deaths has also been but very partial and unsatisfactory, in consequence, as I have reason to believe, of the registration not being made imperative *before interment*. It is thought by many that, as one of the items charged for interment in the cemetery is said to be for ‘registering,’ that that is the registration required by law, and that, therefore, no other is necessary. I find, also, that much difficulty arises from the circumstance of medical men being required to register various particulars respecting the deaths occurring in their practice, whilst the friends have to register other particulars, consequently two blanks are, in many cases, and should be in all according to the present arrangement, received of every death. I would suggest that this may be avoided and the registration be more correct by requiring from medical men only the cause of death, and that on the same paper as the other particulars are given by the friends of the deceased. If a penalty were demanded of any person known to inter a deceased person without registration, it would doubtless secure attention in this matter. In Great Britain, I believe a clergyman is liable to a penalty of ten pounds for officiating at a funeral, if the death has not been registered. I trust that steps will be taken to make some such provision as this, at least for Halifax, before another session of the Legislature passes.

“All which is respectfully submitted,

“S. SELDEN.

“P. S.—I would also suggest that in any amendment of the Registration Act the anomaly of “Deputy Registrars,” when there is no Registrar General, be done away with, by naming the Deputies, Registrars, and the Secretary of the Board of Statistics, Registrar General.

“S. S.”

I concur generally in the opinions expressed in the above *memorandum*, and especially in that part of it referring to the registration of deaths, which during the past year has been the most defective, and might, I think, be remedied to a great extent, at least, in the city of Halifax, and in the towns and villages throughout the Province, by inserting a clause in the Act, making registration imperative before interment of the body, which is the law, I believe, both in Great Britain and the United States.

With regard to the alteration of the form of marriage license, it would undoubtedly be an improvement to adopt a simple and uniform system. The only difficulty is, whether it would be judicious to disturb a form which has been in

use for a long period. It is only proper, however, to direct attention to the fact, that though the Roman Catholic is an Episcopal Church, it cannot make use of the Episcopal form of marriage license issued from this department, which is adapted for the Church of England only. I am not aware whether the Roman Catholic body, under any circumstances, would avail themselves largely of the privilege of being married by license, but under the present arrangement, when they do so, they are obliged to use a *non-Episcopal* license, which is both awkward and improper.

I am of opinion that by the exercise of a little firmness and watchfulness on the part of the Deputy Registrar, and the insertion of a clause in the Act imposing a fine upon him if he neglects to prosecute any party who does not register his child's birth within the given time, the birth registration might become as full and correct as could be desired, without much additional trouble to any one.

With these suggestions, I now beg to submit to you my second Annual Report, which embraces all the facts of importance at my disposal, collected and arranged with care, and I trust with sufficient accuracy, to give some value and interest to the results of the time and labor bestowed upon it.

I have the honor to remain,

Your obedient servant,

JOHN COSTLEY,

Secretary of the Board of Statistics.

The Hon. JAMES McDONALD,

Financial Secretary, and Chairman of the Board of Statistics.



## EXPLANATION OF TABLES.

Table 1st contains in the first column the population of the Province and the several counties, as given in the census of 1861. In the second the estimated population of the same in 1866. In the succeeding columns is shown the total number of marriages registered, the number by license and by publication of banns; the number married by license during each quarter; and finally the number of marriages to each 100 of the population. .73 means 73 marriages to every 10,000 of the population, or  $7\frac{3}{10}$  to every 1000.

Table 2nd contains the marriages celebrated during the year, according to the religious denomination to which the officiating clergyman belonged, showing the number belonging to each church in the Province, and also in the different counties. By means of this table it may be seen in which counties each body of Christians is chiefly located, affording also an idea of their comparative strength in each county.

Table 3rd shows the "condition" of the parties married, the number of bachelors married to spinsters, of widowers to spinsters, of bachelors to widows, and of widowers to widows, giving also the per centage or number in a hundred belonging to each class or condition. The total number in this table does not correspond with the preceding ones, as in some instances the condition of the parties married is not stated in the marriage certificate, as it ought always to be. In 215 instances the statement of the condition was omitted.

Table 4th is an interesting one, showing the relative number who are married within given periods of life. The proportion of women under 20, under 25, 30, and also above 30 years of age who entered the marriage state. Also the proportion of men who marry within certain given periods. As the age of the parties married is not returned in every instance, of course the total number will not be the same as in the first table. The number, however, is sufficiently large to afford reliable and valuable *data*.

Table 5th is simply a continuation of Table 4th, containing additional tabulated facts in connection with the age of the parties married, showing the number of instances in which the woman was older than the man at the time of marriage, the greatest as well as the least age of individuals married in each county, &c.

Table 6th shows the number of marriages celebrated in the city and county of Halifax, by license and by banns, during the year, and each quarter of the year, and the number belonging to each denomination.

Table 7th shows the number of marriages celebrated in Halifax county during each month of the year, in order to indicate the period at which the greatest number of marriages takes place.

Table 8th exhibits in a tabular form the "condition" of the different parties married in Halifax county during the year.

Table 9th shows the number married during each year from 15 years and upwards, in which it is shown that more women are married at 22, and a greater number of men at 25, than at any other age.

Table 10th brings under review in a tabulated form the number of marriages, births and deaths in each county, as also the number of each to every 100 of the population.

Table 11th gives the number of statute acres in each county, the relative number of male and female births, the number of deaths—male and female—and a column showing the excess of births over deaths.

Table 12th exhibits the number of children born in the Province during each month of the year. The total number does not correspond with the total number registered. A margin of two months being allowed for registering a birth, a good many of those entered during the financial year were born in the preceding one, and these are not included in this table. It is somewhat singular that the same month, March, can claim at once the greatest number of births, and also of deaths.

Table 13th gives the number of births and deaths, with the relative proportion of males and females, in the city and the different registration districts of the county of Halifax, together with the excess of births over deaths in each. It will be observed that in the city of Halifax the number of deaths is greater than that of births, arising from the fact that *all* the deaths were secured by means of the cemetery records, the births only partially so.

Table 14th shows the number of children born during each month of the year, who were registered in the city and county of Halifax.

Tables 15th and 16th show the number of twin, and also of illegitimate, births registered, belonging to each county.

Table 17th is a very important one, showing the different classes of disease, and the number of deaths registered, that took place in each county of the Province, belonging to each class. The second part of the table contains the particular diseases, under each class, and the number registered in each county whose death was caused by that disease. The constructing of this table has been a work of great labor, arising for the most part from the imperfect and often indefinite nature of the death return. The proportion of deaths "not specified," that is, of which the cause of death was either not known or not properly given, is very large, and detracts considerably, but unavoidably, from its value. It is to be hoped that in this very important portion of the registration system some improvement will be possible in succeeding years, by means of a more stringent clause in the Act as to the registration of deaths.

Table 18th shows the number of deaths in each county according to ages, that is, the relative number that died under 3, 6 and 12 months—under 5, 10 and 15 years, and so on. The table is to be read thus:—Of the total number of those whose age is given as having died in the Province, 258 were under 3 months, 144 at or above 3 but under 6 months, 195 at or above 6 but under 12 months, and so on. This table also shows the number out of every 100 in each county that lived beyond the 70th, and also the number in 100 who survived their 80th year.

Table 19th is the same as the preceding, only that it distinguishes the deaths of males and females, the object being to show the comparative male and female mortality at the different periods of life.

Table 20th contains the death registration in the different counties during each month of the year. The object of this table is to exhibit the effect of the seasons upon the general health of the community.

Table 21st is a continuation of preceding, showing the death rate of each month in the city and county of Halifax.

Table 22nd shows the deaths at different ages in the city and county of Halifax. The portion of the table referring to the city of Halifax is especially interesting, the ages being given in 711 out of 741 deaths, which embraces the whole num-

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ber during the year. The high rate of infant mortality, compared to that of the country districts, is very striking.

Table 23rd contains the coroners' inquests, so far as they have been returned, in a tabulated form. This table is of course correct as far as it goes, but as is evident from the *data* given in other returns does not include, for example, all the cases of those drowned, or who lost their lives by accident of some kind or other, as it was not perhaps possible or probably deemed necessary, to hold an inquest in every such case. It will be observed that no return has been received from Richmond county.

Table 24th contains in a tabulated form the criminal convictions by the Supreme Court in the different counties, distinguishing the character of the crimes, and the number of criminals found guilty of each.

Table 25th. For this valuable table I am indebted to the courtesy of the Army Medical Department. It will be observed that the mercury fell below zero in the months of January, February, and December, reaching its lowest point on the 6th of January. Last year was the coldest experienced in this Province for a very long period. The rain fall for ten months was equal to 41.68 inches, the greatest being in the month of September, when nearly nine inches of rain fell. July was the hottest, and January the coldest month of the year. The harbor of Halifax was frozen during a portion of the month of February, and covered with crowds of skaters—an event of very rare occurrence.

It would be very desirable that the Registration Department be supplied with the necessary instruments and apparatus, so that meteorological observations might be recorded, tabulated, and preserved for general information.

TABLE I.

Marriages registered in Nova Scotia for the year ended 30th September, 1866.

REGISTRATION IN COUNTIES.	Population in 1861.	Estimated population in 1866.	Total married for financial year.	Married by banns.	Married by license.	Married by license in Oct's quarter.	Married by license in Jan'y quarter.	Married by license in April quarter.	Married by license in July quarter.	No. of marriages to each 100 of the population.
Nova Scotia, .....	330857	370560	2720	638	2082	628	535	431	488	.73
Annapolis, .....	16753	18429	130	2	128	35	28	43	22	.72
Antigonish, .....	14871	15847	84	60	24	8	9	1	6	.53
Cape Breton, .....	20866	22337	140	45	95	37	18	14	26	.63
Colchester, .....	20045	23452	173	9	164	61	34	34	35	.74
Cumberland, .....	19533	23534	175	5	170	46	34	38	52	.74
Digby, .....	14751	16521	131	44	87	11	14	34	23	.79
Guysboro', .....	12713	13984	108	37	71	19	21	10	21	.77
Halifax, .....	49021	56174	607	243	364	103	86	79	96	1.08
Hants, .....	17460	19729	136	7	129	39	22	27	41	.70
Inverness, .....	19967	22163	95	46	49	9	25	11	4	.48
Kings, .....	18731	22273	124	5	119	43	31	26	19	.56
Lunenburg, .....	19632	21987	175	18	157	51	49	26	31	.84
Pictou, .....	28785	30943	200	7	193	55	64	27	47	.65
Queens, .....	9365	10907	97	8	89	34	26	15	14	.91
Richmond, .....	12607	14245	68	46	22	4	9	4	5	.48
Shelburne, .....	10668	10700	86	12	74	24	25	9	16	.80
Victoria, .....	9643	10318	50	16	34	4	17	4	9	.50
Yarmouth, .....	15446	17017	141	28	113	45	33	19	16	.83

TABLE II.

Marriages registered in Nova Scotia for 12 months ended 30th September, 1866, according to Religious Denominations.

REGISTRATION IN COUNTIES.	Church of England.	R. Catholic Church.	Presby-terian.	Reformed Presby-terian.	Church of Scotland.	Baptist.	Wesleyan.	Lutheran.	Congrega-tionalist.	Univers-alist.	Otherdeno-minations.
Nova Scotia, .....	465	501	583	29	141	646	250	53	41	7	4
Annapolis, .....	30	1	0	0	0	88	11	0	0	0	0
Antigonish, .....	2	61	19	0	0	1	1	0	0	0	0
Cape Breton, .....	39	35	45	0	1	14	6	0	0	0	0
Colchester, .....	12	0	103	0	17	34	7	0	0	0	0
Cumberland, .....	22	5	39	18	5	42	41	0	0	0	0
Digby, .....	15	50	1	0	0	56	9	0	0	0	0
Guysboro', .....	21	23	19	0	0	28	17	0	0	0	0
Halifax, .....	200	198	69	0	24	60	48	1	0	7	0
Hants, .....	19	2	45	0	0	49	21	0	0	0	0
Inverness, .....	0	40	41	0	6	3	5	0	0	0	0
Kings, .....	5	2	5	1	0	88	20	0	3	0	0
Lunenburg, .....	55	1	21	10	0	31	4	52	1	0	0
Pictou, .....	6	4	99	0	80	1	8	0	2	0	0
Queens, .....	15	0	0	0	0	35	15	0	28	0	4
Richmond, .....	3	47	16	0	0	0	2	0	0	0	0
Shelburne, .....	11	1	15	0	0	35	24	0	0	0	0
Victoria, .....	0	0	38	0	8	3	0	0	1	0	0
Yarmouth, .....	10	31	8	0	0	78	8	0	6	0	0

TABLE III.

*Marriages registered according to the condition of the parties married.*

REGISTRATION IN COUNTIES.	Total marriages.	Marriages of which condition is given.	Bachelors to spinsters.	Widowers to spinsters.	Bachelors to widows.	Widowers to widows.	Per centage of bachelors and spinsters.	Per centage of widowers and spinsters.	Per centage of bachelors and widows.	Per centage of widowers and widows.
Nova Scotia, . . . . .	2720	2505	2127	240	67	71	85	9½	2½	3
Annapolis, . . . . .	180	128	105	10	6	7	82	8	4½	5½
Antigonish, . . . . .	84	84	73	8	1	2	87	9½	1	2½
Cape Breton, . . . . .	140	108	92	9	4	3	85	8½	4	2½
Colchester, . . . . .	173	171	144	19	3	5	84	11	2	3
Cumberland, . . . . .	175	175	154	16	3	2	88	9	2	1
Digby, . . . . .	131	108	78	20	4	6	72	18½	3½	6
Guysboro', . . . . .	108	108	94	7	3	4	87	6½	3	3½
Halifax, . . . . .	607	494	418	45	19	12	84½	9	4	2½
Hants, . . . . .	136	134	110	20	2	2	82	15	1½	1½
Inverness, . . . . .	95	80	71	7	0	2	89	9	0	2
Kings, . . . . .	124	120	100	15	4	1	83	12½	3½	1
Lunenburg, . . . . .	175	160	144	10	3	3	90	6	2	2
Pictou, . . . . .	200	200	178	17	3	2	89	9	1½	1½
Queens, . . . . .	97	90	78	3	3	6	87	3	3	7
Richmond, . . . . .	68	68	60	6	1	1	88	9	1½	1½
Shelburne, . . . . .	86	86	69	11	2	4	80	13	2	5
Victoria, . . . . .	50	50	45	3	1	1	90	6	2	2
Yarmouth, . . . . .	141	141	114	14	5	3	81	10	3½	5½

TABLE IV.

*Marriages registered in Nova Scotia according to the ages of the parties married.*

REGISTRATION IN COUNTIES.	Women under 20.	Women from 20 to 25.	Women from 25 to 30.	Women above 30.	Men married under 21.	Men married from 21 to 25.	Men married from 25 to 30.	Men married from 30 to 40.	Men married from 40 to 50.	Men married from 50 to 60.	Men married above 60.
Nova Scotia, . . . . .	358	822	379	205	38	530	649	325	91	36	25
Annapolis, . . . . .	17	28	14	8	1	13	22	9	0	0	1
Antigonish, . . . . .	9	21	21	9	0	11	19	19	9	1	0
Cape Breton, . . . . .	15	32	14	5	3	17	24	14	2	2	0
Colchester, . . . . .	28	52	27	16	1	37	46	24	8	4	4
Cumberland, . . . . .	30	67	26	15	3	49	57	18	5	4	2
Digby, . . . . .	19	47	12	15	3	24	32	11	5	3	4
Guysboro, . . . . .	18	39	24	10	3	25	40	17	4	2	1
Halifax, . . . . .	76	201	74	49	4	128	158	73	23	5	4
Hants, . . . . .	17	36	15	8	1	25	25	13	5	2	3
Inverness, . . . . .	7	35	21	4	0	18	28	20	1	1	0
Kings, . . . . .	20	18	12	5	4	22	14	13	4	1	2
Lunenburg, . . . . .	24	64	23	12	2	40	41	26	1	2	1
Pictou, . . . . .	25	52	27	21	1	23	37	30	9	2	1
Queens, . . . . .	13	27	13	3	1	26	21	5	2	0	1
Richmond, . . . . .	4	31	13	6	2	11	32	4	3	3	0
Shelburne, . . . . .	15	15	12	8	2	18	13	7	2	1	0
Victoria, . . . . .	3	17	18	4	0	6	18	15	1	2	0
Yarmouth, . . . . .	18	40	13	7	7	37	22	7	2	1	1

TABLE V.  
Marriages according to ages, continued.

REGISTRATION IN COUNTIES.	Cases of woman older than man.	Greatest age of man married.	Greatest age of woman married.	Least age of man married.	Least age of woman married.	Oldest couple married.	Youngest couple married.
Nova Scotia, . . . . .	222	83	73	17	15	83-73	17-18
Annapolis, . . . . .	10	51	50	21	17	44-50	22-17
Antigonish, . . . . .	10	77	65	21	16	77-65	22-17
Cape Breton, . . . . .	10	60	40	20	16	60-35	20-18
Colchester, . . . . .	10	70	52	20	16	70-52	21-18
Cumberland, . . . . .	17	60	45	18	16	56-45	18-20
Digby, . . . . .	9	73	58	20	15	73-58	20-19
Guysboro', . . . . .	14	61	49	19	16	61-49	20-18
Halifax, . . . . .	40	71	50	19	16	71-46	23-16
Hants, . . . . .	8	65	49	19	15	62-49	22-15
Inverness, . . . . .	8	50	46	21	17	50-46	21-20
Kings, . . . . .	4	71	57	20	16	71-56	21-17
Lunenburg, . . . . .	18	83	73	20	16	83-73	20-22
Pictou, . . . . .	18	78	60	19	16	56-60	21-16
Queens, . . . . .	8	65	43	20	16	65-43	20-18
Richmond, . . . . .	12	54	40	20	16	50-40	20-18
Shelburne, . . . . .	15	56	50	20	16	44-50	22-16
Victoria, . . . . .	4	65	59	22	17	65-59	23-20
Yarmouth, . . . . .	7	65	63	17	15	65-63	17-18

TABLE VI.

Marriages registered in County and City of Halifax, for twelve months ended 30th September, 1866.

REGISTRATION BY DENOMINATIONS.	Total married.	By license.	By banns.	October quarter.	January quarter.	April quarter.	July quarter.
Halifax County, . . . . .	607	364	243	207	119	149	141
Church of England, . . . . .	200	178	22	76	49	40	35
Catholic Church, . . . . .	198	1	197	60	34	50	54
Presbyterian Church, . . . . .	69	68	1	26	14	14	15
Baptist Church, . . . . .	60	40	20	18	10	17	15
Wesleyan Church, . . . . .	48	47	1	15	8	8	17
Church of Scotland, . . . . .	24	22	2	7	4	9	4
Congregationalist Church, . . . . .	0	0	0	0	0	0	0
Lutheran Church, . . . . .	1	1	0	1	0	0	0
Universalist Church, . . . . .	7	7	0	4	0	2	1

Number of Marriages registered in the City of Halifax, . . . . . 419  
 Number of Marriages registered in County, exclusive of City, . . . . . 188  
 Total, . . . . . 607

TABLE VII.

*Marriages registered in Halifax during each month of Financial year, 1865-6.*

October,.....	71	April,.....	56
November,.....	73	May,.....	50
December, 1865,.....	63	June,.....	34
January, 1866,.....	54	July,.....	48
February,.....	35	August,.....	46
March,.....	30	September,.....	47

TABLE VIII.

*Marriages according to condition, &c., in the City and County of Halifax.*

Bachelors and Spinsters,.....	418
Widowers and Spinsters,.....	46
Bachelors and Widows,.....	19
Widowers and Widows,.....	12
Average age of Bachelors married,.....	26 years.
"    Spinsters married,.....	23 "
"    Widowers re-married,.....	42 "
"    Widows re-married,.....	33 "

TABLE IX.

*Number of Marriages registered in Halifax City and County, at ages mentioned below, for Financial year, 1865-66.*

MALES.		FEMALES.	
AGE.	No.	AGE.	No.
16	0	16	3
17	0	17	9
18	0	18	25
19	1	19	39
20	3	20	44
21	17	21	38
22	36	22	51
23	35	23	39
24	40	24	27
25	47	25	23
26	31	26	24
27	33	27	8
28	31	28	15
29	16	29	3
30	14	30	14
31	8	31	4
32	19	32	2
33	4	33	3
34	4	34	1
35	9	35	7
Above 35	52	Above 35	21

Total whose ages are given, 400 males, 400 females.

TABLE X.

*Marriages, Births and Deaths registered in Nova Scotia for year ended 30th September, 1866.*

REGISTRATION IN COUNTIES.	Marriages.	Births.	Deaths.	No. of marriages to 100 of the population.	No. of births to 100 of the population.	No. of deaths to 100 of the population.
Nova Scotia, .....	2720	7876	3865	.73	2.12	1.00
Annapolis, .....	130	375	159	.72	2.03	.86
Antigonish, .....	84	266	132	.53	1.67	.83
Cape Breton, .....	140	363	164	.63	1.62	.73
Colchester, .....	173	367	198	.74	1.47	.84
Cumberland, .....	175	553	229	.74	2.35	.97
Digby, .....	131	363	148	.73	2.19	.90
Guysboro, .....	108	413	163	.77	2.95	1.17
Halifax, .....	607	1277	994	1.08	2.30	1.76
Hants, .....	136	445	230	.70	2.25	1.16
Inverness, .....	95	406	144	.43	1.85	.65
Kings, .....	124	531	234	.56	2.42	1.05
Lunenburg, .....	175	507	190	.84	2.80	.86
Pictou, .....	200	571	302	.65	1.84	.97
Queens, .....	97	260	127	.91	2.38	1.17
Richmond, .....	68	365	117	.48	2.56	.82
Shelburne, .....	86	206	74	.80	1.92	.70
Victoria, .....	50	227	92	.50	2.19	.89
Yarmouth, .....	141	381	168	.83	2.33	.90

TABLE XI.

*Births and Deaths registered in Nova Scotia for Financial Year, ended 30th September, 1866.*

REGISTRATION IN COUNTIES.	Estimated population in 1866.	BIRTHS.			DEATHS.			Excess of births over deaths.
		Total.	Males.	Females.	Total.	Males.	Females.	
Nova Scotia, .....	370560	7876	4097	3779	3865	2058	1807	4011
Annapolis, .....	18429	375	188	187	159	80	79	216
Antigonish, .....	15847	266	137	129	132	61	71	184
Cape Breton, .....	22837	363	201	162	164	85	79	199
Colchester, .....	23452	367	192	175	198	109	89	169
Cumberland, .....	23534	553	289	264	229	119	110	824
Digby, .....	16521	363	187	176	148	67	81	215
Guysboro', .....	13984	413	212	201	163	100	63	250
Halifax, .....	56174	1277	662	615	994	549	445	283
Hants, .....	19729	445	224	221	230	113	117	215
Inverness, .....	22163	406	214	192	144	71	73	262
Kings, .....	22273	531	279	252	234	121	113	297
Lunenburg, .....	21987	507	253	254	190	99	91	817
Pictou, .....	30943	571	307	264	302	167	135	269
Queens, .....	10907	260	141	119	129	63	64	133
Richmond, .....	14245	365	185	180	117	70	47	243
Shelburne, .....	10700	206	111	95	74	42	32	132
Victoria, .....	10318	227	113	114	92	58	34	135
Yarmouth, .....	17017	381	202	179	168	84	84	213



TABLE XII.

*Births registered in Nova Scotia during each month of the Financial Year, ended 30th September, 1866.*

REGISTRATION BY MONTHS.	Total.	Annapolia.	Antigonish.	Cape Breton.	Colchester.	Cumberland.	Digby.	Guysborough.	Halifax.	Hants.	Inverness.	Kings.	Lunenburg.	Pictou.	Queens.	Richmond.	Shelburne.	Victoria.	Yarmouth.
Born in year,....	6671	273	228	310	282	469	317	371	1125	375	377	430	436	487	227	301	138	193	337
Born in previous year,....	1205	102	43	53	85	84	46	42	152	70	29	101	71	84	38	64	68	84	44
October, .....	512	15	18	12	28	47	30	25	101	22	22	32	37	38	6	28	13	21	17
November, .....	545	15	22	24	22	32	21	36	95	30	41	38	40	40	20	18	16	10	25
December, .....	535	23	21	19	28	27	19	28	96	33	26	41	32	37	28	19	14	10	34
January, .....	547	17	20	17	28	49	24	32	91	32	30	37	36	51	16	23	12	10	28
February, .....	567	21	18	15	25	56	28	26	87	39	36	33	45	35	18	22	15	19	29
March, .....	685	26	19	29	28	50	42	42	110	29	34	51	52	51	25	25	14	18	40
April, .....	622	44	18	29	29	48	32	29	94	38	28	43	49	38	17	27	12	18	44
May, .....	588	33	18	32	29	39	28	30	108	32	26	33	33	55	24	16	15	13	24
June, .....	605	26	24	37	26	37	18	41	104	31	30	33	38	56	18	25	10	23	28
July, .....	561	28	25	38	21	38	29	25	83	48	28	39	27	37	24	25	3	19	26
August, .....	485	13	12	45	10	28	19	25	81	19	41	32	27	22	19	38	9	24	21
September, .....	419	14	18	18	18	18	27	32	75	22	35	18	21	27	12	35	5	17	17

TABLE XIII.

*Births and Deaths Registered in the City and County of Halifax, for Financial Year ended 30th September, 1866.*

REGISTRATION IN DISTRICTS.	TOTAL.		BIRTHS.		DEATHS.		Excess of births over deaths.
	Births.	Deaths.	Males.	Females.	Males.	Females.	
Halifax County, .....	1277	994	659	618	549	445	283
City of Halifax, .....	632	741	337	295	405	336	=109
St. Margaret's Bay, .....	32	5	17	15	3	2	27
Upper Musquodoboit, .....	28	5	16	12	4	1	23
Middle Musquodoboit, .....	28	6	20	8	5	1	22
Tangier, .....	53	10	28	25	7	3	43
Ketch Harbor, .....	4	7	2	2	5	2	=3
Prospect, .....	35	17	16	19	9	8	18
Peggy's Cove, .....	9	1	2	7	1	0	8
Hubbard's Cove, .....	18	6	9	9	3	3	12
Dartmouth, .....	64	48	31	33	26	22	16
Waverly, .....	31	31	22	9	26	5	0
Ship Harbor, .....	20	8	6	14	3	5	12
Sheet Harbor, .....	23	6	7	16	5	1	17
Beaver Harbor, .....	63	10	32	31	7	3	53
Oldham, .....	19	12	11	8	7	5	7
Beaver Bank, .....	2	4	0	2	1	3	=2
Lawrencetown, .....	14	8	4	10	2	6	6
Jeddore, .....	60	9	30	30	5	4	51
Chezzetcook, .....	34	9	14	20	4	5	25
Porter's Lake, .....	25	12	13	12	5	7	13
Portuguese Cove, .....	17	9	7	10	4	5	8
Herring Cove, .....	39	19	19	20	13	6	20
Terrence Bay, .....	15	8	8	7	7	1	7
Sambro, .....	13	3	9	4	1	2	10

TABLE XIV.

Births Registered during each Month of Financial Year ended 30th September, 1866, in the City and County of Halifax.

REGISTRATION BY MONTHS.	TOTAL.	Halifax City.	Margaret's Bay.	U. Musquodoboit.	M. Musquodoboit.	Tangier.	Ketch Harbor.	Prospect.	Peggy's Cove.	Hubbard's Cove.	Dartmouth.	Waverley.	Ship Harbor.	Sheet Harbor.	Beaver Harbor.	Oldham.	Beaver Bank.	Lawrencetown.	Jeddore.	Chezetcook.	Porter's Lake.	Portuguese Cove.	Herring Cove.	Torrence Bay.	Sambro.
October, . . . . .	114	51	4	4	2	6	1	1	0	1	9	0	3	1	6	5	0	1	9	3	2	0	4	1	0
November, . . . . .	97	52	3	3	1	8	0	4	1	2	9	0	0	2	5	0	0	0	3	2	1	1	1	0	1
December, . . . . .	99	56	1	3	2	6	2	6	0	0	5	0	1	1	1	0	0	1	4	6	0	1	1	1	0
January, . . . . .	93	56	5	1	0	1	1	0	1	1	5	2	1	1	1	1	0	0	0	0	0	0	5	3	0
February, . . . . .	88	43	3	2	2	2	0	2	4	2	2	0	2	4	4	2	0	0	2	2	2	0	0	3	0
March, . . . . .	110	57	3	5	4	3	0	4	1	3	7	0	3	5	1	2	0	2	3	4	0	0	1	0	2
April, . . . . .	98	64	2	2	2	0	0	1	0	1	3	2	2	0	2	0	0	0	2	2	2	6	5	0	2
May, . . . . .	114	64	2	2	2	5	0	2	0	2	2	8	1	0	6	2	0	4	2	4	5	0	2	1	1
June, . . . . .	105	58	4	0	1	4	0	3	1	0	4	3	3	1	5	0	1	4	0	3	4	3	2	1	1
July, . . . . .	88	44	1	0	2	2	0	5	0	0	5	4	1	1	2	0	0	1	2	5	1	1	8	2	1
August, . . . . .	86	43	0	0	1	4	0	3	0	1	5	6	1	3	5	1	1	0	3	1	0	2	4	2	0
September, . . . . .	78	35	1	1	0	3	0	2	0	0	2	4	0	1	5	0	0	0	2	2	2	5	6	2	5
Registered in '66, but born in 1865,	107	9	3	5	9	7	0	2	1	4	5	2	0	3	14	6	0	5	21	5	6	0	0	0	0

TABLE XV.

Twin Births registered in each County for Financial Year ended 30th September, 1866

NOVA SCOTIA . . . . .	76
Annapolis . . . . .	3
Antigonish . . . . .	0
Cape Breton . . . . .	3
Colchester . . . . .	6
Cumberland . . . . .	10
Digby . . . . .	6
Guysboro' . . . . .	5
Halifax . . . . .	10
Hants . . . . .	4
Inverness . . . . .	4
Kings . . . . .	3
Lunenburg . . . . .	2
Pictou . . . . .	3
Queens . . . . .	3
Richmond . . . . .	10
Shelburne . . . . .	0
Victoria . . . . .	0
Yarmouth . . . . .	4

TABLE XVI.

Illegitimate Births registered in each County for Financial Year ended 30th September, 1866.

NOVA SCOTIA, . . . . .	114
Annapolis, . . . . .	2
Antigonish, . . . . .	4
Cape Breton, . . . . .	6
Colchester, . . . . .	4
Cumberland, . . . . .	13
Digby, . . . . .	6
Guysborough, . . . . .	11
Halifax, . . . . .	12
Hants, . . . . .	9
Inverness, . . . . .	4
Kings, . . . . .	8
Lunenburg, . . . . .	9
Pictou, . . . . .	15
Queens, . . . . .	2
Richmond, . . . . .	2
Shelburne, . . . . .	1
Victoria, . . . . .	2
Yarmouth, . . . . .	4



Causes of Death in Nova Scotia,—continued.

DISEASES.	Nova Scotia.	Annapolis.	Antigonish.	Cape Breton.	Colchester.	Cumberland.	Digby.	Guyaborough.	Halifax.	Hants.	Inverness.	Kings.	Lunenburg.	Pictou.	Queens.	Richmond.	Shelburne.	Victoria.	Yarmouth.
IV. Cephalitis—Neuralgia,	3	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	1	..
Apoplexy, .....	39	5	..	1	1	2	..	..	15	2	1	..	3	3	..	..	..	1	3
Paralysis, .....	37	3	1	..	2	2	..	..	6	1	1	2	6	3	..	..	..	..	1
Delirium Tremens,....	4	..	..	..	..	..	..	..	2	..	1	..	1	..	..	..	..	..	..
Hysteria, .....	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..
Epilepsy, .....	9	..	..	..	1	..	..	..	5	1	..	..	..	..	..	..	..	1	1
Tetanus, .....	4	..	..	..	..	1	..	..	2	..	..	..	..	..	..	..	..	..	1
Spinal Disease, .....	9	..	..	..	1	1	..	1	..	1	1	1	..	1	..	..	..	..	2
Insanity, .....	8	..	..	..	1	..	..	..	2	1	1	..	2	1	..	..	..	..	..
Convulsions, .....	64	1	..	..	2	2	3	3	29	3	1	3	6	1	4	..	1	2	7
Brain Disease, .....	21	2	..	..	1	1	1	..	6	1	..	2	3	1	..	..	..	1	1
Brain Fever, .....	47	5	2	..	3	3	2	4	6	6	1	2	4	4	..	1	..	3	1
V. Pericarditis, .....	3	..	1	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..
Glandular disease, ....	3	..	..	..	..	..	..	..	..	..	..	2	..	1	..	..	..	..	..
Aneurism, .....	9	..	..	..	1	..	1	..	2	1	1	1	1	1	..	..	..	..	..
Heart disease, .....	59	5	1	..	2	5	3	2	17	1	2	7	4	5	1	..	1	..	3
Inflammation, .....	60	1	5	2	4	1	9	3	7	6	1	8	1	3	1	1	..	1	1
VI. Laryngitis, .....	2	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..
Bronchitis, .....	32	1	..	..	1	1	1	1	15	4	..	2	2	3	..	..	..	..	2
Pleurisy, .....	38	1	3	5	2	1	1	2	3	2	4	2	..	3	..	4	..	5	..
Pneumonia, .....	97	3	3	1	2	3	2	1	20	12	..	16	6	7	3	..	4	2	12
Asthma, .....	16	..	1	1	1	1	1	1	4	1	1	..	..	1	..	..	3	..	..
Lung disease, .....	52	3	3	..	6	8	3	3	4	4	5	2	..	4	4	..	2	1	..
VII. Teething, .....	6	..	..	..	..	..	..	1	4	..	..	1	..	..	..	..	..	..	..
Quinsey, .....	15	..	..	..	1	..	..	..	3	3	3	..	..	3	1	1	..	..	..
Gastritis, .....	10	1	..	..	..	1	..	..	..	..	..	6	..	..	..	..	..	1	1
Enteritis, .....	52	5	..	1	1	3	..	6	7	7	2	3	1	3	2	..	1	1	4
Peritonitis, .....	8	..	..	..	..	..	..	1	1	..	1	..	1	..	1	..	..	1	2
Ascites, .....	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..
Hernia, .....	13	1	..	..	1	..	..	..	3	2	1	2	..	1	1	1	..	..	..
Intussusception, .....	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..
Stomach disease, .....	32	2	..	..	7	3	..	2	1	1	1	1	1	6	1	3	..	2	1
Exhaustion, .....	3	..	..	1	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..
Hepatitis, .....	3	..	..	..	..	..	..	..	2	..	..	..	..	1	..	..	..	..	..
Jaundice, .....	10	..	1	1	..	..	..	..	1	1	..	2	..	..	2	..	..	..	..
Liver disease, .....	25	1	1	..	1	5	..	1	6	2	1	1	..	4	..	..	..	..	2
VIII. Diabetes, .....	2	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..
Stone and Gravel, .....	11	..	1	..	1	1	..	1	..	..	2	1	..	2	..	1	1	..	..
Stricture of Urethra, ..	2	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..
Kidney Disease, .....	14	..	..	..	..	2	1	..	3	3	..	2	1	1	..	..	1	..	..
IX. Ovarian Dropsy, .....	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..
Child Birth, .....	35	..	5	..	..	2	..	3	14	3	1	1	2	1	..	2	..	..	1
Organs of Generation, ..	3	..	..	..	..	1	..	1	1	..	..	..	..	..	..	..	..	..	..
X. Arthritis, .....	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..
Rheumatism, .....	6	..	..	..	..	..	1	..	..	1	1	1	..	..	..	1	1	..	..
Joint and Bone disease,	4	..	1	..	..	..	1	..	..	..	..	..	1	1	..	..	..	..	..
XI. Carbuncle, .....	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..
Skin disease, .....	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..
Emphysema, .....	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..
Goitre, .....	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..

Causes of Death in Nova Scotia,—Continued.

DISEASES.	Nova Scotia.	Annapolis.	Antigonish.	Cape Breton.	Colchester.	Cumberland.	Digby.	Guysborough.	Halifax.	Hants.	Inverness.	Kings.	Lunenburg.	Pictou.	Queens.	Richmond.	Shelburne.	Victoria.	Yarmouth.
XII. Cyanosis, .....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Spina Bifida, .....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Other Malformations, .....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
XIII. Marasmus, .....	23	2	2	2	1	1	1	1	14	3	1	1	1	1	1	1	1	1	1
XIV. Old Age, .....	211	7	12	20	12	7	12	32	18	12	10	18	37	5	3	11	1	4	4
XV. Sudden Death, .....	15	1	1	1	1	1	1	1	1	2	1	1	6	1	1	1	1	1	1
XVI. Intemperance, .....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Accidents, .....	27	3	1	4	2	3	1	1	2	2	1	2	3	2	1	1	1	1	1
Want of Breast Milk, .....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Cold, .....	24	1	1	1	1	6	7	1	1	4	2	1	1	1	1	1	1	1	1
Poison, .....	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Burns and Scalds, .....	24	6	3	1	1	1	1	1	4	1	4	2	1	1	1	1	1	1	2
Suffocation, .....	4	1	1	1	1	1	1	1	3	1	1	1	1	1	1	1	1	1	1
Drowning, .....	76	2	3	4	2	4	7	8	13	2	3	7	2	2	1	1	1	6	5
Fracture & Contusion, .....	5	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1
Suicide, .....	5	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1
Wounds, .....	4	1	1	1	1	1	1	1	3	1	1	1	1	1	1	1	1	1	1
Murder, .....	3	1	1	1	1	1	1	1	3	1	1	1	1	1	1	1	1	1	1
Not specified, .....	1151	23	46	80	30	57	42	32	453	32	41	31	43	61	21	65	10	40	45

RECAPITULATION.

DISEASES.	Nova Scotia.	Annapolia.	Antigonish.	Cape Breton.	Colchester.	Cumberland.	Digby.	Guysborough.	Halifax.	Hants.	Inverness.	Kings.	Lunenburg.	Pictou.	Queens.	Richmond.	Shelburne.	Victoria.	Yarmouth.
No. specified, ...	2714	136	96	94	168	172	106	131	541	198	103	204	147	241	106	52	64	52	123
Net specified, ...	1151	23	46	80	30	57	42	32	453	32	41	30	43	61	21	65	10	40	45
Total, .....	3865	159	132	164	198	229	148	163	994	230	144	234	190	302	127	117	74	92	168

TABLE XVIII.

Deaths at different ages in Nova Scotia, for Financial Year, ended 30th September, 1866.

REGISTRATION IN COUNTIES	Total.	MONTHS.			YEARS.										Above 100.	Per centage above 70.	Per centage above 80.					
		3	6	12	5	10	15	20	25	30	40	50	60	70				80	90	100		
Nova Scotia, ..	3752	258	144	105	449	181	124	192	233	211	302	231	259	313	305	233	61	6	18	0	9	00
Annapolis, ...	159	10	2	10	15	14	3	9	25	6	6	10	6	23	18	5	3	1	16	5	16	5
Antigonish, ..	131	11	4	7	11	2	...	7	7	12	7	5	13	12	13	13	6	1	22	15	22	15
Cape Breton, ..	152	12	8	6	34	9	1	6	11	9	7	10	9	12	7	10	2	...	12	8	8	8
Colchester, ...	185	8	10	7	19	14	7	8	11	22	6	12	15	22	11	4	...	...	20	8	8	8
Cumberland, ..	220	4	7	7	29	11	13	11	12	24	31	9	15	15	16	10	...	...	14	7	7	7
Digby, .....	144	10	5	5	19	7	6	10	12	6	15	6	12	13	10	6	...	...	12	6	6	6
Guysboro, ...	159	10	4	9	20	4	5	12	13	10	13	12	6	6	14	13	2	2	19	9	9	9
Halifax, .....	239	18	10	13	33	8	8	9	22	14	15	26	17	13	16	13	3	1	11	5	5	5
Halifax City, ..	711	71	47	60	69	20	25	31	24	21	64	71	58	69	53	23	7	...	16	9	9	9
Hants, .....	229	21	13	11	19	18	6	11	10	14	16	9	17	23	21	15	4	1	20	12	12	12
Inverness, ...	183	12	3	3	15	10	2	6	7	9	6	12	13	19	18	15	2	1	15	5	5	5
Kings, .....	222	10	3	10	29	13	7	12	15	15	14	19	23	19	22	6	4	1	23	11	11	11
Lunenburg, ...	190	9	5	7	29	14	5	9	9	9	14	8	13	14	23	18	4	...	15	15	15	15
Pictou, .....	300	10	5	11	29	11	14	13	16	17	26	9	19	24	44	38	6	1	14	8	8	8
Queens, .....	127	8	2	5	16	11	5	11	9	5	11	2	8	7	12	9	1	...	14	7	7	7
Richmond, ...	117	11	4	6	18	4	4	3	13	7	6	3	10	9	5	2	...	...	14	17	17	17
Shelburne, ...	74	2	3	1	12	1	4	5	3	8	8	2	...	4	7	11	2	...	20	6	6	6
Victoria, ....	92	13	4	4	7	1	2	4	8	5	12	6	4	9	4	4	4	...	29	6	6	6
Yarmouth, ..	168	8	5	11	29	9	7	9	19	5	10	9	10	12	4	7	1	...	7	5	5	5

Total deaths 3865. Deaths in which age is given 3752. 18 out of 100 deaths were beyond the 70th, and nine out of 100 beyond the 80th year.

TABLE XIX.

Deaths of Males and Females by Ages, from 1st October, 1865, till 30th September, 1866.

MALES.																				
REGISTRATION IN COUNTIES.	TOTAL.	Under 3 months.	Un. 6 ms.	Un. 12 ms.	Under 5 years.	10 years.	15 years.	20 years.	25 years.	30 years.	40 years.	50 years.	60 years.	70 years.	80 years.	90 years.	100 years.	Above 100.	Oldest man.	Oldest wo. man.
Nova Scotia, . . . . .	2001	156	80	99	227	90	64	91	136	108	150	129	141	175	182	127	32	3	104	104
Annapolis, . . . . .	90	5	2	4	5	5	2	5	10	4	1	6	5	14	7	3	2	0	94	92
Antigonish, . . . . .	66	5	2	4	7	1	0	0	2	5	4	5	8	6	7	7	2	1	100	98
Cape Breton, . . . . .	76	9	5	2	16	4	1	5	7	4	2	1	5	6	3	6	0	0	83	98
Colchester, . . . . .	104	6	5	4	10	4	5	6	6	3	14	4	5	10	10	9	3	0	95	91
Cumberland, . . . . .	107	3	2	2	17	6	5	2	6	11	14	3	7	9	10	9	0	0	88	87
Digby, . . . . .	65	7	2	4	11	0	3	3	7	1	4	5	4	5	5	2	2	0	98	89
Guyshoro', . . . . .	96	7	1	6	8	2	2	7	7	11	9	5	4	6	12	8	1	0	93	95
Halifax, . . . . .	136	13	3	9	18	6	4	4	16	9	6	14	9	5	9	8	3	0	92	103
Halifax City, . . . . .	388	43	23	27	32	12	14	17	14	12	27	41	33	46	27	11	4	0	97	93
Hants, . . . . .	113	11	5	5	9	9	3	3	6	9	6	4	10	11	10	9	2	1	104	93
Inverness, . . . . .	65	5	2	0	6	5	2	2	4	4	5	2	6	7	8	5	1	1	102	98
Kings, . . . . .	111	4	3	5	16	5	4	5	10	7	7	10	11	6	12	6	0	0	87	98
Lunenburg, . . . . .	101	7	4	4	13	9	2	2	6	4	3	6	4	8	7	15	8	0	98	104
Pictou, . . . . .	165	6	3	2	14	7	7	2	7	9	9	16	8	15	28	17	3	0	95	104
Queens, . . . . .	64	3	2	3	8	4	2	5	4	4	7	2	2	5	5	2	0	0	86	88
Richmond, . . . . .	70	9	3	2	8	5	3	2	1	9	2	3	5	6	6	4	2	0	96	79
Shelburne, . . . . .	42	1	2	1	9	1	3	2	1	5	3	2	2	1	4	6	1	0	96	93
Victoria, . . . . .	58	11	2	2	3	1	4	3	6	4	9	3	1	4	2	0	3	0	94	90
Yarmouth, . . . . .	84	1	4	7	17	4	2	5	10	1	7	5	5	9	2	4	1	0	85	93

FEMALES.																			
REGISTRATION IN COUNTIES.	TOTAL.	Under 3 months.	Un. 6 ms.	12 months.	5 years.	10 years.	15 years.	20 years.	25 years.	30 years.	40 years.	50 years.	60 years.	70 years.	80 years.	90 years.	100 years.	Above 100.	Oldest wo. man.
Nova Scotia, . . . . .	1751	103	65	93	225	96	63	101	97	106	163	104	114	138	143	106	31	3	104
Annapolis, . . . . .	75	5	0	6	10	9	1	4	5	2	5	4	1	9	11	2	1	0	92
Antigonish, . . . . .	65	6	2	3	4	1	0	7	5	7	3	0	5	6	6	6	4	0	98
Cape Breton, . . . . .	76	3	3	3	18	5	0	1	4	5	5	9	4	6	4	4	2	0	98
Colchester, . . . . .	81	2	5	3	9	10	2	3	2	8	8	2	7	5	12	2	1	0	91
Cumberland, . . . . .	113	1	4	5	12	5	8	9	6	13	17	6	8	6	6	7	0	0	87
Digby, . . . . .	79	3	3	1	8	7	3	7	5	5	11	1	7	2	8	5	4	0	89
Guyshoro, . . . . .	63	3	3	3	12	2	3	5	6	5	4	7	2	0	2	5	1	0	95
Halifax County, . . . . .	103	5	7	4	15	2	4	5	6	5	9	12	8	8	7	5	0	1	103
Halifax City, . . . . .	323	28	19	33	37	8	11	14	10	9	37	30	23	23	26	12	3	0	93
Hants, . . . . .	116	10	8	6	10	9	3	8	4	5	10	5	7	12	11	6	2	0	93
Inverness, . . . . .	68	7	1	3	9	5	0	4	3	3	4	6	6	6	2	8	1	0	98
Kings, . . . . .	111	6	0	5	18	8	3	7	5	8	7	9	12	13	10	0	4	1	93
Lunenburg, . . . . .	89	2	1	2	16	5	3	3	5	6	8	4	5	7	8	10	4	0	104
Pictou, . . . . .	135	4	3	4	15	4	11	8	9	8	10	1	6	9	16	21	5	1	104
Queens, . . . . .	63	5	0	2	8	7	3	6	5	4	4	0	0	5	7	4	0	0	88
Richmond, . . . . .	47	2	2	4	10	4	1	2	4	5	3	1	1	4	3	3	0	0	79
Shelburne, . . . . .	32	2	1	0	3	0	1	3	2	3	5	0	0	3	3	5	1	0	93
Victoria, . . . . .	34	2	2	2	4	1	1	1	2	1	3	3	3	5	2	1	1	0	90
Yarmouth, . . . . .	78	7	1	4	12	5	5	4	9	4	9	4	4	5	3	3	1	0	98

TABLE XX.

Deaths registered in each County during each month of the financial year ended 30th September, 1866.

REGISTRATION BY MONTHS.	Total.	Annapolis.	Antigonish.	Cape Breton.	Colchester.	Cumberland.	Digby.	Guyaborough.	Halifax.	Hants.	Inverness.	Kings.	Lunenburg.	Pictou.	Queens.	Richmond.	Shelburne.	Victoria.	Yarmouth.
NOVA SCOTIA, . . .	3472	129	127	144	189	208	117	150	857	191	145	215	167	287	115	112	65	90	162
October, . . . . .	215	4	10	4	6	18	8	4	71	16	6	15	16	10	6	3	6	5	7
November, . . . . .	223	9	8	3	16	17	2	8	70	14	7	10	9	19	5	4	3	7	12
December, . . . . .	299	17	14	14	18	23	11	13	85	13	7	19	9	16	4	5	3	9	19
January, . . . . .	302	6	9	17	18	25	7	27	80	9	10	15	18	20	12	7	4	6	12
February, . . . . .	286	13	7	7	21	21	8	15	59	25	11	14	8	26	16	8	4	10	13
March, . . . . .	367	21	13	12	20	15	14	9	70	32	21	25	17	21	14	16	12	7	18
April, . . . . .	323	11	16	18	21	17	8	11	67	18	23	21	10	28	7	16	7	10	13
May, . . . . .	331	10	18	14	12	20	10	12	74	19	14	23	21	33	6	16	4	5	20
June, . . . . .	306	14	7	8	21	19	16	13	67	10	11	20	21	30	9	8	9	10	16
July, . . . . .	225	7	11	12	10	9	8	9	58	9	9	18	8	23	5	11	6	1	11
August, . . . . .	260	11	6	12	10	14	11	10	72	11	8	15	17	24	14	13	2	8	10
September, . . . . .	336	6	8	23	16	10	14	19	87	15	18	20	13	37	17	5	5	12	11
Registered in '66, but born in 1865,	393	30	5	20	9	21	31	13	137	39	0	19	23	15	12	5	9	2	6

TABLE XXI.

Deaths registered in each month of the Financial Year ended 30th September, 1866, in the City and County of Halifax.

REGISTRATION BY MONTHS.	TOTAL.	Halifax City.	Margaret's Bay.	U. Musquodoboit.	M. Musquodoboit.	Tangier.	Ketch Harbor.	Prospect.	Peggy's Cove.	Hubbard's Cove.	Dartmouth.	Waverly.	Ship Harbor.	Sheet Harbor.	Beaver Harbor.	Oldham.	Beaver Bank.	Lawrencetown.	Jeddore.	Chezetcook.	Porter's Lake.	Portuguese Cove.	Herring Cove.	Terrence Bay.	Sambro.
Halifax County,	853	642	5	5	6	8	5	17	1	4	35	27	8	4	9	9	4	7	9	7	11	5	14	7	3
October, . . . . .	69	54	0	0	0	0	2	2	0	0	6	0	0	1	0	0	0	0	0	1	0	0	0	0	1
November, . . . . .	70	54	1	0	1	1	0	2	0	1	2	0	0	0	0	0	0	1	0	2	0	0	2	1	0
December, . . . . .	85	68	0	0	0	0	0	2	0	0	7	0	1	1	0	0	0	0	1	2	0	0	1	0	0
January, . . . . .	80	64	1	1	1	0	0	1	0	0	2	4	1	0	2	1	1	1	0	0	0	0	0	0	0
February, . . . . .	59	45	0	0	0	0	0	2	0	0	3	2	1	0	0	1	1	2	0	0	0	0	0	2	0
March, . . . . .	70	50	0	1	0	2	0	2	0	0	2	4	1	0	2	2	0	0	0	0	2	0	0	2	0
April, . . . . .	67	49	0	0	0	0	0	1	0	0	1	1	1	1	1	0	0	2	1	0	0	4	4	1	0
May, . . . . .	74	66	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0	2	0	1
June, . . . . .	63	47	2	1	0	0	0	0	0	0	1	4	2	0	0	0	0	0	1	0	0	0	0	0	0
July, . . . . .	58	34	1	0	1	2	1	0	1	1	3	6	0	0	1	1	1	0	1	0	4	0	0	0	0
August, . . . . .	72	51	0	1	1	1	0	3	0	1	3	0	0	0	2	0	0	0	2	1	1	1	3	0	1
September, . . . . .	86	69	0	0	1	2	1	0	0	1	5	5	1	1	0	0	1	1	3	1	0	0	2	1	0

Entered, but not born in 1865-6, 141.





TABLE XXIII.

Coroners' Inquests for Financial Year ended 30th September, 1866.

	Nova Scotia.	Annapolis.	Antigonish.	Capo Breton.	Colchester.	Cumberland.	Digby.	Gaysborough.	Halifax.	Hants.	Inverness.	Kings.	Launenburg.	Pictou.	Queens.	Richmond.	Shelburne.	Victoria.	Yarmouth.
Accident, . . . . .	36	1	0	5	1	1	0	1	11	1	1	2	2	7	1	0	1	0	1
Suffocation, . . . . .	4	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0
Burns, . . . . .	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Poison, . . . . .	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
Effect of Disease, . . . . .	6	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0
Drowned, . . . . .	46	0	3	6	0	2	3	2	14	1	0	2	7	1	1	0	1	1	2
Exhaustion, . . . . .	4	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0
Infant Exposure, . . . . .	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Natural Cause, . . . . .	2	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
Found Dead, . . . . .	12	1	0	0	0	0	1	0	8	0	0	0	1	0	0	0	0	0	1
Intemperance, . . . . .	5	0	0	0	0	1	0	0	2	0	0	0	0	0	1	0	0	0	0
Murdered, . . . . .	4	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Suicide, . . . . .	4	1	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Homicide, . . . . .	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
Visitation of God, . . . . .	25	1	2	0	0	0	1	0	1	0	2	0	2	2	0	0	4	0	3
Total, . . . . .	156	4	6	14	2	4	6	5	55	2	4	5	12	18	4	0	6	2	7

TABLE XXIV.

Criminal Trials before the Supreme Court for Financial Year ended 30th September, 1866.

OFFENCES.	Nova Scotia.	Annapolis.	Antigonish.	Capo Breton.	Colchester.	Cumberland.	Digby.	Gaysborough.	Halifax.	Hants.	Inverness.	Kings.	Launenburg.	Pictou.	Queens.	Richmond.	Shelburne.	Victoria.	Yarmouth.
Assault, . . . . .	11	0	0	2	3	0	1		0	1	1	0	1	0	1				1
Larceny, . . . . .	25	1	1	1	7	3	1		9	0	0	1	1	0	0				0
Homicide, . . . . .	2	0	0	0	0	0	0		1	0	0	0	0	1	0				0
Murder, . . . . .	2	0	0	0	0	0	0		2	0	0	0	0	0	0				0
Burglary, . . . . .	1	0	0	0	0	0	0		0	1	0	0	0	0	0				0
Stabbing, . . . . .	1	0	0	0	0	1	0		0	0	0	0	0	0	0				0
Misdemeanor, . . . . .	2	0	0	0	1	0	0	None.	0	0	1	0	0	0	0	None.	None.	None.	0
Shooting, . . . . .	1	0	0	0	0	0	0	None.	1	0	0	0	0	0	0	None.	None.	None.	0
Felony, . . . . .	2	0	0	0	1	0	0	None.	0	0	0	0	0	0	0	None.	None.	None.	1
Trespass, . . . . .	3	0	0	0	0	0	0		0	0	0	2	1	0					0
Arson, . . . . .	3	0	0	0	1	0	0		0	0	0	1	0	1	0				0
Poison, . . . . .	1	0	0	0	0	0	0		0	0	0	0	0	1	0				0
Perjury, . . . . .	1	0	0	0	0	1	0		0	0	0	0	0	0	0				0
Concealment of Birth, . . . . .	1	0	0	0	0	0	0		1	0	0	0	0	0	0				0
Total, . . . . .	56	1	1	3	14	4	2	0	14	2	2	2	4	4	1	0	0	0	2

TABLE XXV.

*Meteorological Table at Halifax, Nova Scotia, for year ended 30th September, 1866, deduced from Observations made at the Military Hospital by the Army Medical Department.*

OBSERVATIONS.	1865.	1865.	1865.	1866.	1866.	1866.	1866.	1866.	1866.	1866.	1866.	REMARKS.	
	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.		Sept.
Highest temperature in shade, . . . . .	73.8	60.1	50.1	40.0	51.5	53.3	68.2	68.3	87.2	87.5	80.5	76.6	Highest 87°.5, on 8th July, 1866. Lowest —15°.7, on 6th January, 1866. . . . . .
Lowest temperature in shade, . . . . .	20.0	15.2	8.1	—15.7	—12.0	5.1	21.6	26.8	32.0	35.5	31.8	28.8	
Mean temperature, . . . . .	44.7	38.9	24.1	17.5	24.1	27.2	39.5	45.9	55.0	58.2	56.5	49.1	
Mean humidity of air, . . . . .	80.4	87.2	73.3	66.8	84.0	81.0	80.0	84.0	75.0	73.0	76.0	86.0	Comploto saturation, =100.
Number of days in which rain fell, . . . . .	10	12	.6	7	6	6	6	13	8	8	13	18	Not including April, 1866.
Amount of rain, including snow and sleet, in inches, . . . . .	3.74	5.18	{ .01 .02 .03 .04 .05 .06 .07 .08 .09 .10 }	1.88	0.89	0.70	{ .04 .07 .08 .09 .10 .11 .12 .13 .14 .15 }	5.85	0.00	1.72	6.80	8.92	{ Not including rain fall for Decem- ber, '65, nor April, '66. . . . . .
Barometer, mean, inches, . . . . .	29.530	29.830	29.826	29.877	29.967	29.726	29.792	29.570	29.780	29.707	29.719	29.795	29.765
Easterly wind, number of days, . . . . .	7	15	14	12	11	18	12	11	14	9	12	11	146
Westerly wind, number of days, . . . . .	23	10	22	17	19	15	19	20	19	22	20	22	234

JOHN LINDSAY,  
Medical Clerk.

Halifax, 6th February, 1867.

## MARRIAGE LICENSE ACCOUNT.

*Financial Secretary's Office,  
Registration Department,  
Halifax, 1st February, 1867.*

SIR,—

I beg to inclose, for the information of the Government, the Marriage License Account for the year ended 30th September, 1866.

The books, accounts, and other papers connected with the license fund, were transferred to this Department by the Postmaster General on the 15th of May, 1866.

During the first six months of the financial year, when the License Accounts were in the hands of Mr. Woodgate, 1157 licenses were sold, during the second half year 814; making altogether 1971 licenses sold by Issuers in the course of the year.

It will be observed, that 354 licenses were sent back to the Provincial Secretary's Office, being unfit for use, in consequence of a change of form being adopted according to the requirements of the amended Registration Act. Three licenses were destroyed in preparing the new form, 13 are returned as not containing the seal of the Lieutenant Governor, and 32 have been sent back to this office defaced by Issuers; making in all 48 imperfect or mutilated licenses.

After deducting the fees and salaries paid to Clergymen and Issuers on 1971 licenses sold, there remained a balance of \$3514.38, as will appear on reference to enclosed account, which sum has been paid over to the Hon. Receiver General.

I have the honor to be,

Your most obedient servant,

JOHN COSTLEY,

Secretary of the Board of Statistics.

The Hon. Provincial Secretary.

### MARRIAGE LICENSE ACCOUNT CURRENT.

*The Secretary of the Board of Statistics in account with the Province of Nova Scotia, for the year ended 30th September, 1866.*

#### CHARGE.

To 945 Marriage Licenses remaining on hand on the 30th September, 1865, viz., 299 in hands of Postmaster General, and 646 in hands of Issuers .....	\$2362 50
To 3274 Marriage Licenses received from Provincial Secretary's Office during year ended as above.....	8185 00
	\$10547 50

#### DISCHARGE.

By 1837 Marriage Licenses on hand, viz., 1108 in hands of Chairman Board of Statistics, and 729 in hands of Issuers.....	\$4592 50
By 354 Marriage Licenses returned to Provincial Secretary's Office, form being altered.....	885 00
By fees paid to Issuers on 1971 Licenses sold.....	492 75
By ditto to Clergymen " Licenses returned.....	509 00
Do. Marriage by Banns.....	86 50
Do. Annual Returns.....	51 25
Do. Issuers for Do.....	2 75
By salaries to Issuers till 30th September, 1866.....	293 37
By 48 defaced Licenses.....	120 00
By cash paid over to Receiver General.....	3514 38
	\$10547 50

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**CORRESPONDENCE**  
RELATING TO THE  
**PROTECTION OF THE FISHERIES.**

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## APPENDIX No. 18.

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### FISHERY PROTECTION.

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#### CORRESPONDENCE RELATING TO THE FISHERIES.

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[From Sir W. F. WILLIAMS to the Governor General, Canada; copies also to Lieutenant Governor, New Brunswick; also Secretary of State for Colonies.]

(COPY.)

(No. 40.)

*Halifax, 27th March, 1866.*

MY LORD,—

I have the honor to enclose for your information a copy of the report of a committee of the House of Assembly upon the protection of the fisheries, which has been unanimously adopted by this House.

My Government are prepared to co-operate with those of the other Provinces interested in this service, and I would suggest for your consideration the desirability of a member of the Canadian Administration meeting a member of this Government at Fredericton, for the purpose of concerting joint action with the Government of New Brunswick, during the present sittings of the Legislature there.

It would be well also to invite the co-operation of the Governments of Prince Edward Island and Newfoundland; and if this proposal should meet the approval of your Lordship, I would be glad if you would communicate as early as convenient with the Lieut. Governor of New Brunswick upon this subject, and advise me of the course decided upon.

I have, &c.

(Signed) W. F. WILLIAMS.

His Excellency the Governor General.

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#### REPORT OF SPECIAL COMMITTEE ON PROTECTION OF FISHERIES.

The Special Committee appointed to consider and report upon the question of the Protection of the Fisheries, have agreed to report as follows:

That your Committee regard the efficient production of the fisheries on the coasts of British America, to be of the most vital importance to the interests not only of these Colonies, but of all subjects of the Crown of Britain, and recommend that the most prompt measures should be taken to secure the cordial co-operation of the British North American Provinces, and the vigorous aid of the Imperial Government, in thoroughly guarding this valuable public domain from intrusion.

For many years some controversy existed as to the exact limits within which the rights allowed by the Convention of 1818 to citizens of the United States of America, to prosecute the fisheries on the coasts of British North America, could be exercised; but all doubt upon that question appears to have been set at rest by the opinions of the highest legal authorities.

In 1841 Mr. Stephenson, the American Minister in London, addressed a strong remonstrance to Her Majesty's Government against the extent to which American citizens were excluded from those fishing grounds; and a Case was prepared by the Law Officers of the Crown in this Province, and transmitted to the Colonial Office, and a report was made thereon by the Queen's Advocate and Her Majesty's Attorney General, dated August, 1841, and which may be found on the 34th page of the Journals of the Assembly of 1843.

This report embodies and reiterates the fact, that by the Convention of 1818, "American citizens are excluded from any right of fishing within three miles of the coasts of British America, and that the prescribed distance of three miles is to be measured from the headlands or extreme points next the sea of the coast, or of the entrance of the bays, and not from the interior of the bays or indentations of the coast."

The Law Advisers of the Crown in England also declared: "We have attentively considered the course of navigation to the Gulf by Cape Breton, and likewise the capacity and situation of the passage of Canso, and of the British dominions on either side, and we are of opinion that, independently of treaty, no foreign country has the right to use or navigate the passage of Canso."

The extent of our rights being thus clearly established, their strict maintenance becomes a matter not only of interest, but of imperative duty. In 1851 a memorandum was agreed to by the Hon. Messrs. Bouret, Howe and Chandler, for the protection of these fisheries, under which it was contemplated that Canada should provide a steamer, or two or more sailing vessels to cruise in the Gulf of St. Lawrence and along the coasts of the Labrador, and Nova Scotia was to continue to employ at least two vessels on the same service, and New Brunswick at least one vessel to be employed in the protection of the fisheries in the Bay of Fundy.

The Colonial Minister in a despatch dated May 27, 1852, stated: "Her Majesty's Ministers are desirous to remove all ground of complaint on the part of the Colonies, in consequence of the encroachments of the fishing vessels of the United States upon those waters, from which they are excluded by the terms of the convention of 1818, and they therefore intend to despatch as soon as possible a small naval force of steamers, or other small vessels to enforce the observance of that Convention."

Under the foregoing arrangements, vessels commissioned by her Majesty's Government, and by the Governor General of Canada, and the Lieutenant Governor of this province, were actively engaged in the protection of the fisheries up to the time when happily the difficulties which arose between British and American interests in relation to the fisheries were set at rest by the Reciprocity Treaty of 1854.

The Government of the United States having seen fit to abrogate that Treaty which had been conducive to the harmony and commercial prosperity of both countries in a marked degree, the necessity is again forced upon the British and Colonial Governments to guard this important industrial resource from unauthorized intrusion.

Your committee would therefore respectively suggest that so soon as the Treaty expires on the 18th inst., proclamation should be issued warning all persons from trespassing on the coast fisheries of British America, that a conference should be held with the honorable the Legislative Council for the purpose of preparing a joint address to her Majesty for Imperial aid in this important service, and that the Governments of Canada, New Brunswick, Newfoundland, and Prince Edward Island, should be requested to co-operate in the protection of the fisheries.

As the abrogation of this Treaty has again brought in force chapter 8, passed in 1836, entitled, "An act relating to the fisheries, and for the prevention of illicit trade in the province of Nova Scotia, and the coasts and harbors thereof;"

by which act power is given to his Excellency to commission vessels to be employed in the protection of our fisheries, your committee recommend the immediate purchase and equipment of a suitable steamer, to be thus commissioned; and they would further recommend that all the vessels commissioned by the various Provincial Governments for the protection of the fisheries, should be so commissioned by the several Governments, as to empower them to act upon any portion of the coasts of British North America.

All of which is respectfully submitted.

CHARLES TUPPER,  
W. A. HENRY,  
A. G. ARCHIBALD,  
WILLIAM ANNAND,  
STEWART CAMPBELL,  
THOMAS COFFIN,  
JOHN LOCKE,  
S. MACDONNELL,  
HENRY S. JOST,  
JOHN TOBIN.

House of Assembly,  
Committee Rome, March 5th, 1866.

(Nova Scotia.)

*Downing Street, 25th April, 1866.*

SIR,—

I have received a despatch from Viscount Monck, dated the 31st March, in which it is stated that his Lordship has communicated to you a copy of an approved minute of the Executive Council of Canada, explaining their views on the course which it would be advisable to adopt with respect to the fisheries, in consequence of the termination of the Reciprocity Treaty with the United States.

I enclose herewith copy of my despatch to Lord Monck, in which I express the full approval of her Majesty's Government of the suggestion that American fishermen should be allowed to fish during the current year in all provincial waters on payment of a moderate license fee, and I trust your advisers will readily concur in an arrangement which motives of forbearance and good policy seem so strongly to recommend for adoption.

I have, &c.,

(Signed) EDWARD CARDWELL.

Lieutenant Governor,  
Sir W. F. WILLIAMS, Baronet, K. C. B.

(COPY.)

(Canada.)

*Downing Street, 21st April, 1866.*

MY LORD,—

I have the honor to acknowledge the receipt of your Lordship's confidential despatch of the 31st of March last, accompanied by a minute of your Executive Council, communicating their views in the course to be adopted with respect to the fisheries in consequence of the termination of the Reciprocity Treaty with the United States.



I recognize in this minute with much pleasure the moderation and forbearance shewn by the Canadian Government.

The suggestion that American fishermen should be allowed to fish during the current year in all provincial waters upon payment of a moderate license fee, meets with the full approval of her Majesty's Government, and I shall inform the Governors of the Lower Provinces that I trust they will readily concur in it.

In anticipation of this result, Sir James Hope will be instructed to act upon it so soon as he shall have been informed that the arrangement is concluded.

I have, &c.,

(Signed) E. CARDWELL.

Governor Viscount MONCK.

*Government House, Montreal,  
April 4th, 1866.*

SIR,—

I have the honor to acknowledge the receipt of your despatch No. 40, of March 27th, on the subject of the protection of the fisheries of these colonies, and beg leave to transmit a copy of an approved minute of the Executive Council of Canada on the same subject.

I will not reply to the proposal contained in your despatch until I receive the opinion of yourself and your advisers on the views contained in the accompanying minute.

I have, &c.,

(Signed) MONCK.

Lieut. Governor of Nova Scotia.

The committee of Council have given their best consideration to the despatch from the Secretary of State for the Colonies, dated March, on the subject of the course to be adopted on the termination of the right of American citizens to use the inshore fishing of the British North American Provinces.

The committee desire to assure her Majesty's Government of their earnest wish to avoid any step that would be likely to produce collision with the American fishermen, and consequently difficulty with the United States. They have no disposition to use the apprehension of national differences arising out of the fisheries, as a means of influencing the United States to replace their trade relations with British North America on a satisfactory footing. They believe that the advantages of a free interchange of the productions of the two countries, will ere long become so apparent, as to induce the United States to modify or recede from their present policy. But even if this be not the case, they prefer submitting to all the inconveniences of the present interruption of trade, rather than to seek its restoration by the adoption of a policy which might involve the risks and sacrifices attendant upon war. Her Majesty's Government may therefore feel assured that, so far as Canada is (and it is confidently affirmed the other provinces are) concerned, the question of the fisheries will be dealt with in a spirit of conciliation and liberality, so far as the maintenance of national rights will permit.

The intrinsic value of the fisheries is not very generally known in England, nor the important influence their possession must hereafter exercise on the destinies of British North America. The take of fish by provincial fishermen, irrespective of Newfoundland, now amounts annually in value to from \$4,000,000 to \$5,000,000, employing upwards of 20,000 men and boys, and providing a nursery for hardy seamen, which will, in the future, make British North America

the predominant maritime power on this continent. This trade, even subject to the competition of American fishermen, has had a very rapid growth, and now forms the staple of the export of Nova Scotia and Newfoundland. In Prince Edward Island, New Brunswick, and Nova Scotia, the market for the coarse grains, potatoes and dairy produce (forming the bulk of their agricultural production) has been in the United States; and being now in a great measure closed, it is evident that a change of industry must, to a certain extent, take place. This opportunity is offered in the inexhaustible fisheries on their shores; and it is evident that any additional value which may attach to the catch of fish, will tend to stimulate this industry, and to reconcile the people to the losses which will necessarily attend a change of production.

The United States do not possess on their coast any fisheries of much value, and though they still hold in common with other nations the right of deep sea fishing, still the mackerel and herring fishing is now almost wholly within the three mile coast limit, and the catch of bait is entirely in-shore. The exclusion of American fishermen from the in-shore fishing, will, therefore, give the provinces the entire control of the mackerel and herring fisheries, and a great advantage in the cod fishing—and it cannot be long before the former fishermen will prove unable to compete with the latter, even with the high duties levied by the United States on fish. It is also to be observed that a very large trade in fish now exists between the United States and the foreign West Indies, which a very slight increase on the cost of American caught fish must transfer to the British Provinces.

The committee have only thus far treated the question as affecting the maritime provinces; but it is proper to remark that the most valuable fisheries are in the waters of Canada, and form the principal means of livelihood to the bulk of the population on the St. Lawrence, and the Bay of Chaleurs below Quebec. Canada desires to preserve these fisheries not only for her own people, but in the interests of the maritime colonies, with whom she hopes speedily to be united, and their preservation and development must in the future be an object of the highest interest to the Confederation, as a source of national strength and defence, the more essential from the extended line of sea coast which will have to be protected.

The action of the United States having forced upon the provinces the search for other markets, the control of the supply of fish becomes of immense importance, and if wisely used, this staple of commerce will greatly tend to open new channels of trade, by enabling our merchants to make up assorted cargoes cheaper than can be done by American traders to the same foreign countries.

It has been much questioned whether the concession of in-shore fishing to the United States was not, in a national point of view, a mistake; and, even from its material aspect, much more than an equivalent for any favors given to the provinces by the Reciprocity Treaty. But the very proper anxiety to avoid national complications, has always furnished sufficient reasons for acquiescence in the settlement then made of the question; and from the same cause, the Canadian Government now desire to treat the subject with the utmost discretion.

Upon a failure of the negotiations for a continuance of reciprocal commercial relations with the United States, the Canadian Government felt it necessary at once to issue a proclamation warning the citizens of the United States that their right of in-shore fishing had ceased. This step was considered to be urgent, as the spring fleet of American fishermen was getting ready for sea, and it was considered that it would have been a harsh proceeding to have allowed them to leave their own ports without timely notice, and then have imposed the penalties of law for an offence not intentionally committed. These penalties in New Brunswick and Nova Scotia amount to a confiscation of the vessel and cargo; and the laws imposing them have now revived, having been in abeyance pending the duration of the Reciprocity Treaty. In Canada no special legislation exists on this subject.

It now has become necessary to consider the further steps to be taken, and the committee have given their best consideration to the suggestion in Mr. Cardwell's despatch,—that for the current year *no interference with American fishermen*

*should take place*,—in view of the hope of a change of policy in the United States on the question of Reciprocal Trade.

The Canadian Government receive this expression of the opinion of her Majesty's Government with the utmost respect. But they doubt whether its adoption would not in the end produce most serious evils. They fear there is no reasonable hope of satisfactory commercial relations being restored with the United States within this year. They think the prospect of attaining this result in the future will be greatly diminished if the United States fishermen continue to exercise the rights given by the late treaty. The withdrawal of their privileges a year hence will create more irritation than now, as having the character of retaliation. The step if taken now is plainly and publicly known to be the consequence of the act of the United States. They, and not Great Britain, have cancelled the agreement, and voluntarily surrendered the right of fishing. The course suggested would certainly be regarded by the American people as evidence of weakness on the part of Great Britain, and of an indisposition to maintain the rights of the colonies; while it would disturb and alarm the provinces. The determination to persist in encroachments, and in resistance to law, would be stronger by the impunity of the past year, and the danger of collision when exclusion becomes necessary would thus be much increased; while the value of the right of fishing, for the purpose of negotiation would be diminished precisely in proportion to the low estimate which the provinces would thus appear to have placed upon it.

The committee would also respectfully submit to her Majesty's Government that any apparent hesitation to assert an undoubted national right will certainly be misconstrued, and be made the ground for other and more serious exactions, till such a point is reached as neither country can recede from, with honor.

The Canadian Government could not consistently, with what they regard as the true interests of the country, consent to leave the rights of Canada to her own fisheries in abeyance, or in doubt. But they feel the importance of enforcing the recognition of this right of sovereignty in such a manner as will deprive the United States of all just ground of complaint, and of avoiding, so far as practicable, those questions which caused past difficulties. They have, therefore, invited the maritime provinces to unite with Canada in the issue to American fishermen, of joint licenses to fish in all provincial waters at a moderate fee,—to form a fund for the maintenance of a joint marine police. Any vessels attempting to fish without license, will either be required to procure the license from the cruising officer, or will be removed from the fishing grounds. The instructions to be given to the officers will be, to avoid harshness or undue zeal; and if causes of difficulty arise, they will, it is thought, be such as to leave the United States Government no ground of complaint.

The system of license will continue for the current year; but it is proposed to notify the fishermen in all cases, that it will not be renewed for the future, being only adopted from a desire to avoid exposing them to unexpected loss, their arrangements having been made, before the expiry of the treaty, for this season's fishing.

The committee trust that her Majesty's Government will approve of the course adopted, and they earnestly recommend that several small vessels of war be added to the North American squadron, and that her Majesty's naval officers be instructed to assist the provincial authorities in the performance of their duties; as it is believed that the presence of such a force would greatly diminish the risk of illegal resistance by the American fishermen, to which they might be tempted if they supposed they had only to deal with the provincial marine police force.

Executive Council, Montreal, 23rd March, 1866.

(No. 37.)

*Halifax, Nova Scotia,*  
10th May, 1866.

SIR,—

In acknowledging the receipt of your confidential despatch of the 25th April, on the subject of the inshore fisheries of the maritime provinces, and enclosing the copy of a letter addressed to his Excellency the Governor General on the proposal of the Canadian Government to issue fishing licenses for the current year to American fishermen, I have the honor most respectfully to transmit the accompanying minute of my Executive Council.

The unanimous decision thus come to by the Council, I need not say, is contrary to the views which you are aware I urged upon it, but after communicating with Sir James Hope I do not apprehend the least danger of collisions, as he has ample means of surveillance and suppression, and moreover gives me a very favorable impression of his coadjutor, Commodore Boggs.

I have, &amp;c.,

(Signed)

W. F. WILLIAMS.

Mr. Secretary CARDWELL.

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The Executive Council, having carefully considered the despatch from his Excellency the Governor General of Canada of April 4th, 1866, and the approved minute of the Canadian Government enclosed therein, proposing that fishing licenses should be issued to the fishermen of the United States during the present year, have the honor to offer the following observations thereon :

The Council regret that the Government of Canada, in a matter so vitally affecting the rights and interests of the maritime provinces, should have proposed a policy to the Imperial Government without preconcert with the other colonies to be affected by the proposed arrangement.

The Council, after the most serious deliberation, and with a view to meet the wishes both of the Imperial Government and the Government of Canada, are compelled to state that they are of the opinion that any concession at this moment of the admitted rights of British subjects to the exclusive use of the inshore fisheries of British North America, would be most impolitic and disastrous to the interests of British North America. The privilege of using these fishing grounds has been deliberately abandoned by the Government and Congress of the United States, and abundant notice was given to the people of that country by the official announcement made more than a year ago, which abrogated the Reciprocity Treaty.

If under these circumstances, when the United States are exhausted by a four years' war, and paralyzed by an oppressive debt, any indecision is exhibited in the maintenance of these undoubted and admitted rights, and a temporizing policy substituted, which will be certain to be misconstrued, the Council believe that the prospect of obtaining a fair reciprocity treaty will be diminished ; that the most injurious results will follow, and that the difficulties to be encountered a year hence in dealing with the question will be vastly enhanced.

At the same time the Council entirely concur in the view enunciated by the Right Honorable the Secretary of State for the Colonies, recommending that while firmly maintaining the exclusive right to the fishing grounds, the local governments should exercise all possible forbearance in pressing their rights, and the utmost caution in selecting the cases for enforcing the extreme penalty of confiscation. In this spirit the legislation of this province has already been modified so as to remove any reasonable cause of complaint on the part of the the Government of the United States.

The Council would again submit the advantage which would arise from mutual consultation between members of the governments of these provinces at an early day at some central place, for the purpose of arranging joint and co-operative action upon a question of such deep interest to all.

All of which is respectfully submitted.

(Certified)

JAMES THORNE, C. E. C.

Halifax, 9th May, 1866.

(No. 31.)

Downing Street, 26th May, 1866.

SIR,—

I have received your despatch of the 10th inst., No. 37, transmitting a Minute of the Executive Council of Nova Scotia, to whom you referred the copy of my despatch to the Governor General on the subject of the invitation which his Lordship has sent to the Lieutenant Governors of the maritime provinces to unite with Canada in issuing for this season joint licenses to the fishermen of the United States to fish in the inland waters of the respective provinces

Her Majesty's government learn with great regret the opinion entertained by your government with respect to a policy which her Majesty's government consider extremely calculated to facilitate an arrangement with the United States of a question affecting the foreign relations of this country.

Her Majesty's government trusts that on further consideration, and when the Executive Council are informed that there are *reasonable* grounds for hoping that before next season permanent arrangements may be made with the government of the United States, they will feel themselves at liberty to withdraw their objections to a temporary arrangement for the year which has received the cordial approval of her majesty's government.

I must distinctly inform you that on a matter so intimately connected with the international relations of this country, her Majesty's government will not be disposed to *yield their own opinion* of what it is reasonable to insist on, nor to *enforce* the strict rights of her Majesty's subjects beyond what appears to them to be required by the reason and justice of the case.

I have, &c.,

(Signed)

EDWARD CARDWELL.

Lieut. Governor of Nova Scotia.

Halifax, Nova Scotia,  
6th June, 1866.

SIR,—

In acknowledging the receipt of your despatch No. 31, dated 26th May, 1866, on the subject of fishing licences to American fishermen during the current year, I have the honor to inform you that although the absence of some of the members of the Executive Council prevents that body from taking immediate action on the subject of your despatch, yet I am to assure you that the wishes of her Majesty's Government shall be complied with, and I shall have the honor of transmitting that assent by the next mail.

I have, &c.,

(Signed)

W. F. WILLIAMS.

Mr. Secretary CARDWELL.

*Minute of Council.*

The Executive Council have the honor to offer the following observations upon the despatch of the Right Honorable E. Cardwell, M. P., Secretary of State for the Colonies to his Excellency the Lieutenant Governor, dated 26th May, 1866, relating to the minute of Council disapproving of the policy of issuing licenses to fishermen of the United States as proposed by the Government of Canada :

When this question was on a former occasion submitted for the consideration of the Council, they deemed it an imperative duty as sworn advisers of the Crown in this colony to state the opinions which they unanimously and strongly entertained on a matter of such vital importance to all British subjects, affecting as it did not only the trade and prosperity of British North America, but also the amicable relations of Great Britain and the United States.

The Council entirely concurred in the view expressed in the following extract of the minute of Council of the Canadian Government :

“ They fear there is no reasonable hope of satisfactory commercial relations being restored with the United States within this year. They think the prospect of attaining this result in the future will be greatly diminished if the United States fishermen continue to exercise the rights given by the late treaty. The withdrawal of their privileges a year hence will create more irritation than now, as having the character of retaliation. The step if taken now is plainly and publicly known to be the consequence of the act of the United States. They and not Great Britain have cancelled the agreement, and voluntarily surrendered the right of fishing. The course suggested would certainly be regarded by the American people as an evidence of weakness on the part of Great Britain, and of an indisposition to maintain the rights of the colonies, while it would disturb and alarm the provinces. The determination to persist in encroachments and in resistance to law, would be stronger by the impunity of the past year, and the danger of collision when exclusion becomes necessary would thus be much increased ; while the value of the right of fishing, for the purpose of negotiation, would be diminished precisely in proportion to the low estimate which the provinces would thus appear to have placed upon it.

“ The committee would also respectfully submit to her Majesty's Government that any apparent hesitation to assert an undoubted national right, will certainly be misconstrued, and be made the ground for other and more serious exactions, till such a point is reached as neither country can recede from with honor.”

At the same time the Council not only failed to perceive how the issue of licenses for one year would promote the object in view, but regarded that policy as fraught with greater difficulties and complications than the moderate and temperate enforcement of the exclusion of American fishermen from privileges which they had voluntarily surrendered, and for which the government of the United States was unwilling to give any adequate consideration. The difficulty of carrying out the proposed licensing arrangements, the Council considered obviously greater and more likely to cause unpleasant collisions with American fishermen than the judicious enforcement of the treaty of 1818 ; as in the latter case no foreign fishermen could enter the prohibited waters, while in the former a constant and irritating, and frequently repeated search must be made by the numerous vessels belonging to the various provinces and to her Majesty engaged in compelling the American fishermen to respect the licensing regulations.

The Council feared that the uninterrupted enjoyment of the fishing privileges acquired by the reciprocity treaty would prevent the government and people of the United States from appreciating the loss to themselves, caused by the abrogation of that treaty, while a year hence the withdrawal of these privileges will be our act instead of their own.

It is not, however, necessary now to expand the numerous objections entertained in this province to the proposed Canadian policy. Suffice it to say that the Council entertaining the opinion that policy would be most disastrous in its effects upon British interests, felt it their duty respectfully to submit their opinions for the consideration of her Majesty's Government.

After giving this important question the most careful consideration, the Council regret that they cannot change the opinions at which they had arrived; but they fully appreciate the necessity of meeting the views of her Majesty's Government, so strongly expressed in Mr. Cardwell's despatch of the 26th ultimo, and accordingly withdraw their objections and agree to grant the licenses for this year as desired.

All of which is respectfully submitted.

Halifax, 21st June, 1866.

(No. 3.)

*Downing Street, 15th July, 1866.*

SIR,—

I have the honor to acknowledge the receipt of your despatch No. 54, of the 21st June, enclosing a minute of your Executive Council, agreeing to the granting of licenses to fishermen of the United States.

I appreciate the readiness which your advisers have shown, to act in accordance with the policy of the Imperial Government on this occasion.

I have, &c.,

(Signed) CARNARVON.

Sir W. F. WILLIAMS, Lieut. Governor, &c., &c.

(COPY.)

*Ottawa, 14th June, 1866.*

SIR,—

I have the honor to transmit for your information a copy of an approved minute of the Executive Council of Canada, on the subject of the issue of fishing licenses to persons other than British subjects in British North American waters during the present season.

I may add that it is not the intention of the Canadian Government to make any claim on the fund that may be realised from the sale of these licenses, beyond the expense to which this Government may be put in issuing them.

I have the honor to transmit three copies each of the instructions issued to Captain Fortin, in command of the Canadian schooner *Canadienne*, and also of the forms of license which he is authorised to issue on the part of the Government of Canada.

I shall feel much obliged if you will supply me with similar information with respect to any steps in the matter which have been taken by your Government.

I have, &c.,

(Signed) MONCK.

Lieut. Governor of Nova Scotia, New Brunswick,  
P. E. Island, and Governor of Newfoundland.

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*Copy of the Report of a Committee of the Hon. the Executive Council, approved by His Excellency the Governor General in Council on the 18th June, 1866.*

On a memorandum dated 16th June, 1866, from the Hon. the Minister of Finance, upon the reference to him of the despatch dated 4th June, from Sir Frederick Bruce to your Excellency, upon the subject of an arrangement with the United States for a reduction of the United States duty on fish, contingent upon the imposition of a tonnage duty on American vessels fishing within provincial waters.

The Minister of Finance recommends that his Excellency Sir Frederick Bruce be informed that Canada would not be prepared to enter into any engagement with the United States, relative to the rights of American fishermen to fish in Canadian waters, if such an arrangement were only connected with the question of duties to be levied by the United States upon provincial caught fish.

That Canada will be prepared to consider the propriety of making concessions of the right of fishing in her waters, in connection with the whole subject of the commercial relations between the two countries, but she could not consent to come under any stipulations with regard to the fisheries, apart from an agreement upon the other points covered by the late reciprocity treaty.

That he further considers it necessary to remark that the tonnage duty of fifty cents per ton, now imposed, has been adopted for this year only, and is not by any means to be regarded as considered by Canada to be equivalent for the right of fishing in her waters.

The committee concur in the views above expressed by the Minister of Finance, and advise that they should be communicated to Sir Frederick Bruce as recommended.

Certified.

(Signed)

WM. H. LEE,  
C. E. C.





## APPENDIX No. 19.

### DELEGATION TO ENGLAND.

#### REPORT OF THE DELEGATION TO ENGLAND TO ARRANGE A UNION OF THE BRITISH NORTH AMERICAN PROVINCES.

*Halifax, Nova Scotia,  
18th March, 1867.*

MAY IT PLEASE YOUR EXCELLENCY,—

The undersigned Delegates appointed by your Excellency to arrange with her Majesty's Government a scheme of Union for the British North American Provinces, with the exception of the Hon. Mr. MacFarlane, who did not sail until the 2nd of August, reached Liverpool on the 28th July last, in company with several of the Delegates from New Brunswick; and immediately transmitted the following telegram to the Right Honorable the Secretary of State for the Colonies :

“ Can your Lordship favor Nova Scotia and New Brunswick Delegates with a brief interview on Monday next, and if so at what hour ?

“ (Signed)

CHARLES TUPPER,

“ (Signed)

S. L. TILLEY.”

The same day the following reply was received :

“ Lord Carnarvon will be most happy to receive the Delegates from Nova Scotia and New Brunswick on Monday next, at three P.M.”

In accordance with this intimation, the Delegates from Nova Scotia and New Brunswick waited upon his Lordship at the Colonial Office, and explained fully the position of the Confederation question, and expressed the hope that the Delegates from Canada, when they found that the Delegates from the Maritime Provinces had proceeded to London, would follow them by the Canadian steamer of the 21st, and that they would soon arrive. Lord Carnarvon expressed the desire of her Majesty's Government to promote the object of the mission, and said he would telegraph at once to Canada by the Cable. On the 31st July the following note was received from Lord Carnarvon's Private Secretary :

*July 31st, 1866.*

SIR,—

I am directed by Lord Carnarvon to inform you that immediately after your interview of yesterday, he telegraphed to the Officer administering Canada, enquiring whether the Delegates from that Province had already started for Europe. No answer has yet been received, and owing to the intermission on the wire between Newfoundland and the mainland, no immediate answer can be counted on.

As furthermore the Canadian Delegates have not yet been reported by telegram as having passed Londonderry, we cannot in any event expect to see them in London before the end of this week.

Under these circumstances Lord Carnarvon, after much consideration, finds it impossible to hold out any hope of proposing any measure to Parliament during the very short remnant of the session.

Lord Carnarvon wishes me to add, that such must be the answer which he will be obliged to make to-night in the House of Lords to a question of which notice has been given, as to the steps which he proposed to take with regard to Confederation.

Should you, sir, or any of the gentlemen who are with you, wish to be present in the House of Lords to-night, Lord Carnarvon will have the greatest pleasure in introducing you. He has also written to request that places may be provided for you in the House of Commons.

I have, &c.,

(Signed)

CECIL C. GRAHAM.

The Honorable Dr. TUPPER.

On the 12th of September, the following letter was addressed to Lord Carnarvon:—

*Alexandra Hotel, Sept. 12th, 1866.*

MY LORD,—

As Delegates from the Provinces of Nova Scotia and New Brunswick, appointed to confer with Delegates from Canada and with her Majesty's Government, upon the question of a Confederation of the British North American Provinces, we are naturally anxious to terminate the suspense in which we have been left since our arrival here, relative to the time when we may hope to accomplish the object of our mission.

Believing, as we do, that the abrogation of the Reciprocity Treaty and the Fenian invasion of Canada, were largely owing to the failure of the Provinces we represent to agree promptly to form a United Government, as proposed by the Quebec Conference in 1864, and approved by the Imperial Government, and that the adoption of Confederation would be the best means of securing the renewal of that Treaty and discouraging Fenian designs upon British America, the Governments of Nova Scotia and New Brunswick have been most anxious that no time should be lost in accomplishing the Union of the Provinces.

With that view, Messrs. Tupper and Archibald visited Ottawa on the 29th of June last, and after conferring with his Excellency the Governor General and the Canadian Government, it was mutually agreed that Delegates from the two Lower Provinces should proceed to England by the steamer leaving Halifax on the 19th July, and that Delegates from Canada should follow by the steamer leaving Quebec on the 21st July.

Subsequently, Lord Monck intimated by telegraph that the change of Government in England would render it necessary to hear from England before the departure of the Delegates. The Delegates from Nova Scotia and New Brunswick, after the arrival of the latter at Halifax, jointly communicated to the Canadian Government their views as to the necessity for immediate action, and their intention to leave on the 19th July, as arranged at Ottawa, and it was only on the eve of their departure that they received a telegram from the Hon. J. A. McDonald, saying that Lord Monck declined to go to England or to send a delegation until authorized by the new Secretary of State. At the interview, with which we were honored by your Lordship on our arrival in London on the 30th July, we understood your Lordship to say that you would send a message by the Atlantic Cable to the Governor General, asking if the Canadian Delegates had left, and if not, requesting that they would come without delay. Your Lordship subsequently did us the honor to inform us that a despatch had been sent on the 11th August, requesting the Governor General to arrange for the Canadian Delegates to proceed to England as soon as possible, and expressing the hope that in any case they would not be later than the latter part of September.

Although we have since our arrival been favored with frequent opportunities of discussing the question of Confederation with your Lordship and other members of her Majesty's Government, we have up to the present time received no information as to the period when we may expect the Delegates from Canada. We feel it therefore due to the Provinces we represent, that we should respectfully solicit your Lordship to ascertain and communicate to us how soon we may expect the Delegates from Canada to arrive here, in order that we may govern ourselves accordingly.

We have, &c.,

(Signed)  
(Signed)

CHARLES TUPPER,  
S. L. TILLEY.

To the Right Honorable the Earl of CARNARVON,  
Secretary of State for the Colonies.

On the same day this reply was received :

*Downing Street, 12th September, 1866.*

GENTLEMEN,—

I am directed by the Earl of Carnarvon to acknowledge your letter of this day's date, requesting his Lordship to ascertain how soon you may expect the arrival of the Delegates from Canada.

I am desired to acquaint you that his Lordship telegraphed to Lord Monck on this subject after the interview to which you allude in your letter, but that he has not had a specific answer, nor is in possession of any information beyond what he has communicated to the Delegates at various times. On the receipt, however, of your present letter, Lord Carnarvon has telegraphed to state the inconvenience to which the Delegates of the Lower Provinces are subject by the delay, and to enquire distinctly when their Canadian colleagues start for England.

Lord Carnarvon will communicate the result of this inquiry as soon as known to himself.

I have, &c.,

(Signed)

T. FREDK. ELLIOT.

The Hon. C. TUPPER,  
The Hon. S. L. TILLEY.

On the 17th of September, this letter was received :

*Downing Street, 17th September, 1866.*

GENTLEMEN,—

With reference to my letter of the 12th inst., I am directed by the Earl of Carnarvon to acquaint you that his Lordship has received a telegram from Lord Monck to the effect that in the present state of the Fenian affairs, the principal members of the Ministry, who must be Delegates, could not leave the Province, and probably not before the closing of the navigation.

Lord Carnarvon regrets the occurrence of these unforeseen delays, which must entail so much inconvenience upon you and your colleagues, both in your public and private capacity, and he is most anxious to help you, as far as is in his power, to meet the difficulties of the present turn of affairs. It will probably be your wish to deliberate amongst yourselves as to your joint course of action, having done which his Lordship will be happy to confer with you and to give you his best co-operation.

I have, &c.,

T. FREDK. ELLIOT.

The Hon. C. TUPPER,  
The Hon. S. L. TILLEY.

The following reply was sent to Mr. Elliot on the 22nd September :

*Alexandra Hotel, 22nd September, 1866.*

SIR,—

We have the honor to acknowledge the receipt of your letters of the 12th and 17th instant, and thank Lord Carnarvon for the prompt manner in which his Lordship acceded to our request relating to the communication with his Excellency the Governor General, and the desire exhibited to aid us in the circumstances in which we are placed, by the delay on the part of the Delegates from Canada.

Having had an opportunity of discussing the subject, the Delegates from Nova Scotia and New Brunswick will be glad to be honored with an interview at Lord Carnarvon's convenience.

We have, &c.,

(Signed)  
(Signed)

CHARLES TUPPER,  
S. L. TILLEY.

T. FREDERICK ELLIOT, Esq.

On the same day this answer was received :

*Downing Street, 22nd September, 1866.*

GENTLEMEN,—

In answer to your letter of this day's date, I am directed by the Earl of Carnarvon to acquaint you that his Lordship will be happy to receive the Delegates from Nova Scotia and New Brunswick, at this office, on Monday, at one o'clock, if that time will suit their convenience.

I have, &c.,

(Signed)

T. FREDK. ELLIOT.

The Hon. C. TUPPER.  
The Hon. S. L. TILLEY.

To this letter the following reply was sent :

*Alexandra Hotel, September 22nd, 1866.*

SIR,—

In reply to your letter of this day's date, we beg to say that the Delegates from Nova Scotia and New Brunswick, will do themselves the honor of waiting upon his Lordship the Earl of Carnarvon, at one o'clock, on Monday next, as intimated by you.

We have, &c.,

(Signed)  
(Signed)

CHARLES TUPPER,  
S. L. TILLEY.

T. FREDERICK ELLIOT, Esq.

The Delegates from Nova Scotia and New Brunswick, after much consultation and mature deliberation, having decided to ask further pecuniary advantages for the provinces they represented, arrived at the conclusion that, if successful, similar advantages might be reasonably extended to Prince Edward Island, and therefore a further effort should be made to induce Prince Edward Island to enter the Confederation, agreed to the following proposition :

“ At a meeting of the Delegates from Nova Scotia and New Brunswick, held at the Alexandra Hotel, London, on the 22nd day of September, 1866, all being present except the Hon. Mr. Wilmot, it was unanimously resolved, that inasmuch as the co-operation of Prince Edward Island, though not indispensable to a union of the other British North American Provinces, is on many accounts very desirable, and as the settlement of the land question which has so long and so injuriously agitated that Colony, would be attended with great benefit, and at the same time place the local government of the Island, by the possession of the proprietary lands, more on a footing with the other Provinces, which have crown lands and minerals as a source of local revenue ;

“ Therefore resolved—

“ That in case the legislature of the Island should authorize the appointment of Delegates to act in conjunction with those from the other Provinces in arranging a plan of co-operation prior to the meeting of the Imperial Parliament, the Delegates from Nova Scotia and New Brunswick are hereby pledged to support the policy of providing such an amount as may be necessary for the purchase of the proprietary rights, but not to exceed eight hundred thousand dollars (\$800,000).”

(Signed)

CHARLES TUPPER.

(Signed)

S. L. TILLEY.

On Monday, the 24th September, a lengthened interview took place between the Delegates and the Secretary of State for the Colonies and Sir Frederick Rogers, when the foregoing document was handed to Lord Carnarvon, with a request that he would forward it to the Governor General of Canada and the Lieutenant Governor of Prince Edward Island. His Lordship was also informed that the Delegates from Nova Scotia and New Brunswick, with the exception of Messrs. Chandler and MacFarlane, who were obliged to return home on account of urgent private business, would remain and await the arrival of the Canadian Delegates.

On the 10th of October, the following letter was received from Sir Frederick Rogers :

*Downing Street, 18th October, 1866.*

GENTLEMEN,—

I am directed by the Earl of Carnarvon to acquaint you that his Lordship has received a despatch from Viscount Monck, stating that the gentlemen selected as Canadian Delegates on the subject of Confederation will leave Canada on the 7th November.

They hope to assemble in this country about the 20th of that month.

I have, &c.,

(Signed)

FREDERICK ROGERS.

The Hon. C. TUPPER,  
The Hon. S. L. TILLEY.

The Delegates from Canada having arrived, the Conference on the Union of the Colonies was duly organized at the Westminster Palace Hotel, on the 4th of December. The Conference was composed as follows :

Hon. J. A. MacDONALD,	}	CANADA.
“ G. E. CARTIER,		
“ W. P. HOWLAND,		
“ W. McDOUGALL,		
“ H. LANGEVIN,		
“ A. T. GALT,		
Hon. CHARLES TUPPER,	}	NOVA SCOTIA.
“ W. A. HENRY,		
“ J. W. RITCHIE,		
“ JONATHAN McCULLY,		
“ A. G. ARCHIBALD,		
Hon. S. L. TILLEY,	}	NEW BRUNSWICK.
“ PETER MITCHELL,		
“ CHARLES FISHER,		
“ R. D. WILMOT,		
“ J. JOHNSON,		

On motion of Hon. C. Tupper, seconded by the Hon. S. L. Tilley, the Hon. J. A. McDonald was appointed Chairman, H. Bernard, Esquire, was appointed Secretary.

The Conference continued in session *de die in diem* until the 24th December, when the following resolutions were finally agreed upon, and transmitted to the Secretary of State for the Colonies :

RESOLUTIONS adopted at a CONFERENCE OF DELEGATES from the PROVINCES OF CANADA, NOVA SCOTIA, and NEW BRUNSWICK, held at the Westminster Palace Hotel, London, December 4, 1866.

1. The best interests and present and future prosperity of British North America will be promoted by a Federal Union under the Crown of Great Britain, provided such Union can be effected on principles just to the several Provinces.

2. In the Confederation of the British North American Provinces the system of Government best adapted under existing circumstances to protect the diversified interests of the several Provinces, and secure efficiency, harmony, and permanency in the working of the Union, is a General Government charged with matters of common interest to the whole country and Local Governments for each of the Canadas, and for the Provinces of Nova Scotia and New Brunswick, charged with the control of local matters in their respective sections, provision being made for the admission into the Confederation on equitable terms of Newfoundland, Prince Edward Island, the North-west Territory, and British Columbia.

3. In framing a Constitution for the General Government, the Conference, with a view to the perpetuation of the connexion with the Mother Country, and the promotion of the best interests of the people of these Provinces, desire to follow the model of the British Constitution so far as circumstances will permit.

4. The Executive Authority or Government shall be vested in the Sovereign of the United Kingdom of Great Britain and Ireland, and be administered according to the well-understood principles of the British Constitution by the Sovereign personally, or by the representative of the Sovereign duly authorized.

5. The Sovereign shall be Commander-in-Chief of the Land and Naval Militia Forces.

6. There shall be a General Legislature or Parliament for the Confederation, composed of the Sovereign, a Legislative Council, and a House of Commons.

7. For the purpose of forming the Legislative Council, the Confederation shall be considered as consisting of three divisions: 1st, Upper Canada; 2nd, Lower Canada; and third, Nova Scotia and New Brunswick; each division with an equal representation in the Legislative Council.

8. Upper Canada shall be represented in the Legislative Council by 24 members; Lower Canada by 24 members; and the Maritime Provinces by 24 members, of which Nova Scotia shall have 12 and New Brunswick 12 members.

9. The Colony of Prince Edward Island when admitted into the Confederation shall be entitled to a representation of four members in the Legislative Council. But in such case the members allotted to Nova Scotia and New Brunswick shall be diminished to 10 each, such diminution to take place in each Province as vacancies occur.

10. The Colony of Newfoundland when admitted into the Confederation shall be entitled to a representation in the Legislative Council of four members.

11. The North-west Territory and British Columbia shall be admitted into the Union on such terms and conditions as the Parliament of the Confederation shall deem equitable and as shall receive the assent of the Sovereign, and in case of the Province of British Columbia as shall be agreed to by the Legislature of such Province.

12. The members of the Legislative Council shall be appointed by the Crown under the Great Seal of the General Government from among residents of the Province for which they are severally appointed, and shall hold office during life. If any Legislative Councillor shall for two consecutive sessions of Parliament fail to give his attendance in the said Council his seat shall thereby become vacant.

13. The members of the Legislative Council shall be British subjects by birth or naturalization, of the full age of 30 years; shall each possess in the Province for which they are appointed a continuous real property qualification of 4,000 dollars over and above all incumbrances, and shall be and continue worth that sum over and above their debts and liabilities, and shall possess a continuous residence in the Province for which they are appointed, except in the case of persons holding positions which require their attendance at the seat of Government pending their tenure of office.

14. If any question shall arise as to the qualification of a Legislative Councillor, the same shall be determined by the Legislative Council.

15. The members of the Legislative Council for the Confederation shall in the first instance be appointed upon the nomination of the Executive Governments of Canada, Nova Scotia, and New Brunswick respectively, and the number allotted to each Province shall be nominated from the Legislative Councils of the different Provinces, due regard being had to the fair representation of both political parties; but in case any member of the Local Council so nominated shall decline to accept it, it shall be competent for the Executive Government in any Province to nominate in his place a person who is not a member of the Local Council.

16. The Speaker of the Legislative Council (unless otherwise provided by Parliament) shall be appointed by the Crown from among the members of the Legislative Council, and shall hold office during pleasure, and shall only be entitled to a casting vote on an equality of votes.

17. Each of the twenty-four Legislative Councillors, representing Lower Canada in the Legislative Council of the General Legislature, shall be appointed to represent one of the twenty-four electoral divisions mentioned in Schedule A of Chapter 1 of the Consolidated Statutes of Canada, and such Councillor shall reside or possess his qualification in the division he is appointed to represent.



18. The basis of representation in the House of Commons shall be population, as determined by the official census every ten years, and the number of members at first shall be 181, distributed as follows :

Upper Canada,.....	82
Lower Canada,.....	65
Nova Scotia,.....	19
New Brunswick,.....	15

19. Until the first general election after the official census of 1871 has been made up, there shall be no change in the number of representatives from the several sections.

20. Immediately after the completion of the census of 1871, and immediately after every decennial census thereafter, the representation from each Province in the House of Commons shall be re-adjusted on the basis of population, such re-adjustment to take effect on the termination of the then existing Parliament.

21. For the purpose of such re-adjustments, Lower Canada shall always be assigned 65 members, and each of the other provinces shall, at each re-adjustment, receive for the ten years then next succeeding the number of members to which it will be entitled on the same ratio of representation to population as Lower Canada will enjoy according to the census then last taken by having 65 members.

22. No reduction shall be made in the number of members returned by any Province unless its population shall have decreased, relatively to the population of the whole Union, to the extent of 5 per centum.

23. In computing at each decennial period the number of members to which each Province is entitled, no fractional parts shall be considered, unless when exceeding one-half the number entitling to a member, in which case a member shall be given for each such fractional part.

24. The number of members may at any time be increased by the General Parliament, regard being had to the proportionate rights then existing.

25. Until provisions are made by the General Parliament, all the laws which at the date of the proclamation constituting the Union are in force in the Provinces respectively, relating to the qualification and disqualification of any person to be elected, or to sit or vote as a member of the Assembly in the said Provinces respectively, and relating to the qualification or disqualification of voters, and to the oaths to be taken by voters, and to returning officers and their powers and duties ; and relating to the proceedings at elections and to the period during which such elections may be continued ; and relating to the trial of controverted elections and the proceedings incident thereto ; and relating to the vacating of seats of members, and to the issuing and execution of new writs in case of any seat being vacated otherwise than by a dissolution, shall respectively apply to elections of members to serve in the House of Commons, for places situate in those Provinces respectively.

26. Every House of Commons shall continue for five years from the day of the return of the writs choosing the same, and no longer ; subject, nevertheless, to be sooner prorogued or dissolved by the Governor-General.

27. There shall be a session of the General Parliament once at least in every year, so that a period of twelve calendar months shall not intervene between the last sitting of the General Parliament in one session, and the first sitting thereof in the next session.

28. The General Parliament shall have power to make laws for the peace, welfare, and good government of the Confederation (saving the sovereignty of England), and especially laws respecting the following subjects :

1. The public debt and property.
2. The regulation of trade and commerce.
3. The raising of money by all or any mode or system of taxation.
4. The borrowing of money on the public credit.
5. Postal service.

6. Lines of steam and other ships, railways, canals, and other works connecting any two or more of the Provinces together or extending beyond the limits of any Province.
  7. Lines of steamships between the Confederated Provinces and other countries.
  8. Telegraphic communication and the incorporation of telegraph companies.
  9. All such works as shall, although lying wholly within any Province, be specially declared by the acts authorizing them to be for the general advantage.
  10. The census and statistics.
  11. Militia, military and naval service and defence.
  12. Beacons, buoys, lighthouses, and Sable Island.
  13. Navigation and shipping.
  14. Quarantine.
  15. Sea coast and inland fisheries.
  16. Ferries between any Province and a foreign country, or between any two Provinces.
  17. Currency and coinage.
  18. Banking, incorporation of banks, and the issue of paper money.
  19. Savings banks.
  20. Weights and measures.
  21. Bills of exchange and promissory notes.
  22. Interest.
  23. Legal tender.
  24. Bankruptcy and insolvency.
  25. Patents of invention and discovery.
  26. Copyrights.
  27. Indians, and lands reserved for the Indians.
  28. Naturalization and aliens.
  29. Marriage and divorce.
  30. The criminal law, excepting the constitution of Courts of criminal jurisdiction, but including the procedure in criminal matters.
  31. The establishment, maintenance and management of Penitentiaries.
  32. Rendering uniform all or any of the laws relative to property and civil rights in Upper Canada, Nova Scotia, and New Brunswick, and rendering uniform the procedure of all or any of the courts in these Provinces; but any statute for this purpose shall have no force or authority in any Province until sanctioned by the Legislature thereof; and the power of repealing, amending, or altering such laws shall thenceforward remain with the General Parliament only.
  33. The establishment of a General Court of Appeal for the Confederation.
  34. Immigration.
  35. Agriculture.
  36. And generally respecting all matters of a general character not specially and exclusively reserved for the Local Legislatures.
29. The General Government and Parliament shall have all powers necessary or proper for performing the obligations of the Confederation, as part of the British Empire, to foreign countries arising under treaties between Great Britain and such countries.
30. The powers and privileges of the House of Commons of the United Kingdom of Great Britain and Ireland shall be held to appertain to the House of Commons of the Confederation, and the powers and privileges appertaining to the House of Lords in its legislative capacity shall be held to appertain to the Legislative Council.
31. The General Parliament may from time to time establish additional courts, and the General Government may appoint judges and officers thereof, when the same shall appear necessary or for the public advantage, in order to the due execution of the laws of such Parliament.

32. All courts, judges and officers of the several Provinces shall aid, assist, and obey the General Government in the exercise of its rights and powers, and for such purposes shall be held to be courts, judges, and officers of the General Government.

33. The General Government shall appoint and pay the salaries of the judges of the superior and district and county courts in each Province, and Parliament shall fix their salaries.

34. Until the consolidation of the laws of Upper Canada, Nova Scotia, and New Brunswick, the judges of these Provinces appointed by the General Government shall be selected from their respective bars.

35. The judges of the courts of Lower Canada shall be selected from the bar of Lower Canada.

36. The judges of the Court of Admiralty shall be paid by the General Government.

37. The judges of the Superior Courts shall hold their offices during good behaviour, and shall be removable on the address of both Houses of Parliament.

38. For each of the Provinces there shall be an executive officer styled the Governor, who shall be appointed by the Governor General in Council, under the Great Seal of the Confederation, during pleasure; such pleasure not to be exercised before the expiration of the first five years except for cause, such cause to be communicated in writing to the Governor immediately after the exercise of the pleasure as aforesaid, and also by message to both Houses of Parliament within the first week of the first session afterwards; but the appointment of the first Governors shall be provisional, and they shall hold office strictly during pleasure.

39. The Governor of each Province shall be paid by the General Government.

40. The Local Government and Legislature of each Province shall be constructed in such manner as the Legislature of each such Province shall provide.

41. The Local Legislature shall have power to make laws respecting the following subjects :

1. The altering or amending their constitution from time to time.
2. Direct taxation, and in the case of New Brunswick the right of levying timber dues by the mode and to the extent now established by law, provided such timber be not the produce of the other Provinces.
3. Borrowing money on the credit of the Province.
4. The establishment and tenure of local offices, and the appointment and payment of local officers.
5. Agriculture.
6. Immigration.
7. Education, saving the rights and privileges which the Protestant or Catholic minority in any Province may have by law as to denominational schools at the time when the Union goes into operation. And in any Province where a system of separate or dissentient schools by law obtains, or where the Local Legislature may hereafter adopt a system of separate or dissentient schools, an appeal shall lie to the Governor-General in Council of the General Government from the acts and decisions of the local authorities, which may affect the rights or privileges of the Protestant or Catholic minority in the matter of education. And the General Parliament shall have power in the last resort to legislate on the subject.
8. The sale and management of public lands, excepting lands belonging to the General Government.
9. The establishment, maintenance, and management of public and reformatory prisons.

10. The establishment, maintenance, and management of hospitals, asylums, charities, and eleemosynary institutions, except marine hospitals.
  11. Municipal institutions.
  12. Shop, saloon, tavern, auctioneer, and other licenses, for local revenue.
  13. Local works.
  14. The incorporation of private or local companies, except such as relate to matters assigned to the General Parliament.
  15. Property and civil rights (including the solemnization of marriage), excepting portions thereof assigned to the General Parliament.
  16. Inflicting punishment by fine, penalties, imprisonment, or otherwise, for the breach of laws passed in relation to any subject within their jurisdiction.
  17. The administration of justice, including the constitution, maintenance, and organization of the courts, both of civil and criminal jurisdiction, and including also the procedure in civil matters.
  18. And generally all matters of a private or local nature not assigned to the General Parliament.
42. All the powers, privileges, and duties conferred and imposed upon Catholic separate schools and school trustees in Upper Canada, shall be extended to the Protestant and Catholic dissentient schools in Lower Canada.
43. The power of respiting, reprieving and pardoning prisoners convicted of crimes, and of commuting and remitting of sentences, in whole or in part, which belongs of right to the Crown, shall, except in capital cases, be administered by the Governor of each Province in Council, subject to any instructions he may from time to time receive from the General Government, and subject to any provisions that may be made in this behalf by the General Parliament.
44. In regard to all subjects over which jurisdiction belongs to both the General and Local Legislatures, the laws of the General Parliament shall control and supersede those made by the Local Legislature, and the latter shall be void so far as they are repugnant to or inconsistent with the former.
45. Both the English and French languages may be employed in the General Parliament, and in its proceedings, and in the Local Legislature of Lower Canada, and also in the Federal courts, and in the courts of Lower Canada.
46. No lands or property belonging to the General or Local Governments shall be liable to taxation.
47. All bills for appropriating any part of the public revenue, or for imposing any tax or impost, shall originate in the House of Commons or House of Assembly, as the case may be.
48. The House of Commons or House of Assembly shall not originate or pass any vote, resolution, address, or bill for the appropriation of any part of the public revenue, or of any tax or impost to any purpose not first recommended by message of the Governor General or the Governor, as the case may be, during the session in which such vote, resolution, address, or Bill is passed.
49. Any Bill of the General Parliament may be reserved in the usual manner for her Majesty's assent, and any Bill of the Local Legislatures may, in like manner, be reserved for the consideration of the Governor General.
50. Any Bill passed by the General Parliament shall be subject to disallowance by her Majesty within two years, as in the case of Bills passed by the Legislatures of the said Provinces hitherto; and in like manner any bill passed by a Local Legislature shall be subject to disallowance by the Governor General within one year after the passing thereof.
51. The seat of Government of the Confederation shall be Ottawa, subject to the Royal Prerogative.

52. Subject to any future action of the respective Local Governments, the seat of the Local Governments in Upper Canada shall be Toronto; of Lower Canada, Québec; and the seats of the Local Governments in the other Provinces shall be as at present.

53. All stocks, cash, bankers' balances, and securities for money belonging to each Province at the time of the Union, except as hereinafter mentioned, shall belong to the General Government.

54. The following public works and property of each Province shall belong to the General Government, to wit:

1. Canals.
2. Public Harbors.
3. Lighthouses and piers, and Sable Island.
4. Steamboats, dredges, and public vessels.
5. Rivers and lake improvements.
6. Railways and railway stocks, mortgages, and other debts due by railway companies.
7. Military roads.
8. Custom houses, Post offices, and all other public buildings, except such as may be set aside by the General Government for the use of the Local Legislatures and Governments.
9. Property transferred by the Imperial Government and known as ordnance property.
10. Armouries, drill sheds, military clothing, and munitions of war; and lands set apart for general public purposes.

55. All lands, mines, minerals, and royalties vested in her Majesty in the Provinces of Upper Canada, Lower Canada, Nova Scotia, and New Brunswick, for the use of such Provinces, shall belong to the Local Government of the territory in which the same are so situate, subject to any trusts that may exist in respect to any of such lands, or to any interest of other persons in respect to the same.

56. All sums due from purchasers or lessees of such lands, mines or minerals at the time of the Union shall also belong to the Local Government.

57. All assets connected with such portions of the public debt of any Province as are assumed by the Local Governments shall also belong to those Governments respectively.

58. The several Provinces shall retain all other public property therein, subject to the right of the General Government to assume any lands or public property required for fortifications or the defence of the country.

59. The General Government shall assume the debts and liabilities of each Province.

60. The debt of Canada, not specially assumed by Upper and Lower Canada respectively, shall not exceed at the time of the Union \$62,500,000. Nova Scotia shall enter the Union with a debt not exceeding \$8,000,000, and New Brunswick with a debt not exceeding \$7,000,000. But this stipulation is in no respect intended to limit the powers given to the respective Governments of those Provinces by legislative authority, but only to determine the maximum amount of charge to be assumed by the General Government.

61. In case Nova Scotia or New Brunswick should not have contracted debts at the date of Union equal to the amount with which they are respectively entitled to enter the Confederation, they shall receive by half yearly payment, in advance from the General Government the interest at five per cent. on the difference between the actual amount of their respective debts and such stipulated amounts.

62. In consideration of the transfer to the General Parliament of the powers of taxation, the following sums shall be paid by the General Government to each Province for the support of their Local Governments and Legislatures :

Upper Canada,.....	\$80,000
Lower Canada,.....	70,000
Nova Scotia,.....	60,000
New Brunswick,.....	50,000

\$260,000

And an annual grant in aid of each Province shall be made equal to 80 cents per head of the population, as established by the census of 1861 ; and in the case of Nova Scotia and New Brunswick by each subsequent decennial census, until the population of each of those Provinces shall amount to 400,000 souls, at which rate it shall thereafter remain. Such aid shall be in full settlement of all future demands upon the General Government for local purposes, and shall be paid half yearly in advance to each Province ; but the General Government shall deduct from such subsidy all sums paid as interest on the public debt of any Province in excess of the amount provided under the 60th resolution.

63. The position of New Brunswick being such as to entail large immediate charges upon her local revenues, it is agreed that for the period of ten years from the time when the Union takes effect, an additional allowance of 63,000 dollars per annum shall be made to that Province ; but that so long as the liability of that Province remains under 7,000,000 dollars, a deduction equal to the interest on such deficiency shall be made from the 63,000 dollars.

64. All engagements that may before the Union be entered into with the Imperial Government for the defence of the country shall be assumed by the General Government.

65. The construction of the Intercolonial Railway being essential to the consolidation of the Union of British North America, and to the assent of the Maritime Provinces thereto, it is agreed that provision be made for its immediate construction by the General Government, and that the Imperial guarantee for £3,000,000 sterling pledged for this work be applied thereto, so soon as the necessary authority has been obtained from the Imperial Parliament.

66. The communication with the North-western Territory, and the improvements required for the development of the trade of the Great West with the seaboard, are regarded by this Conference as subjects of the highest importance to the Confederation, and shall be prosecuted at the earliest possible period that the state of the finances will permit.

67. The sanction of the Imperial Parliament shall be sought for the Union of the Provinces on the principles adopted by this Conference.

68. That her Majesty the Queen be solicited to determine the rank and name of the Confederation.

69. That a copy of these resolutions, signed by the Chairman and Secretary of the Conference, be submitted to the Right Honorable the Secretary of State for the Colonies.

(Signed)

JOHN A. MACDONALD,  
Chairman.

H. BERNARD,  
Secretary.

On the 24th of January a lengthened interview took place at the residence of Lord Carnarvon, between the members of the Conference and his Lordship, together with the right honorable C. B. Adderley, Sir Frederick Rogers, and Lord Monck. At this and subsequent interviews the prominent points in the bills which had been in the meantime prepared by the Conference and her Majesty's Government, were discussed at length, until the following bill was finally agreed upon.

## BRITISH NORTH AMERICA BILL.

### ARRANGEMENT OF CLAUSES.

#### I.—PRELIMINARY.

Clause.

1. Short Title.
2. Application of Provisions referring to the Queen.

#### II.—UNION.

3. Declaration of Union.
4. Construction of subsequent Provisions of Act.
5. Four Provinces.
6. Provinces of Ontario and Quebec.
7. Provinces of Nova Scotia and New Brunswick.
8. Decennial Census.

#### III.—EXECUTIVE POWER.

9. Declaration of Executive Power in the Queen.
10. Application of Provisions referring to Governor General.
11. Constitution of Privy Council.
12. Powers to be exercised by Governor General with Advice or alone.
13. Application of Provisions referring to Governor General in Council.
14. Appointment of Deputies by Governor General.
15. Command of Armed Forces.
16. Seat of Government of Canada.

#### IV.—LEGISLATIVE POWER.

17. Constitution of Parliament of Canada.
18. Privileges, &c., of Houses.
19. First Session of the Parliament.
20. Yearly Session of the Parliament.

*The Senate.*

Clause.

21. Number of Senators.
22. Representation of Provinces in Senate.
23. Qualifications of Senator.
24. Summons of Senator.
25. Summons of First Body of Senators.
26. Addition of Senators in certain cases.
27. Reduction of Senate to normal Number.
28. Maximum Number of Senators.
29. Tenure of Place in Senate.
30. Resignation of Place.
31. Disqualification of Senators.
32. Summons on Vacancy.
33. Questions as to Vacancies, &c.
34. Speaker of Senate.
35. Quorum of Senate.
36. Voting in Senate.

*The House of Commons.*

37. Constitution of House of Commons.
38. Summoning of House of Commons.
39. Exclusion of Senators.
40. Electoral Districts of the Four Provinces.
  - 1.—ONTARIO.
  - 2.—QUEBEC.
  - 3.—NOVA SCOTIA.
  - 4.—NEW BRUNSWICK.
41. Continuance of existing Election Laws.
42. Writs for First Election.
43. Casual Vacancies.
44. Speaker of House of Commons.
45. Vacancy in Office of Speaker.
46. Speaker to preside.
47. Provision for Absence of Speaker.
48. Quorum of House of Commons.
49. Voting in the House of Commons.
50. Duration of House of Commons.
51. Decennial Readjustment of Representation.
52. Increase of Number of House of Commons.



*Money Votes ; Royal Assent.*

Clause.

- 53. Appropriation and Tax Bills.
- 54. Recommendation of Money Votes.
- 55. Royal Assent to Bills, &c.
- 56. Disallowance by Order in Council of Act assented to by Governor General.
- 57. Signification of Pleasure on Bill reserved.

## V.—PROVINCIAL CONSTITUTIONS.

*Executive Power.*

- 58. Lieutenant Governors of Provinces.
- 59. Tenure of office of Lieutenant Governor.
- 60. Salaries of Lieutenant Governors.
- 61. Oaths, &c., of Lieutenant Governor.
- 62. Application of Provisions referring to Lieutenant Governor.
- 63. Executive Councils of Ontario and Quebec.
- 64. Executive Government of Nova Scotia and New Brunswick.
- 65. Powers to be exercised by Lieutenant Governor of Ontario or Quebec, with advice or alone.
- 66. Application of Provisions referring to Lieutenant Governor in Council.
- 67. Administration in Absence, &c., of Lieutenant Governor.
- 68. Seats of Provincial Governments.

*Legislatures of Provinces.*

## 1.—ONTARIO.

- 69. Legislature for Ontario.
- 70. Electoral Districts.

## 2.—QUEBEC.

- 71. Legislature for Quebec.
- 72. Constitution of Legislative Council.
- 73. Qualification of Legislative Councillors.
- 74. Disqualification of Legislative Councillors.
- 75. Vacancies.
- 76. Questions as to Vacancies, &c.
- 77. Speaker of Legislative Council.
- 78. Quorum of Legislative Council.
- 79. Voting in Legislative Council of Quebec.
- 80. Constitution of Legislative Assembly of Quebec.

## 3.—ONTARIO AND QUEBEC.

- 81. First Session of Legislatures.
- 82. Summoning of Legislative Assemblies.
- 83. Restriction on Election of Holders of Offices.
- 84. Continuance of existing Election Laws.
- 85. Duration of Legislative Assemblies.
- 86. Yearly Session of Legislature.
- 87. Speaker, Quorum, &c.

## 4.—NOVA SCOTIA AND NEW BRUNSWICK.

- 88. Constitutions of Nova Scotia and New Brunswick.

## 5.—ONTARIO, QUEBEC AND NOVA SCOTIA.

- 89. First Elections.

## 6.—THE FOUR PROVINCES.

- 90. Application to Legislatures of Provisions respecting Money Votes, &c.

## VI.—DISTRIBUTION OF LEGISLATIVE POWERS.

*Powers of the Parliament.*

- 91. Legislative Authority of Parliament of Canada.

*Exclusive Powers of Provincial Legislatures.*

- 92. Subjects of exclusive Provincial Legislation.

*Education.*

- 93. Legislation respecting Education.

*Uniformity of Laws in Ontario, Nova Scotia and New Brunswick.*

- 94. Legislation for Uniformity of Laws in Three Provinces.

*Agriculture, Immigration, Public Works.*

- 95. Concurrent Powers of Legislation respecting Agriculture, &c.

## VII.—JUDICATURE.

- 96. Appointment of Judges.
- 97. Selection of Judges in Ontario, &c.
- 98. Selection of Judges in Quebec.
- 99. Tenure of Office of Judges of Superior Courts.
- 100. Salaries, &c. of Judges.
- 101. General Court of Appeal, &c.

## VIII.—REVENUES ; DEBTS ; ASSETS ; TAXATION.

102. Creation of Consolidated Revenue Fund.
103. Expenses of Collection, &c.
104. Interest of Provincial Public Debts.
105. Salary of Governor General.
106. Appropriation from Time to Time.
107. Transfer of Stocks, &c.
108. Transfer of Property in Schedule.
109. Property in Lands, Mines, &c.
110. Assets connected with Provincial Debts.
111. Assumption of Provincial Debts.
112. Debts of Ontario and Quebec.
113. Assets of Ontario and Quebec.
114. Debt of Nova Scotia.
115. Debt of New Brunswick.
116. Payment of Interest to Nova Scotia and New Brunswick.
117. Provincial Public Property.
118. Grants to Provinces.
119. Further Grant to New Brunswick.
120. Form of Payments.
121. Canadian Manufactures, &c.
122. Continuance of Customs and Excise Laws.
123. Exportation and Importation as between Two Provinces.
124. Lumber Dues in New Brunswick.
125. Exemption of Public Lands, &c.
126. Provincial Consolidated Revenue Fund.

## IX.—MISCELLANEOUS PROVISIONS.

*General.*

127. Legislative Councillors of Provinces becoming Senators.
128. Oath of Allegiance, &c.
129. Continuance of existing Laws, Courts, Officers, &c.
130. Transfer of Officers to Canada.
131. Appointment of new Officers.
132. Treaty Obligations.
133. Use of English and French languages.

*Ontario and Quebec.*

134. Appointment of Executive Officers for Ontario and Quebec.
135. Powers, Duties, &c., of Executive Officers.
136. Great Seals.
137. Construction of temporary Acts.
138. Errors in Names.
139. Proclamations commencing after Union.
140. Issue of Proclamations after Union.
141. Penitentiary.
142. Arbitration respecting Debts, &c.
143. Division of Records, &c.
144. Constitution of Townships in Quebec.

## X.—INTERCOLONIAL RAILWAY.

145. Duty of Government of Canada to make Railway

## XI.—ADMISSION OF OTHER COLONIES.

146. Power to admit Newfoundland, &c.
147. Representation of Newfoundland and Prince Edward Island in Senate.

## A BILL, INTITLED

An Act for the Union of Canada, Nova Scotia, and New Brunswick, and the Government thereof, and for purposes connected therewith.

Whereas the Provinces of Canada, Nova Scotia, and New Brunswick have expressed their desire to be federally united into One Dominion under the Crown of the United Kingdom of Great Britain and Ireland, with a Constitution similar in principle to that of the United Kingdom :

And whereas such a Union would conduce to the welfare of the Provinces and promote the interests of the British Empire :

And whereas on the establishment of the Union by authority of Parliament it is expedient, not only that the Constitution of the Legislative Authority in the Dominion be provided for, but also that the nature of the Executive Government therein be declared :

And whereas it is expedient that provision be made for the eventual admission into the Union of other parts of British North America :

Be it therefore enacted and declared by the Queen's most Excellent Majesty, by and with the advice and consent of the Lord's spiritual and temporal, and commons, in this present Parliament assembled, and by the authority of the same, as follows :

## I.—PRELIMINARY.

1. This Act may be cited as the British North America Act, 1867.
2. The provisions of this Act referring to her Majesty the Queen extend also to the heirs and successors of her Majesty, Kings and Queens of the United Kingdom of Great Britain and Ireland.

## II.—UNION.

3. It shall be lawful for the Queen, by and with the advice of her Majesty's Most Honorable Privy Council, to declare by proclamation that on and after a day therein appointed, not being more than six months after the passing of this Act, the Provinces of Canada, Nova Scotia, and New Brunswick shall form and be One Dominion under the name of Canada; and on and after that day those Three Provinces shall form and be One Dominion under that name accordingly.

4. The subsequent provisions of this Act shall, unless it is otherwise expressed or implied, commence and have effect on and after the Union, that is to say, on and after the day appointed for the Union taking effect in the Queen's Proclamation; and in the same provisions, unless it is otherwise expressed or implied, the name Canada shall be taken to mean Canada as constituted under this Act.

5. Canada shall be divided into Four Provinces, named Ontario, Quebec, Nova Scotia, and New Brunswick.

6. The parts of the Province of Canada (as it exists at the passing of this Act) which formerly constituted respectively the Provinces of Upper Canada and Lower Canada shall be deemed to be severed, and shall form two separate Provinces. The part which formerly constituted the Province of Upper Canada shall constitute the Province of Ontario; and the part which formerly constituted the Province of Lower Canada shall constitute the Province of Quebec.

7. The Provinces of Nova Scotia and New Brunswick shall have the same limits as at the passing of this Act.

8. In the general census of the population of Canada, which is hereby required to be taken in the year one thousand eight hundred and seventy-one, and in every tenth year thereafter, the respective populations of the four Provinces shall be distinguished.

## III.—EXECUTIVE POWER.

9. The Executive Government and authority of and over Canada is hereby declared to continue and be vested in the Queen.

10. The provisions of this Act referring to the Governor General extend and apply to the Governor General for the time being of Canada, or other the Chief Executive Officer or Administrator for the time being carrying on the Government of Canada on behalf and in the name of the Queen, by whatever title he is designated.

11. There shall be a Council to aid and advise in the Government of Canada, to be styled the Queen's Privy Council for Canada; and the persons who are to be members of that Council shall be from time to time chosen and summoned by the Governor General and sworn in as Privy Councillors, and members thereof may be from time to time removed by the Governor General.

12. All powers, authorities, and functions which under any Act of the Parliament of Great Britain, or of the Parliament of the United Kingdom of Great Britain and Ireland, or of the Legislature of Upper Canada, Lower Canada, Canada, Nova Scotia, or New Brunswick, are at the Union vested in or exerciseable by the respective Governors or Lieutenant Governors of those Provinces, with the advice, or with the advice and consent, of the respective Executive Councils thereof, or in conjunction with those Councils, or with any number of members thereof, or by those Governors or Lieutenant Governors individually, shall, as far as the same continue in existence and capable of being exercised after the Union in relation to the Government of Canada, be vested in and exerciseable by the Governor General, with the advice or with the advice and consent of or in conjunction with the Queen's Privy Council for Canada, or any members thereof, or by the Governor General individually, as the case requires, subject nevertheless (except with respect to such as exist under Acts of the Parliament

of Great Britain or of the Parliament of the United Kingdom of Great Britain and Ireland) to be abolished or altered by the Parliament of Canada.

13. The provisions of this Act referring to the Governor General in Council shall be construed as referring to the Governor General acting by and with the advice of the Queen's Privy Council for Canada.

14. It shall be lawful for the Queen, if her Majesty thinks fit, to authorize the Governor General from time to time to appoint any person or any persons jointly or severally to be his Deputy or Deputies within any part or parts of Canada, and in that capacity to exercise during the pleasure of the Governor General such of the powers, authorities and functions of the Governor General as the Governor General deems it necessary or expedient to assign to him or them; subject to any limitations or directions expressed or given by the Queen; but the appointment of such a Deputy or Deputies shall not affect the exercise by the Governor General himself of any power, authority or function.

15. The Command-in-Chief of the land and naval militia, and of all naval and military forces, of and in Canada, is hereby declared to continue and be vested in the Queen.

16. Until the Queen otherwise directs, the seat of Government of Canada shall be Ottawa.

#### IV.—LEGISLATIVE POWER.

17. There shall be one Parliament for Canada, consisting of the Queen, an Upper House styled the Senate, and the House of Commons.

18. The privileges, immunities and powers to be held, enjoyed and exercised by the Senate and by the House of Commons and by the members thereof respectively, shall be such as are from time to time defined by Act of the Parliament of Canada, but so that the same shall never exceed those at the passing of this Act held, enjoyed and exercised by the Commons House of Parliament of the United Kingdom of Great Britain and Ireland, and by the members thereof.

19. The Parliament of Canada shall be called together not later than six months after the Union.

20. There shall be a session of the Parliament of Canada once at least in every year, so that twelve months shall not intervene between the last sitting of the Parliament in one session and its first sitting in the next session.

#### *The Senate.*

21. The Senate shall, subject to the provisions of this Act, consist of seventy-two members, who shall be styled Senators.

22. In relation to the constitution of the Senate, Canada shall be deemed to consist of three divisions—

1. Ontario;
2. Quebec;
3. The Maritime Provinces, Nova Scotia and New Brunswick;

which three divisions shall (subject to the provisions of this Act) be equally represented in the Senate as follows: Ontario by twenty-four Senators; Quebec by twenty-four Senators; and the Maritime Provinces by twenty-four Senators, twelve thereof representing Nova Scotia, and twelve thereof representing New Brunswick.

In the case of Quebec, each of the twenty-four Senators representing that Province shall be appointed for one of the twenty-four electoral divisions of Lower

Canada specified in schedule A. to chapter one of the Consolidated Statutes of Canada.

23. The qualifications of a Senator shall be as follows :—

1. He shall be of the full age of thirty years ;
2. He shall be either a natural born subject of the Queen, or a subject of the Queen naturalized by an Act of the Parliament of Great Britain, or of the Parliament of the United Kingdom of Great Britain and Ireland, or of the Legislature of one of the Provinces of Upper Canada, Lower Canada, Canada, Nova Scotia, or New Brunswick before the Union, or of the Parliament of Canada after the Union ;
3. He shall be legally or equitably seised as of freehold for his own use and benefit of lands or tenements held in free and common socage, or seised or possessed for his own use and benefit of lands or tenements held in francalieu or in roture, within the Province for which he is appointed, of the value of four thousand dollars, over and above all rents, dues, debts, charges, mortgages and incumbrances due or payable out of or charged on or affecting the same ;
4. His real and personal property shall be together worth four thousand dollars over and above his debts and liabilities ;
5. He shall be resident in the Province for which he is appointed ;
6. In the case of Quebec he shall have his real property qualification in the electoral division for which he is appointed, or shall be resident in that division.

24. The Governor General shall from time to time, in the Queen's name, by instrument under the Great Seal of Canada, summon qualified persons to the Senate ; and, subject to the provisions of this Act, every person so summoned shall become and be a member of the Senate and a Senator.

25. Such persons shall be first summoned to the Senate as the Queen by warrant under her Majesty's royal sign manual thinks fit to approve, and their names shall be inserted in the Queen's Proclamation of Union.

26. If at any time on the recommendation of the Governor General the Queen thinks fit to direct that three or six members be added to the Senate, the Governor General may by summons to three or six qualified persons (as the case may be), representing equally the three divisions of Canada, add to the Senate accordingly.

27. In case of such addition being at any time made, the Governor General shall not summon any person to the Senate, except on a further like direction by the Queen on the like recommendation, until each of the three divisions of Canada is represented by twenty-four Senators and no more.

28. The number of Senators shall not at any time exceed seventy-eight.

29. A Senator shall, subject to the provisions of this Act, hold his place in the Senate for life.

30. A Senator may by writing under his hand addressed to the Governor General resign his place in the Senate, and thereupon the same shall be vacant.

31. The place of a Senator shall become vacant in any of the following cases :

1. If for two consecutive sessions of the Parliament he fails to give his attendance in the Senate ;
2. If he takes an oath or makes a declaration or acknowledgment of allegiance, obedience, or adherence to a Foreign Power, or does an act whereby he becomes a subject or citizen, or entitled to the rights or privileges of a subject or citizen of a Foreign Power ;
3. If he is adjudged bankrupt or insolvent, or applies for the benefit of any law relating to insolvent debtors, or becomes a public defaulter ;

4. If he is attainted of treason or convicted of felony, or of any infamous crime ;
5. If he ceases to be qualified in respect of property or of residence ; provided that a Senator shall not be deemed to have ceased to be qualified in respect of residence by reason only of his residing at the seat of the Government of Canada, while holding an office under that Government requiring his presence there.
32. When a vacancy happens in the Senate by resignation, death, or otherwise, the Governor General shall by summons to a fit and qualified person fill the vacancy.
33. If any question arises respecting the qualification of a Senator, or a vacancy in the Senate, the same shall be heard and determined by the Senate.
34. The Governor General may from time to time, by instrument under the Great Seal of Canada, appoint a Senator to be Speaker of the Senate, and may remove him and appoint another in his stead.
35. Until the Parliament of Canada otherwise provides, the presence of at least fifteen Senators, including the Speaker, shall be necessary to constitute a meeting of the Senate for the exercise of its powers.
36. Questions arising in the Senate shall be decided by a majority of voices, and the Speaker shall in all cases have a vote, and when the voices are equal the decision shall be deemed to be in the negative.

*The House of Commons.*

37. The House of Commons shall, subject to the provisions of this Act, consist of one hundred and eighty-one members, of whom eighty-two shall be elected for Ontario, sixty-five for Quebec, nineteen for Nova Scotia, and fifteen for New Brunswick.
38. The Governor General shall from time to time, in the Queen's name, by instrument under the Great Seal of Canada, summon and call together the House of Commons.
39. A Senator shall not be capable of being elected or of sitting or voting as a member of the House of Commons.
40. Until the Parliament of Canada otherwise provides, Ontario, Quebec, Nova Scotia and New Brunswick shall, for the purpose of the election of members to serve in the House of Commons, be divided into Electoral Districts, as follows :

1.—ONTARIO.

Ontario shall be divided into the counties, ridings of counties, cities, parts of cities, and towns, enumerated in the first Schedule to this Act, each whereof shall be an Electoral District, each such district as numbered in that Schedule being entitled to return one member.

2.—QUEBEC.

Quebec shall be divided into sixty-five electoral districts, composed of the sixty-five electoral divisions into which Lower Canada is at the passing of this Act divided under chapter two of the Consolidated Statutes of Canada, chapter seventy-five of the Consolidated Statutes for Lower Canada, and the Act of the Province of Canada of the twenty-third year of the Queen, chapter one, or any other Act amending the same in force at the Union, so that each such electoral division shall be for the purposes of this Act an electoral district entitled to return one member.

3.—NOVA-SCOTIA.

Each of the eighteen counties of Nova Scotia shall be an electoral district. The county of Halifax shall be entitled to return two members, and each of the other counties one member.



## 4.—NEW BRUNSWICK.

Each of the fourteen counties into which New Brunswick is divided, including the city and county of St. John, shall be an electoral district. The city of St. John shall also be a separate electoral district. Each of those fifteen electoral districts shall be entitled to return one member.

41. Until the Parliament of Canada otherwise provides, all laws in force in the several Provinces at the Union relative to the following matters or any of them, namely: the qualifications and disqualifications of persons to be elected or to sit or vote as members of the House of Assembly or Legislative Assembly in the several Provinces, the voters at elections of such members, the oaths to be taken by voters, the returning officers, their powers and duties, the proceedings at elections, the periods during which elections may be continued, the trial of controverted elections, and proceedings incident thereto, the vacating of seats of members, and the execution of new writs in case of seats vacated otherwise than by dissolution,—shall respectively apply to elections of members to serve in the House of Commons for the same several Provinces.

Provided that, until the Parliament of Canada otherwise provides, at any election for a member of the House of Commons for the district of Algoma, in addition to persons qualified by the law of the Province of Canada to vote, every male British subject, aged twenty-one years or upwards, being a householder, shall have a vote.

42. For the first election of members to serve in the House of Commons the Governor General shall cause writs to be issued by such person, in such form, and addressed to such returning officers as he thinks fit.

The person issuing writs under this section shall have the like powers as are possessed at the Union by the officers charged with the issuing of writs for the election of members to serve in the respective House of Assembly or Legislative Assembly of the Province of Canada, Nova Scotia, or New Brunswick, and the returning officers to whom writs are directed under this section shall have the like powers as are possessed at the Union by the officers charged with the returning of writs for the election of members to serve in the same respective House of Assembly or Legislative Assembly.

43. In case a vacancy in the representation in the House of Commons of any electoral district happens before the meeting of the Parliament, or after the meeting of the Parliament before provision is made by the Parliament in this behalf, the provisions of the last foregoing section of this Act shall extend and apply to the issuing and returning of a writ in respect of such vacant district.

44. The House of Commons, on its first assembling after a general election, shall proceed with all practicable speed to elect one of its members to be Speaker.

45. In case of a vacancy happening in the office of Speaker by death, resignation, or otherwise, the House of Commons shall with all practicable speed proceed to elect another of its members to be Speaker.

46. The Speaker shall preside at all meetings of the House of Commons.

47. Until the Parliament of Canada otherwise provides, in case of the absence or any reason of the Speaker from the Chair of the House of Commons for a period of forty-eight consecutive hours, the House may elect another of its members to act as Speaker, and the member so elected shall, during the continuance of such absence of the Speaker, have and execute all the powers, privileges, and duties of Speaker.

48. The presence of at least twenty members of the House of Commons shall be necessary to constitute a meeting of the House for the exercise of its powers; and for that purpose the Speaker shall be reckoned as a member.

49. Questions arising in the House of Commons shall be decided by a majority of voices other than that of the Speaker, and when the voices are equal, but not otherwise, the Speaker shall have a vote.

50. Every House of Commons shall continue for five years from the day of the return of the writs for choosing the House (subject to be sooner dissolved by the Governor General), and no longer.

51. On the completion of the census in the year one thousand eight hundred and seventy-one, and of each subsequent decennial census, the representation of the four Provinces shall be readjusted by such authority, in such manner, and from such time, as the Parliament of Canada from time to time provides, subject and according to the following rules :

1. Quebec shall have the fixed number of sixty-five members ;
2. There shall be assigned to each of the other Provinces such a number of members as will bear the same proportion to the number of its population (ascertained at such census) as the number sixty-five bears to the number of the population of Quebec (so ascertained) ;
3. In the computation of the number of members for a Province a fractional part not exceeding one-half of the whole number requisite for entitling the Province to a member shall be disregarded ; but a fractional part exceeding one-half of that number shall be equivalent to the whole number ;
4. On any such readjustment the number of members for a Province shall not be reduced unless the proportion which the number of the population of the Province bore to the number of the aggregate population of Canada at the then last preceding readjustment of the number of members for the Province is ascertained at the then latest census to be diminished by one-twentieth part or upwards ;
5. Such readjustment shall not take effect until the termination of the then existing Parliament.

52. The number of members of the House of Commons may be from time to time increased by the Parliament of Canada, provided the proportionate representation of the Provinces prescribed by this Act is not thereby disturbed.

*Money Votes ; Royal Assent.*

53. Bills for appropriating any part of the public revenue, or for imposing any tax or impost, shall originate in the House of Commons.

54. It shall not be lawful for the House of Commons to adopt or pass any vote, resolution, address, or bill for the appropriation of any part of the public revenue, or of any tax or impost, to any purpose that has not been first recommended to that House by message of the Governor General in the session in which such vote, resolution, address, or bill is proposed.

55. Where a bill passed by the Houses of Parliament is presented to the Governor General for the Queen's assent, he shall declare, according to his discretion, but subject to the provisions of this Act and to her Majesty's instructions, either that he assents thereto in the Queen's name, or that he withholds the Queen's assent, or that he reserves the bill for the signification of the Queen's pleasure.

56. Where the Governor General assents to a bill in the Queen's name, he shall by the first convenient opportunity send an authentic copy of the Act to one of her Majesty's Principal Secretaries of State ; and if the Queen in Council, within two years after receipt thereof by the Secretary of State thinks fit to disallow the Act, such disallowance (with a certificate of the Secretary of State of the day on which it was received by him) being signified by the Governor General, by speech or message to each of the Houses of the Parliament or by proclamation, shall annul the Act from and after the day of such signification.

57. A bill reserved for the signification of the Queen's pleasure shall not have any force unless and until within two years from the day on which it was presented to the Governor General for the Queen's assent, the Governor General sig-

nifies, by speech or message to each of the Houses of the Parliament or by proclamation, that it has received the assent of the Queen in Council.

An entry of every such speech, message, or proclamation shall be made in the Journal of each House, and a duplicate thereof duly attested shall be delivered to the proper officer to be kept among the records of Canada.

#### V.—PROVINCIAL CONSTITUTIONS.

##### *Executive Power.*

58. For each Province there shall be an officer, styled the Lieutenant Governor, appointed by the Governor General in Council by instrument under the Great Seal of Canada.

59. A Lieutenant Governor shall hold office during the pleasure of the Governor General; but any Lieutenant Governor appointed after the commencement of the first session of the Parliament of Canada shall not be removeable within five years from his appointment, except for cause assigned, which shall be communicated to him in writing within one month after the order for his removal is made, and shall be communicated by message to the Senate and to the House of Commons within one week thereafter if the Parliament is then sitting, and if not then within one week after the commencement of the next session of the Parliament.

60. The salaries of the Lieutenant Governors shall be fixed and provided by the Parliament of Canada.

61. Every Lieutenant Governor shall, before assuming the duties of his office, make and subscribe before the Governor General or some person authorized by him oaths of allegiance and office similar to those taken by the Governor General.

62. The provisions of this Act referring to the Lieutenant Governor extend and apply to the Lieutenant Governor for the time being of each Province or other the Chief Executive Officer or Administrator for the time being carrying on the Government of the Province, by whatever title he is designated.

63. The Executive Council of Ontario and of Quebec shall be composed of such persons as the Lieutenant Governor from time to time thinks fit, and in the first instance of the following officers, namely, the Attorney General, the Secretary and Registrar of the Province, the Treasurer of the Province, the Commissioner of Crown Lands, and the Commissioner of Agriculture and Public Works, with, in Quebec, the Speaker of the Legislative Council and the Solicitor General.

64. The Constitution of the Executive authority in each of the Provinces of Nova Scotia and New Brunswick shall, subject to the provisions of this Act, continue as it exists at the Union until altered under the authority of this Act.

65. All powers, authorities, and functions which under any Act of the Parliament of Great Britain, or of the Parliament of the United Kingdom of Great Britain and Ireland, or of the Legislature of Upper Canada, Lower Canada, or Canada, were or are before or at the Union vested in or exerciseable by the respective Governors or Lieutenant Governors of those Provinces, with the advice, or with the advice and consent of the respective Executive Councillors thereof, or in conjunction with those Councils, or with any number of members thereof, or by those Governors or Lieutenant Governors individually, shall, as far as the same are capable of being exercised after the Union in relation to the Government of Ontario and Quebec respectively, be vested in and shall or may be exercised by the Lieutenant Governor of Ontario and Quebec respectively, with the advice or with the advice and consent of or in conjunction with the respective Executive Councils, or any members thereof, or by the Lieutenant Governor individually, as the case requires, subject nevertheless (except with respect to such as exist under Acts of the Parliament of Great Britain, or of the Parliament of the United Kingdom of Great Britain and Ireland) to be abolished or altered by the respective Legislatures of Ontario and Quebec.

66. The provisions of this Act referring to the Lieutenant Governor in Council shall be construed as referring to the Lieutenant Governor of the Province acting by and with the advice of the Executive Council thereof.

67. The Governor General in Council may from time to time appoint an Administrator to execute the office and functions of Lieutenant Governor during his absence, illness, or other inability.

68. Unless and until the Executive Government of any Province otherwise directs with respect to that Province, the seats of Government of the Provinces shall be as follows, namely: of Ontario, the city of Toronto; of Quebec, the city of Quebec; of Nova Scotia, the city of Halifax; and of New Brunswick, the city of Fredericton.

*Legislative Power.*

1.—ONTARIO.

69. There shall be a Legislature for Ontario, consisting of the Lieutenant Governor and of one House, styled the Legislative Assembly of Ontario.

70. The Legislative Assembly of Ontario shall be composed of eighty-two members, to be elected to represent the eighty-two electoral districts set forth in the first Schedule to this Act.

2.—QUEBEC.

71. There shall be a Legislature for Quebec consisting of the Lieutenant Governor and of two houses, styled the Legislative Council of Quebec and the Legislative Assembly of Quebec.

72. The Legislative Council of Quebec shall be composed of twenty-four members, to be appointed by the Lieutenant Governor in the Queen's name, by instrument under the Great Seal of Quebec, one being appointed to represent each of the twenty-four electoral divisions of Lower Canada in this Act referred to, and each holding office for the term of his life, unless the Legislature of Quebec otherwise provides under the provisions of this Act.

73. The qualifications of the Legislative Councillors of Quebec shall be the same as those of the Senators for Quebec.

74. The place of a Legislative Councillor of Quebec shall become vacant in the cases, *mutatis mutandis*, in which the place of Senator becomes vacant.

75. When a vacancy happens in the Legislative Council of Quebec by resignation, death, or otherwise, the Lieutenant Governor, in the Queen's name, by instrument under the Great Seal of Quebec, shall appoint a fit and qualified person to fill the vacancy.

76. If any question arises respecting the qualification of a Legislative Councillor of Quebec, or a vacancy in the Legislative Council of Quebec, the same shall be heard and determined by the Legislative Council.

77. The Lieutenant Governor may from time to time, by instrument under the Great Seal of Quebec, appoint a member of the Legislative Council of Quebec to be Speaker thereof, and may remove him and appoint another in his stead.

78. Until the Legislature of Quebec otherwise provides, the presence of at least ten members of the Legislative Council, including the Speaker, shall be necessary to constitute a meeting for the exercise of its powers.

79. Questions arising in the Legislative Council of Quebec shall be decided by a majority of voices, and the Speaker shall in all cases have a vote, and when the voices are equal the decision shall be deemed to be in the negative.

80. The Legislative Assembly of Quebec shall be composed of sixty-five members, to be elected to represent the sixty-five electoral divisions or districts of Lower Canada in this Act referred to, subject to alteration thereof by the Legislature of Quebec, provided that it shall not be lawful to present to the Lieutenant

Governor of Quebec for assent any bill for altering the limits of any of the electoral divisions or districts mentioned in the Second Schedule to this Act, unless the second and third readings of such bill have been passed in the Legislative Assembly with the concurrence of the majority of the members representing all those electoral divisions or districts, and the assent shall not be given to such bill unless an address has been presented by the Legislative Assembly to the Lieutenant Governor stating that it has been so passed.

### 3.—ONTARIO AND QUEBEC.

81. The Legislatures of Ontario and Quebec respectively shall be called together not later than six months after the Union.

82. The Lieutenant Governor of Ontario and of Quebec shall from time to time, in the Queen's name, by instrument under the Great Seal of the Province, summon and call together the Legislative Assembly of the Province.

83. Until the Legislature of Ontario or of Quebec otherwise provides, a person accepting or holding in Ontario or in Quebec any office, commission, or employment, permanent or temporary, at the nomination of the Lieutenant Governor, to which an annual salary or any fee, allowance, emolument, or profit of any kind or amount whatever from the Province is attached, shall not be eligible as a member of the Legislative Assembly of the respective Province, nor shall he sit or vote as such; but nothing in this section shall make ineligible any person being a member of the Executive Council of the respective Province, or holding any of the following offices, that is to say, the offices of Attorney General, Secretary and Registrar of the Province, Treasurer of the Province, Commissioner of Crown Lands, and Commissioner of Agriculture and Public Works, and in Quebec Solicitor General, or shall disqualify him to sit or vote in the House for which he is elected, provided he is elected while holding such office.

84. Until the Legislatures of Ontario and Quebec respectively otherwise provide, all laws which at the Union are in force in those Provinces respectively, relative to the following matters, or any of them, namely,—the qualifications and disqualifications of persons to be elected or to sit or vote as members of the Assembly of Canada, the qualifications or disqualifications of voters, the oaths to be taken by voters, the returning officers, their powers and duties, the proceedings at elections, the periods during which such elections may be continued, and the trial of controverted elections and proceedings incident thereto, the vacating of the seats of members and the issuing and execution of new writs in case of seats vacated otherwise than by dissolution, shall respectively apply to elections of members to serve in the respective Legislative Assemblies of Ontario and Quebec.

Provided that until the Legislature of Ontario otherwise provides, at any election for a member of the Legislative Assembly of Ontario for the district of Algoma, in addition to persons qualified by the law of the Province of Canada to vote, every male British subject, aged twenty-one years or upwards, being a householder, shall have a vote.

85. Every Legislative Assembly of Ontario and every Legislative Assembly of Quebec shall continue for four years from the day of the return of the writs for choosing the same (subject nevertheless to either the Legislative Assembly of Ontario or the Legislative Assembly of Quebec being sooner dissolved by the Lieutenant Governor of the Province), and no longer.

86. There shall be a session of the Legislature of Ontario and of that of Quebec once at least in every year, so that twelve months shall not intervene between the last sitting of the Legislature in each Province in one session and its first sitting in the next session.

87. The following provisions of this Act respecting the House of Commons of Canada shall extend and apply to the Legislative Assemblies of Ontario and Quebec, that is to say, the provisions relating to the election of a Speaker originally and on vacancies, the duties of a Speaker, the absence of the Speaker, the quorum, and the mode of voting, as if those provisions were here re-enacted and made applicable in terms to each such Legislative Assembly.

## 4.—NOVA SCOTIA AND NEW BRUNSWICK.

88. The Constitution of the Legislature of each of the Provinces of Nova Scotia and New Brunswick shall, subject to the provisions of this Act, continue as it exists at the Union until altered under the authority of this Act; and the House of Assembly of New Brunswick existing at the passing of this Act shall, unless sooner dissolved, continue for the period for which it was elected.

## 5.—ONTARIO, QUEBEC, AND NOVA SCOTIA.

89. Each of the Lieutenant Governors of Ontario, Quebec, and Nova Scotia shall cause writs to be issued for the first election of members of the Legislative Assembly thereof in such form and by such person as he thinks fit, and at such time and addressed to such returning officer as the Governor General directs, and so that the first election of members of the Assembly for any electoral district or any subdivision thereof shall be held at the same time and at the same places as the election for a member to serve in the House of Commons of Canada for that electoral district.

## 6.—THE FOUR PROVINCES.

90. The following provisions of this Act respecting the Parliament of Canada, namely: the provisions relating to appropriation and tax bills, the recommendation of money votes, the assent to bills, the disallowance of Acts, and the signification of pleasure on bills reserved; such extend and apply to the Legislatures of the several Provinces as if those provisions were here re-enacted and made applicable in terms to the respective Provinces and the Legislatures thereof, with the substitution of the Lieutenant Governor of the Province for the Governor General, of the Governor General for the Queen and for a Secretary of State, of one year for two years, and of the Province of Canada.

## VI.—DISTRIBUTION OF LEGISLATIVE POWERS.

*Powers of the Parliament.*

91. It shall be lawful for the Queen, by and with the advice and consent of the Senate and House of Commons, to make laws for the peace, order, and good government of Canada, in relation to all matters not coming within the classes of subjects by this Act assigned exclusively to the Legislatures of the Provinces; and for greater certainty, but not so as to restrict the generality of the foregoing terms of this section, it is hereby declared that (notwithstanding anything in this Act) the exclusive legislative authority of the Parliament of Canada extends to all matters coming within the classes of subjects next hereinafter enumerated; that is to say:

1. The public debt and property.
2. The regulation of trade and commerce.
3. The raising of money by any mode or system of taxation.
4. The borrowing of money on the public credit.
5. Postal service.
6. The census and statistics.
7. Militia, military and naval service, and defence.
8. The fixing of and providing for the salaries and allowances of civil and other officers of the Government of Canada.
9. Beacons, buoys, lighthouses, and Sable Island.
10. Navigation and shipping.
11. Quarantine and the establishment and maintenance of marine hospitals.
12. Sea coast and inland fisheries.
13. Ferries between a Province and any British or foreign country or between two Provinces.
14. Currency and coinage.
15. Banking, incorporation of banks, and the issue of paper money.
16. Savings banks.

17. Weights and measures.
18. Bills of exchange and promissory notes.
19. Interest.
20. Legal tender.
21. Bankruptcy and insolvency.
22. Patents of invention and discovery.
23. Copyrights.
24. Indians, and lands reserved for the Indians.
25. Naturalization and aliens.
26. Marriage and divorce.
27. The criminal law, except the constitution of courts of criminal jurisdiction, but including the procedure in criminal matters.
28. The establishment, maintenance and management of penitentiaries.
29. Such classes of subjects as are expressly excepted in the enumeration of the classes of subjects by this Act assigned exclusively to the Legislatures of the Provinces.

And any matter coming within any of the classes of subjects enumerated in this section shall not be deemed to come within the class of matters of a local or private nature comprised in the enumeration of the classes of subjects by this Act assigned exclusively to the Legislature of the Provinces.

*Exclusive Powers of Provincial Legislatures.*

92. In each Province the Legislature may exclusively make laws in relation to matters coming within the classes of subjects next hereinafter enumerated; that is to say,—

1. The amendment from time to time, notwithstanding anything in this Act, of the constitution of the Province, except as regards the office of Lieutenant Governor.
2. Direct taxation within the Province, in order to the raising of a revenue for Provincial purposes.
3. The borrowing of money on the sole credit of the Province.
4. The establishment and tenure of Provincial offices and the appointment and payment of Provincial officers.
5. The management and sale of the public lands belonging to the Province, and of the timber and wood thereon.
6. The establishment, maintenance and management of public and reformatory prisons in and for the Province.
7. The establishment, maintenance and management of hospitals, asylums, charities, and eleemosynary institutions in and for the Province, other than marine hospitals.
8. Municipal institutions in the Province.
9. Shop, saloon, tavern, auctioneer and other licenses, in order to the raising of a revenue for Provincial, local, or municipal purposes.
10. Local works and undertakings other than such as are of the following classes,—
  - a. Lines of steam or other ships, railways, canals, telegraphs, and other works and undertakings, connecting the Provinces with any other or others of the Provinces, or extending beyond the limits of the Province;
  - b. Lines of steamships between the Province and any British or foreign country.
  - c. Such works as, although wholly situated within the Province, are before or after their execution declared by the Parliament of Canada to be for the general advantage of Canada or for the advantage of two or more of the Provinces.
11. The incorporation of companies with Provincial objects.
12. The solemnization of marriage in the Province.
13. Property and civil rights in the Province.

14. The administration of justice in the Province, including the constitution, maintenance, and organization of Provincial Courts, both of civil and of criminal jurisdiction, and including procedure in civil matters in those Courts.
15. The imposition of punishment by fine, penalty, or imprisonment for enforcing any law of the Province made in relation to any matter coming within any of the classes of subjects enumerated in this section.
16. Generally all matters of a merely local or private nature in the Province.

*Education.*

93. In and for each Province the Legislature may exclusively make laws in relation to education, subject and according to the following provisions :

1. Nothing in any such law shall prejudicially affect any right or privilege with respect to denominational schools which any class of persons have by law in the Province at the Union ;
2. All the powers, privileges, and duties at the Union by law conferred and imposed in Upper Canada on the separate schools and school trustees of the Queen's Roman Catholic subjects, shall be and the same are hereby extended to the dissentient schools of the Queen's Protestant and Roman Catholic subjects in Quebec ;
3. Where in any Province a system of separate or dissentient schools exists by law at the Union or is thereafter established by the Legislature of the Province, an appeal shall lie to the Governor General in Council from any Act or decision of any Provincial authority affecting any right or privilege of the Protestant or Roman Catholic minority of the Queen's subjects in relation to education ;
4. In case any such Provincial law as from time to time seems to the Governor General in Council requisite for the due execution of the provisions of this section is not made, or in case any decision of the Governor General in Council on any appeal under this section is not duly executed by the proper Provincial authority in that behalf, then and in every such case, and as far only as the circumstances of each case require, the Parliament of Canada may make remedial laws for the due execution of the provisions of this section and of any decision of the Governor General in Council under this section.

*Uniformity of Laws in Ontario, Nova Scotia, and New Brunswick.*

94. Notwithstanding anything in this Act, the Parliament of Canada may make provision for the uniformity of all or any of the laws relative to property and civil rights in Ontario, Nova Scotia, and New Brunswick, and of the procedure of all or any of the Courts in those three Provinces, and from and after the passing of any Act in that behalf the power of the Parliament of Canada to make laws in relation to any matter comprised in any such Act shall, notwithstanding anything in this Act, be unrestricted ; but any Act of the Parliament of Canada making provision for such uniformity shall not have effect in any province unless and until it is adopted and enacted as law by the Legislature thereof.

*Agriculture and Immigration.*

95. In each province the Legislature may make laws in relation to Agriculture in the province, and to Immigration into the province ; and it is hereby declared that the Parliament of Canada may from time to time make laws in relation to Agriculture in all or any of the provinces, and to Immigration into all or any of the provinces ; and any law of the Legislature of a province relative to Agriculture or Immigration shall have effect in and for the province as long and as far only as it is not repugnant to any Act of the Parliament of Canada.



## VII.—JUDICATURE.

96. The Governor General shall appoint the Judges of the superior, district, and county courts in each Province, except those of the Courts of Probate in Nova Scotia and New Brunswick.

97. Until the laws relative to property and civil rights in Ontario, Nova Scotia and New Brunswick, and the proceeds of the courts in those provinces, are made uniform, the Judges of the courts of those provinces appointed by the Governor General shall be selected from the respective Bars of those provinces.

98. The Judges of the courts of Quebec shall be selected from the Bar of that province.

99. The Judges of the Superior Courts shall hold office during good behaviour, but shall be removable by the Governor General on address of the Senate and House of Commons.

100. The salaries, allowances and pensions of the Judges of the Superior, District, and County Courts, (except the Courts of Probate in Nova Scotia and New Brunswick), and of the Admiralty Courts in cases where the Judges thereof are for the time being paid by salary, shall be fixed and provided by the Parliament of Canada.

101. The Parliament of Canada may, notwithstanding anything in this Act, from time to time provide for the constitution, maintenance and organization of a General Court of Appeal for Canada, and for the establishment of any additional courts for the better administration of the laws of Canada.

## VIII.—REVENUE; DEBTS; ASSETS; TAXATION.

102. All duties and revenues over which the respective Legislatures of Canada, Nova Scotia and New Brunswick before and at the Union had and have power of appropriation, except such portions thereof as are by this Act reserved in the respective Legislatures of the provinces, or are raised by them in accordance with the special powers conferred on them by this Act, shall form one consolidated revenue fund, to be appropriated for the public service of Canada in the manner and subject to the charges in this Act provided.

103. The Consolidated Revenue Fund of Canada shall be permanently charged with the costs, charges, and expenses incident to the collection, management, and receipt thereof, and the same shall form the first charge thereon, subject to be reviewed and audited in such manner as shall be ordered by the Governor General in Council until the Parliament otherwise provides.

104. The annual interest of the public debts of the several provinces of Canada, Nova Scotia, and New Brunswick at the Union shall form the second charge on the Consolidated Revenue Fund of Canada.

105. Unless altered by the Parliament of Canada, the salary of the Governor General shall be ten thousand pounds sterling money of the United Kingdom of Great Britain and Ireland, payable out of the Consolidated Revenue Fund of Canada, and the same shall form the third charge thereon.

106. Subject to the several payments by this Act charged on the Consolidated Revenue Fund of Canada, the same shall be appropriated by the Parliament of Canada for the public service.

107. All stocks, cash, bankers' balances, and securities for money belonging to each province at the time of the Union, except as in this Act mentioned, shall be the property of Canada, and shall be taken in reduction of the amount of the respective debts of the provinces at the Union.

108. The public works and property of each province, enumerated in the third schedule to this Act, shall be the property of Canada.

109. All lands, mines, minerals, and royalties belonging to the several Provinces of Canada, Nova Scotia, and New Brunswick at the Union, and all sums then due or payable for such lands, mines, minerals, or royalties, shall belong to the several Provinces of Ontario, Quebec, Nova Scotia, and New Brunswick, in which the same are situate or arise, subject to any trusts existing in respect thereof, and to any interest other than that of the Province in the same.

110. All assets connected with such portions of the public debt of each Province as are assumed by that Province shall belong to that Province.

111. Canada shall be liable for the debts and liabilities of each Province existing at the Union.

112. Ontario and Quebec conjointly shall be liable to Canada for the amount (if any) by which the debt of the Province of Canada exceeds at the Union sixty-two million five hundred thousand dollars, and shall be charged with interest at the rate of five per centum per annum thereon.

113. The assets enumerated in the fourth schedule to this Act belonging at the Union to the Province of Canada shall be the property of Ontario and Quebec conjointly.

114. Nova Scotia shall be liable to Canada for the amount (if any) by which its public debt exceeds at the Union eight million dollars, and shall be charged with interest at the rate of five per centum per annum thereon.

115. New Brunswick shall be liable to Canada for the amount (if any) by which its public debt exceeds at the Union seven million dollars, and shall be charged with interest at the rate of five per centum per annum thereon.

116. In case the public debts of Nova Scotia and New Brunswick do not at the Union amount to eight million and seven million dollars respectively, they shall respectively receive by half-yearly payments in advance from the Government of Canada interest at five per centum per annum on the difference between the actual amounts of their respective debts and such stipulated amounts.

117. The several Provinces shall retain all their respective public property not otherwise disposed of in this Act, subject to the right of Canada to assume any lands or public property required for fortifications or for the defence of the country.

118. The following sums shall be paid yearly by Canada to the several Provinces for the support of their Governments and Legislatures:—

Ontario .....	\$80,000
Quebec.....	70,000
Nova Scotia.....	60,000
New Brunswick.....	50,000
	<u>\$260,000</u>

And an annual grant in aid of each Province shall be made, equal to eighty cents per head of the population as ascertained by the census of one thousand eight hundred and sixty-one, and in the case of Nova Scotia and New Brunswick, by each subsequent decennial census until the population of each of those two Provinces amounts to four hundred thousand souls, at which rate such grant shall thereafter remain. Such grants shall be in full settlement of all future demands on Canada, and shall be paid half-yearly in advance to each Province; but the Government of Canada shall deduct from such grants, as against any Province, all sums chargeable as interest on the public debt of that Province in excess of the several amounts stipulated in this Act.

119. New Brunswick shall receive by half-yearly payments in advance from Canada for the period of ten years from the Union an additional allowance of sixty-three thousand dollars per annum; but as long as the public debt of that

Province remains under seven million dollars, a deduction equal to the interest at five per centum per annum on such deficiency shall be made from that allowance of sixty-three thousand dollars.

120. All payments to be made under this Act, or in discharge of liabilities created under any Act of the Provinces of Canada, Nova Scotia, and New Brunswick respectively, and assumed by Canada, shall, until the Parliament of Canada otherwise directs, be made in such form and manner as may from time to time be ordered by the Governor General in Council.

121. All articles of the growth, produce, or manufacture of any one of the Provinces shall, from and after the Union, be admitted free into each of the other Provinces.

122. The Customs and Excise Laws of each Province shall, subject to the provisions of this Act, continue in force until altered by the Parliament of Canada.

123. Where Customs Duties are, at the Union, leviable on any goods, wares, or merchandizes in any two Provinces, those goods, wares, and merchandizes may, from and after the Union, be imported from one of those Provinces into the other of them on proof of payment of the Customs Duty leviable thereon in the Province of exportation, and on payment of such further amount (if any) of Customs Duty as is leviable thereon in the Province of importation.

124. Nothing in this Act shall affect the right of New Brunswick to levy the lumber dues, provided in chapter fifteen of title three of the Revised Statutes of New Brunswick, or in any Act amending that Act before or after the Union, and not increasing the amount of such dues; but the lumber of any of the Provinces other than New Brunswick shall not be subject to such dues.

125. No lands or property belonging to Canada or any Province shall be liable to taxation.

126. Such portions of the Duties and Revenues over which the respective Legislatures of Canada, Nova Scotia, and New Brunswick had before the Union power of appropriation as are by this Act reserved to the respective Governments or Legislatures of the Provinces, and all Duties and Revenues raised by them in accordance with the special powers conferred upon them by this Act, shall in each Province form one consolidated revenue fund to be appropriated for the public service of the Province.

#### IX.—MISCELLANEOUS PROVISIONS.

##### *General.*

127. If any person being at the passing of this Act a member of the Legislative Council of Canada, Nova Scotia, or New Brunswick, to whom a place in the Senate is offered, does not within thirty days thereafter, by writing under his hand addressed to the Governor General of the Province of Canada or to the Lieutenant Governor of Nova Scotia or New Brunswick (as the case may be), accept the same, he shall be deemed to have declined the same; and any person who, being at the passing of this Act a member of the Legislative Council of Nova Scotia or New Brunswick, accepts a place in the Senate shall thereby vacate his seat in such Legislative Council.

128. Every member of the Senate or House of Commons of Canada shall before taking his seat therein take and subscribe before the Governor General or some person authorized by him, and every member of a Legislative Council or Legislative Assembly of any Province shall before taking his seat therein take and subscribe before the Lieutenant Governor of the Province or some person authorized by him, the oath of allegiance contained in the fifth Schedule to this Act; and every member of the Senate of Canada and every member of the Legislative Council of Quebec shall also, before taking his seat therein, take and subscribe before the Governor General, or some person authorized by him, the declaration of qualification contained in the same Schedule.

129 Except as otherwise provided by this Act, all laws in force in Canada, Nova Scotia, or New Brunswick at the Union, and all courts of civil and criminal jurisdiction, and all legal commissions, powers, and authorities, and all officers, judicial, administrative, and ministerial, existing therein at the Union, shall continue in Ontario, Quebec, Nova Scotia, and New Brunswick respectively, as if the Union had not been made; subject nevertheless (except with respect to such as are enacted by or exist under Acts of the Parliament of Great Britain or of the Parliament of the United Kingdom of Great Britain and Ireland), to be repealed, abolished, or altered by the Parliament of Canada, or by the Legislature of the respective Province, according to the authority of the Parliament or of that Legislature under this Act.

130. Until the Parliament of Canada otherwise provides, all officers of the several Provinces having duties to discharge in relation to matters other than those coming within the classes of subjects by this Act assigned exclusively to the Legislatures of the Provinces shall be officers of Canada, and shall continue to discharge the duties of their respective offices under the same liabilities, responsibilities, and penalties, as if the Union had not been made.

131. Until the Parliament of Canada otherwise provides, the Governor General in Council may from time to time appoint such officers as the Governor General in Council deems necessary or proper for the effectual execution of this Act.

132. The Parliament and Government of Canada shall have all powers necessary or proper for performing the obligations of Canada or of any Province thereof, as part of the British Empire, towards foreign countries, arising under treaties between the Empire and such foreign countries.

133. Either the English or the French language may be used by any person in the debates of the Houses of the Parliament of Canada and of the Houses of the Legislature of Quebec; and both those languages shall be used in the respective records and journals of those Houses; and either of those languages may be used by any person or in any pleading or process in or issuing from any court of Canada established under this Act, and in or from all or any of the courts of Quebec.

The Acts of the Parliament of Canada and of the Legislature of Quebec shall be printed and published in both those languages.

*Ontario and Quebec.*

134. Until the Legislature of Ontario or of Quebec otherwise provides, the Lieutenant Governors of Ontario and Quebec may each appoint under the Great Seal of the Province the following officers, to hold office during pleasure, that is to say,—the Attorney General, the Secretary and Registrar of the Province, the Treasurer of the Province, the Commissioner of Crown Lands, and the Commissioner of Agriculture and Public Works, and in the case of Quebec the Solicitor General; and may, by order of the Lieutenant Governor in Council, from time to time prescribe the duties of those officers of the several departments over which they shall preside or to which they shall belong, and of the officers and clerks thereof; and may also appoint other and additional officers to hold office during pleasure, and may from time to time prescribe the duties of those officers, and of the several departments over which they shall preside, or to which they shall belong, and of the officers and clerks thereof.

135. Until the Legislature of Ontario or Quebec otherwise provides, all rights, powers, duties, functions, responsibilities, or authorities at the passing of this Act vested in or imposed on the Attorney General, Solicitor General, Secretary and Registrar of the Province of Canada, Minister of Finance, Commissioner of Crown Lands, Commissioner of Public Works, and Minister of Agriculture and Receiver General, by any Law, Statute, or Ordinance of Upper Canada, Lower Canada, or Canada, and not repugnant to this Act, shall be vested in or imposed on any officer to be appointed by the Lieutenant Governor for the discharge of the same or any of them; and the Commissioner of Agriculture and Public Works shall perform the duties and functions of the office of Minister of Agriculture at

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the passing of this Act imposed by the law of the Province of Canada, as well as those of the Commissioner of Public Works.

136. Until altered by the Lieutenant Governor in Council, the Great Seals of Ontario and Quebec respectively shall be the same, or of the same design, as those used in the Provinces of Upper Canada and Lower Canada respectively before their Union as the Province of Canada.

137. The words "and from thence to the end of the then next ensuing session of the Legislature," or words to the same effect, used in any temporary Act of the Province of Canada, not expired before the Union, shall be construed to extend and apply to the next session of the Parliament of Canada, if the subject matter of the Act is within the powers of the same, as defined by this Act, or to the next sessions of the Legislatures of Ontario and Quebec respectively, if the subject matter of the Act is within the powers of the same as defined by this Act.

138. From and after the Union the use of the words "Upper Canada" instead of "Ontario," or "Lower Canada" instead of "Quebec," in any deed, writ, process, pleading, document, matter, or thing, shall not invalidate the same.

139. Any proclamation under the Great Seal of the Province of Canada issued before the Union, to take effect at a time which is subsequent to the Union, whether relating to that Province, or to Upper Canada, or to Lower Canada, and the several matters and things therein proclaimed, shall be and continue of like force and effect as if the Union had not been made.

140. Any proclamation which is authorized by any Act of the Legislature of the Province of Canada to be issued under the Great Seal of the Province of Canada, whether relating to that Province or to Upper Canada or to Lower Canada, and which is not issued before the Union, may be issued by the Lieutenant Governor of Ontario or of Quebec, as its subject matter requires, under the Great Seal thereof; and from and after the issue of such proclamation the same and the several matters and things therein proclaimed shall be and continue of the like force and effect in Ontario or Quebec as if the Union had not been made.

141. The penitentiary of the Province of Canada shall, until the Parliament of Canada otherwise provides, be and continue the penitentiary of Ontario and of Quebec.

142. The division and adjustment of the debts, credits, liabilities, properties, and assets of Upper Canada and Lower Canada shall be referred to the arbitration of three arbitrators, one chosen by the Government of Ontario, one by the Government of Quebec, and one by the Government of Canada; and the selection of the arbitrators shall not be made until the Parliament of Canada and the Legislatures of Ontario and Quebec have met; and the arbitrator chosen by the Government of Canada shall not be a resident either in Ontario or in Quebec.

143. The Governor General in Council may from time to time order that such and so many of the records, books, and documents of the Province of Canada as he thinks fit shall be appropriated and delivered either to Ontario or to Quebec, and the same shall thenceforth be the property of that Province; and any copy thereof or extract therefrom, duly certified by the officer having charge of the original thereof, shall be admitted as evidence.

144. The Lieutenant Governor of Quebec may from time to time, by proclamation under the Great Seal of the Province, to take effect from a day to be appointed therein, constitute townships in those parts of the Province of Quebec in which townships are not then already constituted, and fix the meets and bounds thereof.

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**X.—INTERCOLONIAL RAILWAY.**

145. Inasmuch as the Provinces of Canada, Nova Scotia and New Brunswick have joined in a Declaration that the construction of the Intercolonial Railway is essential to the consolidation of the Union of British North America, and to the assent thereto of Nova Scotia and New Brunswick, and have consequently agreed that provision should be made for its immediate construction by the Government of Canada: Therefore, in order to give effect to that agreement, it shall be the duty of the Government and Parliament of Canada to provide for the commencement, within six months after the Union, of a railway connecting the River St. Lawrence with the city of Halifax in Nova Scotia, and for the construction thereof without intermission, and the completion thereof, with all practicable speed.

**XI.—ADMISSION OF OTHER COLONIES.**

146. It shall be lawful for the Queen, by and with the advice of her Majesty's Most Honorable Privy Council, on addresses from the Houses of the Parliament of Canada, and from the Houses of the respective Legislatures of the Colonies or Provinces of Newfoundland, Prince Edward Island, and British Columbia, to admit those Colonies or Provinces, or any of them, into the Union, and on address from the Houses of the Parliament of Canada to admit Rupert's Land and the North-western Territory, or either of them, into the Union, on such terms and conditions in each case as are in the addresses expressed and as the Queen thinks fit to approve, subject to the provisions of this Act; and the provisions of any Order in Council in that behalf shall have effect as if they had been enacted by the Parliament of the United Kingdom of Great Britain and Ireland.

147. In case of the admission of Newfoundland and Prince Edward Island, or either of them, each shall be entitled to a representation in the Senate of Canada of four members, and (notwithstanding anything in this Act) in case of the admission of Newfoundland, the normal number of Senators shall be seventy-six, and their maximum number shall be eighty-two; but Prince Edward Island, when admitted, shall be deemed to be comprised in the third of the three divisions into which Canada is, in relation to the constitution of the Senate, divided by this Act, and accordingly, after the admission of Prince Edward Island, whether Newfoundland is admitted or not, the representation of Nova Scotia and New Brunswick in the Senate shall, as vacancies occur, be reduced from twelve to ten members respectively, and the representation of each of those Provinces shall not be increased at any time beyond ten, except under the provisions of this Act, for the appointment of three or six additional Senators under the direction of the Queen.

## SCHEDULES.

### THE FIRST SCHEDULE.

#### ELECTORAL DISTRICTS OF ONTARIO.

##### A.

##### EXISTING ELECTORAL DIVISIONS.

###### *Counties.*

1. Prescott.
2. Glengarry.
3. Stormont.
4. Dundas.
5. Russell.
6. Carleton.
7. Prince Edward.
8. Halton.
9. Essex.

###### *Ridings of Counties.*

10. North Riding of Lanark.
11. South Riding of Lanark.
12. North Riding of Leeds and North Riding of Grenville.
13. South Riding of Leeds.
14. South Riding of Grenville.
15. East Riding of Northumberland.
16. West Riding of Northumberland (excepting therefrom the Township of South Monaghan.)
17. East Riding of Durham.
18. West Riding of Durham.
19. North Riding of Ontario.
20. South Riding of Ontario.
21. East Riding of York.
22. West Riding of York.
23. North Riding of York.
24. North Riding of Wentworth.
25. South Riding of Wentworth.
26. East Riding of Elgin.
27. West Riding of Elgin.
28. North Riding of Waterloo.
29. South Riding of Waterloo.
30. North Riding of Brant.
31. South Riding of Brant.
32. North Riding of Oxford.
33. South Riding of Oxford.
34. East Riding of Middlesex.

*Cities, parts of Cities, and Towns.*

35. West Toronto.
36. East Toronto.
37. Hamilton.
38. Ottawa.
39. Kingston.
40. London.
41. Town of Brockville, with the township of Elizabethtown thereto attached.
42. Town of Niagara, with the township of Niagara thereto attached.
43. Town of Cornwall, with the township of Cornwall thereto attached.

**B.**

## NEW ELECTORAL DIVISIONS.

## 44. The Provisional Judicial District of ALGOMA.

The County of BRUCE, divided into two Ridings, to be called respectively the North and South Ridings :—

45. The North Riding of Bruce to consist of the townships of Bury, Lindsay, Eastnor, Albemarle, Amabel, Arran, Bruce, Elderslie, and Langeen, and the Village of Southampton.
46. The South Riding of Bruce to consist of the townships of Kincardine (including the village of Kincardine), Greenock, Brant, Huron, Kinross, Culross, and Carrick.

The County of HURON, divided into two Ridings, to be called respectively the North and South Ridings :—

47. The North Riding to consist of the townships of Ashfield, Wawanosh, Turnberry, Howick, Morris, Grey, Colborne, Hullett, including village of Clinton, and McKillop.
48. The South Riding to consist of the town of Goderich and the townships of Goderich, Tuckersmith, Stanley, Hay, Usborne, and Stephen.

The County of MIDDLESEX, divided into Ridings, to be called respectively the North, West, and East Ridings :—

49. The North Riding to consist of the townships of McGillivray and Bidulph (taken from the county of Huron), and Williams East, Williams West, Adelaide, and Lobo.
50. The West Riding to consist of the townships of Delaware, Caradoc, Metcalfe, Mosa, and Ekfrid, and the village of Strathroy.
51. The East Riding to consist of the townships now embraced therein, and be bounded as it is at present.
52. The County of LAMBTON to consist of the townships of Bosanquet, Warwick, Plympton, Sarnia, Moore, Enniskillen, and Brooke, and the town of Sarnia.
53. The County of KENT to consist of the townships of Chatham, Dover, East Tilbury, Romney, Raleigh, and Harwich, and the town of Chatham.
54. The County of BOTHWELL to consist of the townships of Sombra, Dawn, and Euphemia (taken from the county of Lambton), and the townships of Zone, Camden with the Gore thereof, Orford, and Howard (taken from the county of Kent).



The County of GREY, divided into two Ridings, to be called respectively the South and North Ridings :—

55. The South Riding to consist of the townships of Bentinck, Glenelg, Artemesia, Osprey, Normanby, Egremont, Proton, and Melancthon.
56. The North Riding to consist of the townships of Collingwood, Euphrasia, Holland, Saint Vincent, Sydenham, Sullivan, Derby, and Keppel, Sarawak and Brooke, and the town of Owen Sound.

The County of PERRA, divided into two Ridings, to be called respectively the South and North Ridings :—

57. The North Riding to consist of the townships of Wallace, Elma, Logan, Ellice, Mornington, and North Easthope, and the town of Stratford.
58. The South Riding to consist of the townships of Blanchard, Downie, South Easthope, Fullarton, Hibbert, and the villages of Mitchell and Ste. Marys.

The County of WELLINGTON, divided into three Ridings, to be called respectively North, South, and Centre Ridings :—

59. The North Riding to consist of the townships of Amaranth, Arthur, Luther, Minto, Maryborough, Peel, and the village of Mount Forest.
60. The Centre Riding to consist of the townships of Garafraxa, Erin, Eramosa, Nichol, and Pilkington, and the villages of Fergus and Elora.
61. The South Riding to consist of the town of Guelph, and the townships of Geulph and Puslinch.

The County of NORFOLK, divided into two Ridings, to be called respectively the South and North Ridings :—

62. The South Riding to consist of the townships of Charlotteville, Houghton, Walsingham, and Woodhouse, and with the Gore thereof.
63. The North Riding to consist of the townships of Middleton, Townsend, and Windham, and the town of Simcoe.

64. The County of HALDIMAND to consist of the townships of Oneida, Seneca, Caguya North, Caguya South, Raynham, Walpole, and Dunn.

65. The County of MONCK to consist of the townships of Canborough and Moulton, and Sherbrooke, and the village of Dunville (taken from the county of Haldimand), the townships of Caistor and Gainsborough (taken from the county of Lincoln), and the townships of Pelham and Wainfleet (taken from the county of Welland).

66. The County of LINCOLN to consist of the townships of Clinton, Grantham, Grimsby, and Louth, and the town of St. Catherines.

67. The County of WELLAND to consist of the townships of Bertie Crowland, Humberstone, Stamford, Thorold, and Willoughby, and the villages of Chippewa, Clifton, Fort Erie, Thorold, and Welland.

68. The County of PEEL to consist of the townships of Chinguacousy, Toronto, and the Gore of Toronto, and the villages of Brampton and Streetsville.

69. The County of CARDWELL to consist of the townships of Albion and Caledon (taken from the county of Peel), and the townships of Adjara and Mono (taken from the county of Simcoe).

The County of SIMCOE, divided into two Ridings, to be called respectively the South and North Ridings :—

70. The South Riding to consist of the townships of West Gwillimbury, Tecumseth, Innisfil, Essa, Tosorontio, Mulmur, and the village of Bradford.

71. The North Riding to consist of the townships of Nottawasaga, Sunnidale, Vespra, Flos, Oro, Medonte, Orillia and Matchedash, Tiny and Tay, Balaklava and Robinson, and the towns of Berrie and Collingwood.

The County of VICTORIA, divided into two Ridings, to be called respectively the South and North Ridings :—

72. The South Riding to consist of the townships of Ops, Mariposa, Emily, Verulam, and the town of Lindsay.
73. The North Riding to consist of the townships of Anson, Bexley, Carden, Dalton, Digby, Eldon, Fenelon, Hindon, Laxton, Lutterworth, Macaulay and Draper, Sommerville, and Morrison, Muskoka, Monck and Watt (taken from the county of Simcoe), and any other surveyed townships lying to the North of the said North Riding.

The County of PETERBOROUGH, divided into two Ridings, to be called respectively the West and East Ridings :—

74. The West Riding to consist of the townships of South Monaghan (taken from the county of Northumberland), North Monaghan, Smith, and Ennismore, and the town of Peterborough.
75. The East Riding to consist of the townships of Asphodel, Belmont and Methuen, Douro, Dummer, Galway, Harvey, Minden, Stenhope and Dysart, Otonabee, and Snowden, and the village of Ashburnham, and any other surveyed townships lying to the North of the said East Riding.

The County of HASTINGS, divided into three Ridings, to be called respectively the West, East, and North Ridings :—

76. The West Riding to consist of the town of Belleville, the township of Sydney, and the village of Trenton.
77. The East Riding to consist of the townships of Thurlow, Tyendinga, and Hungerford.
78. The North Riding to consist of the townships of Rawdon, Huntingdon, Madoc, Elzevir, Tudor, Marmora, and Lake, and the village of Stirling, and any other surveyed townships lying to the North of the said North Riding.
79. The County of LENNOX to consist of the townships of Richmond, Adolphustown, North Fredericksburg, South Fredericksburg, Earnest Town, and Amherst Island, and the village of Napanee.
80. The County of ADDINGTON to consist of the townships of Camden, Portland, Sheffield, Hinchinbroke, Kaladar, Kennebec, Olden, Oso, Anglesea, Barrie, Clarendon, Palmerston, Effingham, Abinger, Miller, Canoto, Denbigh, Loughborough, and Bedford.
81. The County of FRONTENAC to consist of the townships of Kingston, Wolfe Island, Pittsburg and Howe Island, and Storrington.

The County of RENFREW, divided into two Ridings, to be called respectively the South and North Ridings :—

82. The South Riding to consist of the townships of McNab, Bagot, Blithfield, Brougham, Horton, Admaston, Grattan, Matawatchan, Griffith, Lyndoch, Raglan, Radcliffe, Brudenell, Sebastopol, and the villages of Arnprior and Renfrew.
83. The North Riding to consist of the townships of Ross, Bromley, Westmeath, Stafford, Pembroke, Wilberforce, Alice, Petawawa, Buchanan, South Algona, North Algona, Fraser, McKay, Wylie, Rolph, Head, Maria, Clara, Haggarty, Sherwood, Burns, and Richards, and any other surveyed townships lying North-westerly of the said North Riding.

Every town and incorporated village existing at the Union, not specially mentioned in this Schedule, is to be taken as part of the County or Riding within which it is locally situate.

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 THE SECOND SCHEDULE.
 

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## ELECTORAL DISTRICTS OF QUEBEC SPECIALLY FIXED.

## COUNTIES OF—

Pontiac.	Missisqui.	Compton.
Ottawa.	Brome.	Wolfe and Richmond.
Argenteuil.	Shefford.	Megantic.
Huntingdon.	Stanstead.	
	Town of Sherbrooke.	

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## THE THIRD SCHEDULE.

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 PROVINCIAL PUBLIC WORKS AND PROPERTY TO BE THE PROPERTY OF CANADA.
 

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1. Canals, with lands and water power connected therewith.
2. Public Harbors.
3. Lighthouses and Piers, and Sable Island.
4. Steamboats, Dredges, and public vessels.
5. Rivers and Lake improvements.
6. Railways and Railway Stocks, Mortgages, and other Debts due by Railway Companies.
7. Military Roads.
8. Custom Houses, Post Offices, and all other Public Buildings, except such as the Government of Canada appropriate for the use of the Provincial Legislatures and Governments.
9. Property transferred by the Imperial Government, and known as Ordnance Property.
10. Armouries, Drill Sheds, Military Clothing, and Munitions of War, and Lands set apart for general public purposes.

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 THE FOURTH SCHEDULE.
 

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 ASSETS TO BE THE PROPERTY OF ONTARIO AND QUEBEC  
 CONJOINTLY.

Upper Canada Building Fund.  
 Lunatic Asylums.  
 Normal School.  
 Court Houses, Lower Canada.  
 Aylmer.  
 Montreal.  
 Kamouraska.  
 Law Society, Upper Canada.  
 Montreal Turnpike Trust.  
 University Permanent Fund.  
 Royal Institution.  
 Consolidated Municipal Loan Fund, Upper Canada.  
 Consolidated Municipal Loan Fund, Lower Canada.  
 Agricultural Society, Upper Canada.  
 Lower Canada Legislative Grant.  
 Quebec Fire Loan.  
 Tamisconata Advance Account.  
 Quebec Turnpike Trust.  
 Education—East.  
 Building and Jury Fund, Lower Canada.  
 Municipalities Fund.  
 Lower Canada Superior Education Income Fund.

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 THE FIFTH SCHEDULE.
 

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## OATH OF ALLEGIANCE.

I A. B. do swear, That I will be faithful and bear true allegiance to Her Majesty Queen Victoria.

*Note.—The name of the King or Queen of the United Kingdom of Great Britain and Ireland for the time being is to be substituted from time to time, with proper terms of reference thereto.*

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 DECLARATION OF QUALIFICATION.

I A. B. do declare and testify, That I am by law duly qualified to be appointed a member of the Senate of Canada [or as the case may be], and that I am legally or equitably seised as of freehold for my own use and benefit of lands or tenements held in free and common socage [or seised or possessed for my own use and benefit of lands or tenements held in franc-alieu or in roture (as the case may be)], in the Province of Nova Scotia [or as the case may be] of the value of four thousand dollars over and above all rents, dues, debts, mortgages, charges, and incumbrances due or payable out of or charged on or affecting the same, and that I have not collusively or colorably obtained a title to or become possessed of the said lands and tenements or any part thereof for the purpose of enabling me to become a member of the Senate of Canada [or as the case may be], and that my real and personal property are together worth four thousand dollars over and above my debts and liabilities.

## INTERCOLONIAL RAILWAY.

On the 29th January, the following Memorandum was placed in the hands of Lord Carnarvon :

In December, 1862, the Delegates from the several Provinces proposed to her Majesty's Government that the Imperial guarantee should be given on the following conditions, viz. :—

1. "That the loan shall be for £3,000,000 sterling."
2. "That the liabilities of each Colony shall be apportioned as follows :—  

£1,250,000 for Canada ;  
 £875,000 for New Brunswick ;  
 £875,000 for Nova Scotia.
3. "The debentures shall bear interest at the rate of 3½ per cent."
4. "The interest shall be paid half-yearly in London, on the first of May and on the first of November."
5. "That the sum borrowed shall be repaid in four instalments :—  

£250,000 in 10 years ;  
 £500,000 in 20 " "  
 £1,000,000 in 30 " "  
 £1,250,000 in 40 " "
6. "The net profits of the road shall be applied towards the extinction of the debt."
7. "That the loan shall be the first charge on the revenue of each Colony after the existing debts and charges."
8. "That the Imperial Government shall have the right to select one of the Engineers to be appointed to make the surveys for the location of the road."
9. "That the selection of the line shall rest with the Imperial Government."
10. "That if it is concluded that the work is to be constructed and managed by a joint commission, it shall be constituted in the following proportions :—Canada shall appoint two of the Commissioners, New Brunswick and Nova Scotia each one. These four shall name a fifth before entering upon the discharge of their duties."
11. "That such portions of the railways now owned by the Governments of New Brunswick and Nova Scotia, which may be required to form part of the Intercolonial Road, will be worked under the above commission."
12. "That all net gain or loss resulting from the working and keeping in repairs of any portions of the roads constructed by Nova Scotia and New Brunswick, and to be used as a part of the Intercolonial Road, shall be received and borne by these provinces respectively, and the surplus, if any, after the payment of interest, shall go in abatement of interest of the whole line between Halifax and Riviere du Loup."
13. "That the rates shall be uniform over each respective portion of the road."
14. "That Crown lands required for the railway or stations shall be provided by each province."

The following counter proposition was made on the part of her Majesty's Government.—

1. "That Bills shall be immediately submitted to the Legislatures of Canada, Nova Scotia, and New Brunswick, authorising the respective Governments to borrow £3,000,000, under the guarantee of the British Government, in the following proportions: five-twelfths, Canada; three-and-one-half-twelfths, Nova Scotia; three-and-one-half-twelfths, New Brunswick."

2. "But no such loan to be contracted on behalf of any one colony until corresponding powers have been given to the Governments of the other two colonies concerned, nor unless the Imperial Government shall guarantee payment of interest on such loan until repaid."

3. "The money to be applied to the completion of a railway connecting Halifax with Quebec, on a line to be approved by the Imperial Government."

4. "The interest to be a first charge on the Consolidated Revenue Funds of the different provinces after the Civil List, and the interest of existing debts; and as regards Canada, after the rest of the six charges enumerated in the 5th and 6th Vic., cap. 118, and 3rd and 4th Vic., cap. 35 (Act of Union)."

5. "The debentures to be in series, as follows, viz.:

£250,000 to be payable ten years after contracting loan;

£500,000, twenty years;

£1,000,000, thirty years;

£1,250,000, forty years.

"In the event of these debentures, or any of them, not being redeemed by the colonies at the period when they fall due, the amount unpaid shall become a charge upon their respective revenues, next after the loan, until paid. The principal to be repaid as follows:

"1ST DECADE, say 1863 to 1872 inclusive, £250,000 in redemption of the first series at or before the close of the first decade from the contracting of the loan."

"2ND DECADE, say 1873 to 1882 inclusive, a sinking fund of £40,000 to be remitted annually, being an amount adequate, if invested at five per cent. compound interest, to provide £500,000 at the end of the decade, the sum to be remitted annually to be invested, in the names of Trustees, in Colonial securities of any of the three Provinces prior to or forming part of the loan now to be raised, or in such other Colonial securities as her Majesty's Government shall direct, and the then Colonial Governments approve."

"3RD DECADE, say 1883 to 1892 inclusive, a sinking fund of £80,000 to be remitted annually, being an amount adequate if invested at five per cent. compound interest to provide £1,000,000 at the end of the decade, the amount when remitted to be invested as in the case of the sinking fund for the preceding decade."

"4TH DECADE, say 1893 to 1902 inclusive, a sinking fund of £100,000 to be remitted annually, being an amount adequate, if invested at five per cent. compound interest to provide £1,250,000, being the balance of the loan at the end of the decade. This amount when remitted, to be invested as in the preceding decade."

"Should the sinking fund of any decade produce a surplus, it will go to the credit of the next decade, and in the last decade the sinking fund will be remitted or reduced accordingly."

"It is of course understood that the assent of the Treasury to these arrangements presupposes adequate proof of the sufficiency of the Colonial Revenues to meet the charges intended to be imposed upon them."

6. "The construction of the Railway to be conducted by five Commissioners, two to be appointed by Canada, one by Nova Scotia, and one by New Brunswick. These four to choose the remaining Commissioner."

7. "The preliminary surveys to be effected, at the expense of the Colonies, by three Engineers or other officers nominated, two by the Commissioners and one by the Home Government."

8. "Fitting provision to be made for carriage of troops, &c."

9. "Parliament not to be asked for this guarantee until the line and surveys shall have been submitted to and approved of by her Majesty's Government, and until it shall have been shown to the satisfaction of her Majesty's Government that the line can be constructed without further application for an Imperial guarantee."

This proposal was accepted by Nova Scotia and New Brunswick but objected to by Canada.

By the despatch of Mr. Cardwell dated the 17th June, 1864, the engagement of her Majesty's Government to grant the guarantee was renewed, but consideration of the terms was postponed for future arrangement.

In consequence of the proposed Confederation of the Provinces, many of the clauses in both these propositions appear to be no longer required, and it is submitted that the terms of the Canada Guarantee Act of 1842, should be in the main followed. The Delegates therefore propose to Her Majesty's Government :

1st. "That a loan of £3,000,000 sterling be negotiated with the guarantee of the Imperial Parliament, the proceeds to be applied to the construction of the Intercolonial Railway."

2nd. "The rate of interest to be four per cent., payable half-yearly, and both principal and interest to form the first charge upon the revenue of the Confederation after existing debts and charges."

3rd. "A sinking fund at the rate of one per cent. per annum to be provided by the Confederation, to be invested in the securities of the Confederation existing prior to the guaranteed loan, or in such other securities as may be suggested by the Confederation and approved by Her Majesty's Government."

The trustees of the sinking fund to consist of one officer to be appointed by the Imperial Government and another by the Government of the Confederation.

(Signed) JOHN A. MACDONALD,  
Chairman.

LONDON, 29th January, 1867.

On the 12th February, a deputation of the Conference consisting of Messrs. Galt, Howland, Tupper, and Tilley waited by invitation upon the Right Hon. the Chancellor of the Exchequer, and explained fully the object of having the guarantee of the Imperial Government placed upon the footing contained in the above memorandum.

This interview was highly satisfactory, and left no doubt that the guarantee was not only secure, but that there would be no difficulty in arranging the details connected therewith.

The deputation on that occasion placed the following memorandum in the hands of the Chancellor of the Exchequer :

## MEMORANDUM RESPECTING THE FINANCIAL POSITION AND TRADE OF BRITISH NORTH AMERICA.

### REVENUE AND EXPENDITURE FOR LAST FINANCIAL YEAR.

#### REVENUE.

Canada, .....	\$12,432,748	
Nova Scotia,.....	1,665,071	
New Brunswick,.....	1,212,021	
		\$15,309,840

#### EXPENDITURE.

Canada, .....	\$11,711,320	
Nova Scotia (about).....	1,600,000	
New Brunswick,.....	1,080,047	
		14,391,367
Surplus, .....		\$918,473

#### N. B.—MILITIA EXPENDITURE LAST YEAR.

Canada, .....	\$1,638,868	
Nova Scotia,.....	156,460	
New Brunswick,.....	152,148	
		\$1,947,476

#### PUBLIC DEBT OF "CANADA" WILL BE—

Ontario and Quebec,.....	\$62,500,000	
Nova Scotia,.....	8,000,000	
New Brunswick,.....	7,000,000	
		\$77,500,000

#### CHARGES ON PUBLIC DEBT LAST YEAR.

Canada, .....	\$3,692,412	
Nova Scotia,.....	297,580	
New Brunswick,.....	349,283	
After Union will be about,.....		\$4,350,000

### TRADE AND SHIPPING.

*IMPORTS.	TOTAL.	FROM GT. BRITAIN.
Canada, .....	\$48,610,477	\$28,984,599
Nova Scotia,.....	14,381,662	6,315,988
New Brunswick,.....	7,086,595	2,284,449
	\$70,078,734	\$37,585,036

*EXPORTS.	TOTAL.	FROM GT. BRITAIN.
Canada, .....	\$53,930,789	\$12,766,668
Nova Scotia,.....	8,830,693	764,472
New Brunswick,.....	5,534,726	2,594,651
	\$68,296,208	\$16,125,791

\* Exclusive of Coin and Bullion.



## TONNAGE.

## ENTRIES. INWARDS.

Canada, .....	Tons	938,946
Nova Scotia, .....	"	929,929
New Brunswick, .....	"	807,161
		<u>2,676,036</u>

## OUTWARDS.

Canada, .....	1,113,386	
Nova Scotia, .....	772,017	
New Brunswick, .....	754,876	
		<u>2,640,279</u>
		<u>Tons 5,316,315</u>

## SHIPPING OWNED IN

Canada, ....	230,429
Nova Scotia, .....	403,409
New Brunswick, .....	309,695
	<u>Tons.... 943,533</u>

The Bill for the Union of the Colonies was introduced in the House of Lords by the Right Honorable the Secretary of State for the Colonies, on the 12th February, and was passed without division, and sent to the House of Commons, when it was read a second time without division on the 28th of February. The Right Honorable C. B. Adderley, the Under Secretary of State for the Colonies, in moving the second reading of the Bill, informed the House that her Majesty's Government were prepared to ask for a guarantee of the interest for the money required to build the Intercolonial Railway.

The undersigned having thus discharged the duties devolving upon them, returned to Nova Scotia deeply impressed with the opinion that the Government, Parliament, Press, and people of Great Britain, are warmly devoted to the best interests of British North America, and prepared to aid and sustain the Colonies as integral portions of the Empire.

All of which is respectfully submitted.

CHARLES TUPPER,  
J. W. RITCHIE,  
J. McCULLY,  
A. G. ARCHIBALD.

The Hon. W. A. HENRY not yet returned.

## APPENDIX No. 20.

# INTERCOLONIAL RAILWAY.

## CORRESPONDENCE RELATING TO THE GUARANTEE OF THE INTERCOLONIAL RAILWAY LOAN.

No. 1.

[Sir F. ROGERS to the Secretary to the Treasury]

*Downing Street, March 13, 1867.*

SIR,—

The Bill for the Confederation of the three principal North American Provinces having now passed the two Houses of Parliament, the Duke of Buckingham and Chandos directs me to request that you will call the attention of the Lords Commissioners of the Treasury to the state of the negotiations which have taken place respecting the completion of a railway from Halifax to Quebec, and a proposed guarantee by this country of the sum of £3,000,000, to be expended upon that object.

The history of the transactions relating to this guarantee is given in a printed statement drawn up in this department, of which I enclose a copy.\*

It will be seen that in 1862 the then Government of this country caused to be embodied in two Treasury Memoranda the terms on which they would consent to propose such a guarantee to Parliament. As far as the Imperial Government was concerned, the leading conditions were:—

1. That the debt should be paid off at certain fixed periods ranging from ten to forty years, with adequate provisions (which are specifically set forth) for the maintenance of a sinking fund.

2. That the line and surveys should be approved by her Majesty's Government.

3. That her Majesty's Government should be satisfied first that the line could be constructed without further application for Imperial guarantee, and next, that the Colonial revenues were sufficient to meet the charges intended to be imposed on them.

In 1864 it was stated by the Duke of Newcastle, with the concurrence of the Treasury, that her Majesty's Government considered the above offer as still subsisting, "but would certainly cease to do so unless a definite arrangement were made, and the necessary Colonial laws passed, within five years of the date of the first memorandum, *i. e.*, before December, 1867."

The transactions which have resulted in uniting the three Provinces in one "dominion" have rendered impossible the literal performance of the condition imposed by the Duke of Newcastle, but they furnish additional reasons for proceeding with the completion of the railway, and they greatly facilitate the arrangements for that purpose, as the Government will now only deal with one body politic instead of three, and with a body politic which is pledged in the most public way to the speedy construction of the railway by a clause inserted in an Act of Parliament at the urgent desire of its authorized representatives.

The Duke of Buckingham and Chandos is therefore of opinion that no time should be lost in fulfilling the pledges given by the late, and adopted in spirit as

\*See inclosure in No. 5.

well as letter by the present, Government; and he would submit to the Lords of the Treasury the propriety of introducing into Parliament a bill which will enable their Lordships to give the Imperial guarantee to a loan of £3,000,000, on performance of the conditions specified in the treasury memorandum of 1862, with such modifications as Parliament may sanction or require

It only remains to observe that their Lordships will obtain the fullest information relating to the state of the Canadian finances from Mr. Galt, who is now in this country; and that it will not be practicable to insist on a literal performance of the condition which is numbered 9 in the treasury memorandum of 1862. The approval by her Majesty's Government of the line of railway, and the proof that such line can be constructed without further application for an Imperial guarantee must, of course, be made a condition precedent of the guarantee itself, but under present circumstances cannot precede the application to Parliament for power to give that guarantee.

I annex a copy of a memorandum respecting the financial position and trade of British North America, and certain reports, surveys, and maps on the subject of the proposed line.

I am, &c.,

(Signed)

FREDERICK ROGERS.

Inclosure in No. 1.

## MEMORANDUM RESPECTING THE FINANCIAL POSITION AND TRADE OF BRITISH NORTH AMERICA.

### REVENUE AND EXPENDITURE FOR LAST FINANCIAL YEAR.

#### REVENUE.

Canada, .....	\$12,432,748
Nova Scotia, .....	1,665,071
New Brunswick, .....	1,212,021
	<u>\$15,309,840</u>

#### EXPENDITURE.

Canada, .....	\$11,711,320
Nova Scotia (about), .....	1,600,000
New Brunswick, .....	1,080,047
	<u>14,391,367</u>
Surplus, .....	<u>\$918,473</u>

#### N. B.—MILITIA EXPENDITURE LAST YEAR.

Canada, .....	\$1,638,868
Nova Scotia, .....	156,460
New Brunswick, .....	152,148
	<u>\$1,947,476</u>

#### PUBLIC DEBT OF "CANADA" WILL BE—

Ontario and Quebec, .....	\$62,500,000
Nova Scotia, .....	8,000,000
New Brunswick, .....	7,000,000
	<u>\$77,500,000</u>

#### CHARGES ON PUBLIC DEBT LAST YEAR.

Canada, .....	\$3,692,412
Nova Scotia, .....	297,580
New Brunswick, .....	349,283
After Union will be about, .....	<u>\$4,339,275</u>
	<u>\$4,350,000</u>

## TRADE AND SHIPPING.

*IMPORTS.	TOTAL.	FROM GT. BRITAIN.
Canada, .....	\$48,610,477	\$28,984,599
Nova Scotia,.....	14,881,662	6,315,988
New Brunswick, .....	7,086,595	2,284,449
	<u>\$70,078,734</u>	<u>\$37,585,036</u>
*EXPORTS.		
Canada, .....	\$53,930,789	\$12,766,668
Nova Scotia,.....	8,830,693	764,472
New Brunswick, .....	5,534,726	2,594,651
	<u>\$68,296,208</u>	<u>\$16,125,791</u>

\* Exclusive of Coin and Bullion.

## TONNAGE.

ENTRIES. INWARDS.		
Canada, .....		Tons 938,946
Nova Scotia,.....		" 929,929
New Brunswick, .....		" 307,161
		<u>2,676,036</u>
OUTWARDS.		
Canada, .....	1,113,386	
Nova Scotia, .....	772,017	
New Brunswick, .....	754,876	
		<u>2,640,279</u>
		<u>Tons 5,316,315</u>

SHIPPING OWNED IN	
Canada,.....	230,429
Nova Scotia, .....	403,409
New Brunswick,.....	309,695
	<u>Tons.... 943,533</u>

No. 2.

[The Secretary to the Treasury to Sir F. ROGERS.]

*Treasury Chambers, March 15, 1867.*

SIR,—

I am directed by the Lords Commissioners of her Majesty's Treasury to state, for the information of the Duke of Buckingham, that before consenting to propose to the House of Commons a resolution upon which to found a bill for providing a guarantee of interest upon the contemplated loan of £3,000,000 for the purpose of enabling the North American Confederation to construct a railway from Halifax to Quebec, my Lords would wish to be informed in what way and after what examination the line and surveys have been approved by the Colonial Office, and whether the Secretary of State has satisfied himself that the line could be constructed without further application for Imperial guarantee; and in that case they would be glad to be furnished with a detailed statement showing how that conclusion has been arrived at.

My Lords would further require that the sufficiency of the colonial revenues to meet the charges to be imposed upon them in respect of this loan should be made out to their satisfaction, after a searching investigation; and they are prepared to enter into this inquiry as soon as the delegates from the three provinces concerned shall furnish them with the requisite materials, together with all necessary explanation for enabling them to form a judgment in this matter.

I am, &c.,

(Signed) GEORGE WARD HUNT.

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No. 3.

[Sir F. ROGERS to the Secretary to the Treasury.]

*Downing Street, March 15, 1867.*

SIR,—

In answer to your letter of this day's date relative to the proposed Imperial guarantee for the construction of the Intercolonial Railway in British North America, I am directed by the Duke of Buckingham and Chandos to request that you will acquaint the Lords Commissioners of the Treasury that he will lay before their Lordships the information which he has received with respect to the estimates of the cost of the proposed railway, together with the reasons on which those estimates are based, and which induce him to believe that the completion of the line will be secured without further charge on the Imperial Government.

His Grace further desires me to request that their Lordships will depute some member of the Treasury to attend at this office to-morrow morning at half-past 10 o'clock to examine the details of the finances of the three principal North American Provinces, in conjunction with his Grace and the Under Secretary of State, in order to prepare a statement of the security on the faith of which Parliament may be asked to authorize the guarantee.

I am, &c.,

(Signed) FREDERICK ROGERS.

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No. 4.

*Treasury Minute, dated March 15, 1867.*

In compliance with the request of the Secretary of State, my Lords are pleased to direct Mr. Foster and Mr. Buckland, of this office, to be in attendance at the Colonial Office at half-past 10 to-morrow morning.

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No. 5.

[Sir F. ROGERS to the Secretary to the Treasury.]

*Downing Street, March 23, 1867.*

SIR,—

I am directed by the Duke of Buckingham and Chandos to bring under the consideration of the Lords of the Treasury a proposal that Parliament should authorize their Lordships to guarantee the interest of a loan of £3,000,000, to be raised by Canada for completing a railway which will connect Quebec and Halifax.

This subject has been more or less under discussion since 1848, and in 1862 gave occasion for two treasury memoranda, by which her Majesty's Government offered to recommend to Parliament the proposed guarantee on terms which are there set forth. These memoranda will be found in the inclosed printed paper, which has been drawn up in this office.

The Confederation now on the point of being effected between Canada and the maritime provinces of British North America renders it possible materially to simplify the terms of that offer. In the first place, the whole loan being contracted by the Confederation, it is no longer necessary to distinguish between the interests and obligations of the three several provinces, or consequently to ascertain that the separate revenue of each will be adequate to the charge imposed upon it. In the next place, it is no longer necessary to contemplate the possibility that, in the face of unexpected expenses, any one province might abandon the undertaking in an unfinished state. The whole undertaking will now be in the hands of a single body politic, deeply interested in completing a line of communication essential to its political unity, its commercial progress, and its military defence. Lastly, it will be seen by an annexed paper proceeding from the representatives of the Confederation now in this country, that those gentlemen are at liberty to make a proposal to which the delegates of 1862 were not prepared to assent, viz., that the Colonial contribution to the sinking fund shall commence as soon as the loan is raised, instead of ten years later, at the rate of 1 per cent.

It thus becomes possible to substitute for the six first articles of the memorandum a much simpler arrangement, viz. :

1. That Parliament shall be asked to authorize the Lords of the Treasury to guarantee the payment of interest on a sum of £3,000,000, to be borrowed by the Canadian Government for the completion of a railway connecting Quebec and Halifax, on a line to be approved by the Imperial Government.

2. Provided that the Canadian Parliament shall first pass an Act making satisfactory provision for the raising and expenditure of the loan, and charging the consolidated fund of Canada (subject only to now existing liabilities, and to the cost of collecting the revenue), with the payment of the principal and interest of the loan, and with a contribution to a sinking fund of £30,000 per annum, being 1 per cent. per annum on the total amount of the loan of £3,000,000.

3. Such contribution to continue till the whole loan is repaid, or until the sinking fund is equal to the unpaid portion of it, and to be remitted half-yearly to this country, and invested in the names of two trustees appointed one by the Imperial and one by the Colonial government.

On the 7th and 8th clauses of the memorandum no observation appears to be required.

The 9th article remains for consideration. It stipulates that Parliament shall not be asked for this guarantee till the line and surveys shall have been submitted to and approved by her Majesty's Government, nor until it shall be shown to the satisfaction of her Majesty's Government that the line can be constructed without further application for an Imperial guarantee.

On this article the Duke of Buckingham and Chandos directs me to observe that the circumstances under which the Confederation of the British North American Provinces has been effected, render it highly expedient that the question of this guarantee should be decided at once. But as no line has been yet decided upon, or can be decided upon till the Confederate Parliament meets, none can be approved by her Majesty's government till after the proposed application is made to the Imperial Parliament. It does not, however, appear to his Grace that this non-compliance with the letter of the treasury memorandum is material, if it be distinctly provided by the Act of Parliament that until the line is thus approved their Lordships shall not be at liberty to guarantee the loan.

It is, however, possible and proper that before applying to Parliament her Majesty's Government should be satisfied that the Colonial revenue will be equal to the charges which are to be imposed upon it, and that the railway will, in fact, be constructed without application to the British Government for any further guarantee.

There are before his Grace two separate reports of engineers, containing different estimates of the cost of constructing the line; one of these, which is framed by an engineer of great experience in constructing railways in New Brunswick and also in Maine and other parts of North America, places the cost of the central line at some £3,000,000, and that of the longer, or Bay of Chaleur, line at about £4,000,000. The other is the report of a gentleman appointed to report on the various suggested lines in substantial accordance with the 7th article of the treasury memorandum. This report may be said to estimate the expense of constructing the central or longer lines equally at somewhat above £4,000,000.

Taking £4,000,000 as the probable cost, the annual charges will be somewhat as follows:—

Interest, 4 per cent. on £3,000,000.....	£120,000
Sinking fund, 1 per cent.....	30,000
Interest, 6 per cent. on £1,000,000.....	60,000
Total charge.....	£210,000

besides any sinking fund which the Canadian Government may think prudent (but in which the Imperial Government are in no way concerned) on the subsidiary loan of £1,000,000.

There is no doubt that a mere statement of the revenue and expenditure of the three Provinces for the last few years would not, if taken alone, justify the expectation that this annual charge would be certainly met. The natural indisposition of the Canadians (and it is the Canadian revenue on which this question really turns) to raise more money than is absolutely required, and their large expenditure on public works—very generally of a reproductive character—have caused a frequent excess of expenditure over receipts. But it appears from a memorandum which is annexed to this letter, that notwithstanding unusually large expenses in connection with the defence of the Colony, the revenues of the united Provinces exceeded their expenditure in 1866 by \$918,473, or about £190,000; while the accompanying statistics, compiled from official returns, show a growth in production, in commerce, in population, and—what is not less important—in productive and commercial activity relatively to the population, which, as it appears to his Grace, leaves no doubt that either by the natural increase of the revenue, or, if necessary, by the imposition of fresh taxation, the Confederation will find no difficulty in paying the cost of a public work in the completion of which, as distinct from its partial construction, it has so vital an interest.

The statistics furnished in these tables relate chiefly to the period between 1851 and 1864 inclusive, and although not sufficiently uniform to be susceptible of any simple mode of comparison, they exhibit among others the following amounts of increase:—

Population, . . . . .	1851, . . . . .	1,842,265	1867, . . . . .	3,090,936
Exports, . . . . . dollars	1850, . . . . .	12,943,795	1865, . . . . .	40,793,960
Tonnage of vessels entered and cleared, . . .	1851, . . . . .	1,230,702	1864, . . . . .	2,088,778
Customs, . . . . . dollars	1859, . . . . .	4,555,326	1866, . . . . .	7,328,146
Produce of Wheat, . . . . . bushels	1851, . . . . .	15,756,493	1860, . . . . .	27,274,779
Other grain, . . . . . “	1851, . . . . .	20,920,408	1860, . . . . .	61,215,786
Letters, . . . . .	1852, . . . . .	3,700,000	1865, . . . . .	12,000,000

Which result in the following table:—

The population . . . . .	was increased in 16 years to the extent of	67 per cent.
Exports . . . . .	“ 15 “ “	215 “
Tonnage . . . . .	“ 13 “ “	69 “
Customs (without change in the rates of duty) . .	“ 7 “ “	60 “
Wheat . . . . .	“ 9 “ “	73 “
Grain . . . . .	“ 9 “ “	104 “
Letters . . . . .	“ 13 “ “	224 “

Whether, therefore, we look to the production as shown in the grain crops and exports, or to the consumption as shown in the customs, or to the trade as shown

in the exports, or to the commercial activity as shown in the increase of correspondence, we find that the wealth and effective labor has increased twice or three times as fast as the number of the population, which itself has increased 67 per cent. in sixteen years.

Such being the prospects of the country in point of material progress, his Grace desires me to add that he has received from the delegates now in this country an explicit engagement (so far as they are capable of giving it) that the proposed railway shall be prosecuted to a conclusion; that the Canadian Parliament may, in his opinion, properly be required to adopt that engagement as a preliminary to any guarantee, and that no difficulty can well be anticipated in procuring that adoption, as a clause has, at the instance of the whole body of delegates, been inserted in the recent Act of Parliament binding them to make immediate provision for commencing the work.

It may not be out of place here to remind their Lordships that in 1842, when the Canadian revenue was but £300,000 per annum, the Imperial Government guaranteed a loan of £1,500,000, and that this loan was actually paid off in 1859-60, nine years before it was due, not from the proceeds of a fresh loan but from revenue. The loan now proposed is but double that contracted in 1842 and so early repaid, while the revenue of the three provinces (swollen no doubt by the interest of a considerable debt) has risen to upwards of £3,000,000.

His Grace hopes that this statement will satisfy their Lordships that there is every reason to be assured that Canada both can and will perform her part in this matter. He conceives that Parliament may now properly be asked to authorize their Lordships to give the proposed guarantee, subject to such conditions of detail as their Lordships may consider requisite and sufficient for the security of Imperial interests, and generally to the condition precedent that the Confederate Parliament shall within two years after the union, pass an Act providing for the construction of the railway upon a line approved by her Majesty's Government, and charging the Canadian revenue, next after its existing liabilities, first with the principal and interest of the loan; next, with an annual payment of £30,000 towards the sinking fund; and thirdly, with such sums as may be required over and above the loan of £3,000,000 for the completion of the railway.

I am, &c..

(Signed) FREDERICK ROGERS.

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Inclosure 1, in No. 5.

*Memorandum on the Intercolonial Railway.*

The previous history of the negotiation for an Intercolonial Railway between Halifax and Quebec has been summed up in various memoranda which have been drawn up from time to time by delegates who have been sent to this country from the North American provinces to arrange with her Majesty's Government for aid in its construction. The subjoined extract from a memorandum by Messrs. MacDonald and Rose, from Canada, in 1857, gives a clear summary up to that date:—

“In 1838 and 1839, when Canada was invaded by organized parties of marauders from the neighboring country with the avowed intention of conquest, troops were transported by that route in winter, when the St. Lawrence was closed, with much difficulty, at an enormous expense, and with great suffering to the soldiery; and the impossibility of carrying military stores in sufficient quantities was then also fully proved.

“Several explorations were consequently made by the military authorities, with a view to the construction of a military road as part of the system of defence of the British North American Colonies. It was then suggested that a railway, besides being of more utility for this purpose than any ordinary road, would be of



great commercial benefit to those Provinces, and, at the same time, confer the political advantage of connecting them more intimately with the mother country and with each other.

“As this scheme would cost much more than the road originally intended, and as the colonies would be so much more benefited thereby, it was thought right that they should contribute to the expense of construction.

“A survey was accordingly made in the year 1848 by Major Robinson and other officers selected by the Imperial Government, but at the expense of the colonies.

“Several lines were explored by Major Robinson, but he reported the eastern or coast line as preferable, although the longest and most costly, for several reasons, principally of a military character, given by him.

“This route was considered by the colonies, and especially by New Brunswick, as being comparatively of little value except in a military point of view. It was long and circuitous; it passed through a country but little settled, and could not be expected to make any pecuniary return on the cost of construction for years.

“The interest, therefore, of any monies borrowed by the Provinces to build the railway would fall entirely on their general revenues, a burden which they were little able to bear. These considerations being strongly pressed on Earl Grey, then Secretary of State for the Colonies, he acknowledged their justice; and in a despatch dated 14th March, 1851, agreed that the British Government would guarantee the payment of the interest on monies borrowed by the Provinces for the purpose of making the road, on the condition that it should pass exclusively through British territory, but he stated that it need not of necessity be built on Major Robinson's line. Any deviation from that line was, however, to be subject to the approval of her Majesty's Government.

“Misapprehension arose between Earl Grey and Mr. Howe, of Nova Scotia, then conducting the negotiation, as to whether, in case Major Robinson's line were adopted, the Imperial guarantee would not also be extended to a lateral railway running from the main line through New Brunswick westward to the frontier of the United States.

“This side line, if constructed, would have much improved the commercial character of Major Robinson's line, as it would have formed a valuable feeder, and connected it with the general railway system of the United States. Acting, therefore, under the belief that the guarantee was to be so extended, the three provinces of Canada, New Brunswick, and Nova Scotia made an agreement to construct the railway from Halifax to Quebec, in equal proportions, and proceeded to legislate upon it with a view to the immediate execution of the work.

“On its being ascertained that it had not been intended by the British Government to grant the guarantee to the local line above referred to, all the objections to Major Robinson's route revived, and the arrangements between the Provinces fell to the ground.

“Anxiously desiring the construction of the railway, the provinces, although much disappointed at the frustration of their expectations, entered into a new arrangement.

“They agreed that if the railway was built along the valley of the River St. John, Nova Scotia would advance three-twelfths, Canada four-twelfths, and New Brunswick five-twelfths of the cost of the construction.

“This line promised great commercial advantages and a fair pecuniary return, and at the same time satisfied the condition imposed by the Imperial Government, that it should pass exclusively through British territory. The agreement thus altered was submitted to the Imperial Government for approval, but Sir John Pakington, then Colonial Secretary, in a despatch dated 20th May, 1852, intimated his disapproval of the proposed deviation from the eastern line, and that he, therefore, did not feel warranted in recommending the guarantee to Parliament. He, however, at the same time stated that the Imperial Government was by no means insensible to the great national object involved in the construction of the line, and that the most favorable attention would be given to any modification of the proposals then before him. The negotiations thus fell a second time to the ground.”

The plan proposed in 1857 by the delegates from Canada and Nova Scotia was as follows :

In 1841 Canada had obtained from the Imperial Government a guarantee of interest on a loan of £1,500,000 for the construction of public works. The delegates of 1857 suggested that "the amount of this loan, including the sinking fund, should be granted by the Imperial Government in aid of the construction of the railway," and also that the Imperial Government should give a guarantee of the bonds of the provinces of Nova Scotia and New Brunswick to the extent of their respective contributions.

This proposal was answered in a despatch to the Governor of Canada, dated 15th of May, 1858, in the following terms :

"Although participating with the members of the several local governments, and with their own predecessors in office, in a strong sense of the importance of this object, her Majesty's advisers cannot feel themselves justified in applying to Parliament for the required guarantee. Their reasons for declining to take this step are solely of a financial description. They feel that the heavy expenditure to which this country has been subjected of late years, and the calls upon the resources of the empire for pressing emergencies, do not leave them at liberty, for the present at least, to pledge its revenue to so considerable an extent for the purpose of assisting in the construction of public works of this character, however in themselves desirable."

The question was again brought under the notice of her Majesty's Government in 1858, by delegates from Canada, Nova Scotia, and New Brunswick. They estimated that £3,500,000 was required for the completion of the railway, and stated that "if the £1,500,000 which Canada owes to, and proposes to raise and pay off at once to the Imperial Government be appropriated, there remain but £2,000,000 more to be provided." To meet the interest on this sum, each of the three Provinces proposed to contribute to the extent of £20,000 sterling in each year.

To these proposals the Secretary of State replied in a despatch dated the 24th of December, 1858, of which the following is an extract :

"However important may be the foregoing advantages, it has been found that objects of interest to Great Britain yet more urgent must yield to the necessity of not unduly increasing at the present moment the public burthens. For this reason I can only express my deep regret that, while doing full justice to the ability of the arguments advanced by the gentlemen who visited this country as delegates upon the subject, and while far from undervaluing the benefits of an intercolonial communication by railway, her Majesty's Government have not found themselves at liberty to accede to the proposal of granting Imperial aid towards the completion of the line between Halifax and Quebec."

In the autumn of 1861 delegates from the three provinces were again commissioned to treat with her Majesty's Government for the construction of the railway. The terms then proposed were as follows :

"To sum up, the proposal made to the British Government is to join the three provinces, in a guarantee of 4 per cent. upon £3,000,000 sterling, the assumed cost of the proposed works, less the cost of the right of way, which the Provinces will provide. The provinces are ready to pass bills of supply for £60,000 a year, if the Imperial Government will do the same ; and as no doubt this Imperial route will gradually work on with increasing returns, the sum of the risk will gradually diminish, until, at last, and perhaps before many years are over, the liability may cease altogether. The Canadian railway companies are open to treat for the working of the new line, so as to avoid any liability beyond the gross amount of the joint guarantee. The selection of the route of the line is left solely to the British Government.

"Should the British Government prefer to raise the capital for building the road, their outside responsibility under such arrangements would be  $3\frac{1}{2}$  per cent. on £3,000,000, or about £97,500 a year, and the Provinces would still be responsible for one-half, leaving a net liability to the British Government of only £48,750 a year ; but if they are not disposed thus to increase their nominal and

decrease their real responsibility, the sum required for the estimated length of 350 miles of railway, namely, £3,000,000, can be raised on the terms named; viz., by the mutual guarantee of £120,000 a year, or £60,000 a year from the Provinces, and £60,000 a year from the British Government, which guarantee will enable the issue at par of £3,000,000 of 4 per cent. stock."

These proposals of the delegates were answered by the late Duke of Newcastle, on 12th of April, 1862, as follows:

I much regret to inform you that, after giving the subject their best consideration, her Majesty's Government have not felt themselves at liberty to concur in this mode of assistance. Anxious, however, to promote as far as they can the important object of completing the great line of railway communication on British ground, between the Atlantic and the westernmost parts of Canada, and to assist the Provinces in a scheme which would so materially promote their interests, her Majesty's Government are willing to offer to the Provincial Governments an Imperial guarantee of interest towards enabling them to raise by public loan, if they should desire it, at a moderate rate, the requisite funds for constructing the railway. This was the mode of action contemplated by Earl Grey in the year 1851, and is the same method which was adopted by Parliament in the Act of 1842, in order to afford Canada the benefit of British credit in raising the money with which she has completed her great system of internal water communications. The nature and extent of the guarantee which her Majesty's Government could undertake to recommend to Parliament must be determined by the particulars of any scheme which the Provincial Governments may be disposed to found on the present proposal, and on the kind of security which they would offer.

"I fear that this course will not be so acceptable to the Provincial Governments as that which the delegates were authorized to propose for consideration. It is, however, the only one in which her Majesty's Government, after anxious deliberation, feel that they would be at liberty to participate. I trust that the proposal will at all events be received as a proof of their earnest wish to find some method in which they can co-operate with the Provinces in their laudable desire to complete a perfect intercolonial communication over British territory. And it will be a source of sincere pleasure to me if, adverting to all the different bearings of the subject, and to the condition of their respective finances, the Provincial Governments should end by finding it in their power to make use of the present offer, and to propound some practicable scheme for applying it to the attainment of the desired object."

In consequence of this counter proposal of the Secretary of State, a meeting of delegates was held at Quebec in September 1862, where the following resolutions were passed:—

"The undersigned, representing the three Governments of Canada, Nova Scotia, and New Brunswick, convened to consider the despatch of his Grace the Duke of Newcastle of the 12th of April, 1862, with reference to the colonial railway, having given the very important matters contained in that despatch their attentive consideration, are agreed:

"I. That whilst they have learned with very great regret that her Majesty's Imperial Government has finally declined to sanction the proposals made on behalf of these Provinces in December 1861, and at previous periods, they at the same time acknowledge the consideration exhibited in substituting the proposal of 'an Imperial guarantee of interest towards enabling them to raise, by public loan, if they should desire it, at a moderate rate, the requisite funds for constructing the railway.'

"II. That with an anxious desire to bind the Provinces more closely together; to strengthen their connexion with the mother country; to promote their common commercial interests, and to provide facilities essential to the public defences of these Provinces as integral parts of the empire, the undersigned are prepared to assume, under the Imperial guarantee, the liability for expenditure necessary to construct this great work.

“ III. That the three Governments are agreed that the proportions of liability for the necessary expenditure shall be apportioned as follows, viz., five-twelfths for Canada and seven-twelfths to be equally divided between the Provinces of New Brunswick and Nova Scotia.

“ IV. But it is understood that the liability for principal and interest shall be borne by each Province, to the extent only of the proportion hereby agreed upon.

“ That in arriving at this conclusion, the undersigned have been greatly influenced by the conviction that the construction of the road between Halifax and Quebec must supply an essential link in the chain of an unbroken highway extending through British territory from the Atlantic to the Pacific, in the completion of which every Imperial interest in North America is most deeply involved. And the undersigned are agreed, that to present properly this part of the subject to the Imperial authorities, the three Provinces will unite at an early day in a joint representation on the immense political and commercial importance of the western extension of the projected work.”

“ *Memorandum agreed at the Conference of the Delegates of Nova Scotia and New Brunswick and the Government of Canada.*

“ 1. If it should be concluded that the work shall be constructed and managed by a joint Commission of the three Provinces, it shall be constituted in the proportion of two appointed by the Government of Canada, and one each by the Governments of Nova Scotia and New Brunswick—the four to select a fifth before entering upon the discharge of their duties.

“ 2. That a joint delegation proceed, with as little loss of time as possible, to England, to arrange with the Imperial Government the terms of the loans, the nature of the securities required, the amounts to be paid for the transport of troops and mails, and, if possible, to obtain a modification of the terms proposed to the extent of the interest accruing during the construction of the work.

“ 3. That no surveys be authorised until the laws contemplated shall have been passed, and the Joint Commissioners appointed.

“ 4. That any profit or loss, after paying working expenses, shall be divided in proportion to the contributions of the several Provinces.

“ 5. That such portions of the railways now owned by the Governments of Nova Scotia and New Brunswick which may be required to form part of the Intercolonial Road shall be worked under such joint authority as may be appointed by the three Provinces. That the rates collected shall be uniform over each respective portion of the road. That all the net gain or loss resulting from the working and keeping in repair of any portion of the road constructed by Nova Scotia or New Brunswick, and to be used as a part of the Intercolonial Railway, shall be received and borne by the said Provinces respectively; and the surplus (if any) after the payment of interest, shall go in abatement of interest on the crown lands required for the line or for stations, shall be provided by each Province (*sic*.)

(Signed)

“ THOS. D. M'GEE, *President of Council.*

“ JOSEPH HOWE.

“ S. L. TILLEY.”

In accordance with these resolutions, delegates were forthwith sent to this country, and, after conferences with her Majesty's Government, the subjoined memorandum was prepared at the treasury explanatory of the terms on which her Majesty's Government could concur, subject to the sanction of Parliament, in the proposed plan of assistance to the construction of the Intercolonial Railway:—

“ *Treasury Memorandum.*

“ It is proposed:—

“ 1. That bills shall be immediately submitted to the Legislatures of Canada, Nova Scotia, and New Brunswick, authorizing the respective Governments to borrow £3,000,000, under the guarantee of the British Government, in the

following proportions:—5-twelfths, Canada;  $3\frac{1}{2}$ -twelfths, Nova Scotia;  $3\frac{1}{2}$ -twelfths, New Brunswick.

“ 2. But no such loan to be contracted on behalf of any one colony until corresponding powers have been given to the Governments of the other two colonies concerned, nor unless the Imperial Government shall guarantee payment of interest on such loan until repaid.

“ 3. The money to be applied to the completion of a railway connecting Halifax with Quebec, on a line to be approved by the Imperial Government.

“ 4. The interest to be a first charge on the consolidated revenue funds of the different provinces, after the civil list and the interest of existing debts; and as regards Canada, after the rest of the six charges enumerated in the 5 & 6 Vict., cap. 118, and 3 & 4 Vict., cap. 35 (Act of Union).

“ 5. The debentures to be in series as follows, viz. :

£250,000	to be payable	10 years	after contracting loan.
£500,000	“	20 years	“
£1,000,000	“	30 years	“
£1,250,000	“	40 years	“

In the event of these debentures, or any of them, not being redeemed by the colonies at the period when they fall due, the amount unpaid shall become a charge on their respective revenues, next after the loan, until paid. The principal to be repaid as follows :

“ First decade (say 1863 to 1872 inclusive), £250,000 in redemption of the first series, at or before the close of the first decade from the contracting of the loan.

“ Second decade (say 1873 to 1882 inclusive), a sinking fund of £40,000 to be remitted annually, being an amount adequate, if invested at 5 per cent. compound interest, to provide £500,000 at the end of the decade; the sum to be remitted annually to be invested, in the names of trustees, in colonial securities of any of the three provinces prior to or forming part of the loan now to be raised, or in such other colonial securities as her Majesty's Government shall direct, and the then colonial governments approve.

“ Third decade (say 1883 to 1892 inclusive), a sinking fund of £80,000 to be remitted annually, being an amount adequate, if invested at 5 per cent. compound interest, to provide £1,000,000 at the end of the decade; the amount when remitted to be invested, as in the case of the sinking fund for the preceding decade.

“ Fourth decade (say 1893 to 1902 inclusive), a sinking fund of £100,000 to be remitted annually, being an amount adequate, if invested at 5 per cent. compound interest, to provide £1,250,000, being the balance of the loan at the end of the decade. This amount, when remitted, to be invested as in the preceding decade.

“ Should the sinking fund of any decade produce a surplus, it will go to the credit of the next decade; and in the last decade the sinking fund will be remitted or reduced accordingly.

“ It is of course understood that the assent of the Treasury to these arrangements presupposes adequate proof of the sufficiency of the colonial revenues to meet the charges intended to be imposed upon them.

“ 6. The construction of the railway to be conducted by five commissioners,—two to be appointed by Canada, one by Nova Scotia, and one by New Brunswick; these four to choose the remaining commissioner.

“ 7. The preliminary surveys to be effected, at the expense of the colonists, by three engineers and other officers nominated, two by the commissioners and one by the Home Government.

“ 8. Fitting provision to be made for carriage of troops, &c.

“ 9. Parliament not to be asked for this guarantee until the line and surveys shall have been submitted to and approved of by her Majesty's Government, and until it shall have been shown to the satisfaction of her Majesty's Government that the line can be constructed without further application for an Imperial guarantee.”

This memorandum was communicated to the delegates, and with a subsequent explanation from the Treasury\* on two points raised by the delegate from New Brunswick (Mr. Tilley), was accepted by the Governments of Nova Scotia and New Brunswick, and acts were duly passed by the legislatures for carrying out the scheme. The Canadian delegates (Messrs. Sicotte and Howland), however, objected to various conditions in the proposals of her Majesty's Government,† that relating to the sinking fund, and others; and in a minute of the Executive Council, dated 29th September, 1863, the views of the Canadian Government relative to the result of the negotiations are thus expressed: "The negotiations founded upon the understanding entered into by the convention of September, 1862, were regarded as terminated with the return of the delegates to this Province, and it was hoped that the report of this Council of 25th of February last

\* With reference to the two questions raised by Mr. Tilley upon the stipulations embodied in the memorandum relating to the proposed loan for the construction of an intercolonial railway, the Treasury considers that an answer should be sent to the following effect:—

1. Her Majesty's Government never contemplated acquiring a procedure over existing engagements of the colonial governments, whether for interest or principal; but the assent of the Treasury to the arrangement, as stated in Article 5, presupposes adequate proof of the sufficiency of the colonial revenues to meet the charges imposed upon them, which charges would comprise not only the civil list, and the accruing interest of any existing debt standing in priority to the proposed railway loan, but also any payment of principal standing in the same priority, which may fall due within the period at the expiration of which the railway loan is required to be fully liquidated, as well as the current interest and the decennial accumulation for extinction of principal, of the proposed railway loan.

No statement of revenue or liabilities which would afford this evidence has as yet been exhibited to her Majesty's Government.

2. In the event of the proposed arrangement being carried into effect, the Treasury will not object to issue the debentures, upon the precedent of the Canada guaranteed loan of 1843, under the hand of the Lords Commissioners, and to authorize one of their officers to act as trustee, together with a nominee of the colony, for the investment in their joint names of the instalments remitted from time to time on account of sinking fund, provided such a course shall be deemed advisable by the colonial governments.

† Inclosed in the above letter from Messrs. Sicotte and Howland was a copy of the Treasury memorandum and schedule, but with the addition of the following note by themselves It is proposed by the delegates—

1. That the loan shall be for £3,000,000 sterling.
  2. That the liability of each colony shall be apportioned as follows:
    - £1,250,000 for Canada.
    - 875,000 for New Brunswick.
    - 875,000 for Nova Scotia.
  3. That the debentures issued shall bear interest at the rate of  $3\frac{1}{2}$  per cent.
  4. That the interest shall be paid half-yearly, in London, on the 1st of May and the 1st of November.
  5. That the loan shall be repaid in four instalments:
    - £250,000 in ten years.
    - 500,000 in twenty years.
    - 1,000,000 in thirty years.
    - 1,250,000 in forty years.
  6. That the net profits of the road shall be applied towards the extinction of the loan.
  7. That the loan shall be the first charge upon the revenues of each colony, after the existing debts and charges.
  8. That the Imperial Government shall have the right to select one of the engineers appointed to make the surveys for the location of the line.
  9. That the selection of the line shall rest with the Imperial Government.
  10. If it is concluded that the work is to be constructed by a joint commission, it shall be constituted in the following proportions: Canada shall appoint two of the commissioners, New Brunswick and Nova Scotia, each, one.
- These four shall name a fifth before entering upon the discharge of their duties.
11. Such portions of the railways now owned by the governments of Nova Scotia and New Brunswick which may be required to form part of the Intercolonial Road will be worked under the above commission.
  12. All net gain or loss resulting from the working and keeping in repair of any portion of the roads constructed by Nova Scotia or New Brunswick, and to be used as a part of the Intercolonial Road, shall be received and borne by these provinces respectively, and the surplus, if any, after the payment of interest, shall go in abatement of interest, on the whole line between Halifax and Rivière-du-Loup.
  13. That the rates shall be uniform over each respective portion of the road.
  14. That the Crown lands required for the railway or stations shall be provided by each province.

would have sufficed to prevent misconception as to the necessary abandonment of the basis upon which the negotiations up to that time had been founded, and to show that any further action by the government of this province must be the subject of subsequent consideration."

The result is that the legislature of Canada did not feel itself called upon to pass the contemplated act. In the meantime, the acts of Nova Scotia and New Brunswick have ceased to exist. They were limited to a duration of two years.

Her Majesty's Government, however, as appears from a letter to Mr. Watkin, dated the 19th of March, 1864, at that date considered their offer as still existing, but, it is stated, would certainly cease to do so unless a definite arrangement were made, and the necessary colonial laws passed, within five years from the date of the first memorandum, *i. e.*, before December, 1867.

Since the foregoing correspondence, &c., took place, Canada has, at the provincial expense, caused an exploratory survey of the proposed line to be made, and the result of this survey, embodied in a report by Mr. Sandford Fleming, was forwarded to the Secretary of State by the Governor in August last.

The question of the Intercolonial Railway has now merged in that of the Union of the British North American Provinces, and a resolution for the construction of the railway forms one of those adopted at the Conference on Union which was held at Quebec in October 1864; and the Government of Canada have given an assurance that they regard the construction of the Intercolonial Railway as a necessary accompaniment and condition of Confederation, and that not a day will be unnecessarily lost after the accomplishment of Confederation in commencing the work and prosecuting it to completion.

In the meantime, however, it appears that the Governments of Nova Scotia and New Brunswick contemplate co-operating together to construct a link of railway to connect the two Provinces. This line would be carried from Truro, in Nova Scotia, to a place called the Bend, in New Brunswick; the distance between these places is about 115 miles. From the Bend on to Riviere du Loup, the present terminus of the railway in Canada, is a distance of about 260 miles.

In the event of the two Provinces constructing the portion of the line above referred to, and of its eventually becoming part of the whole Intercolonial Railway, her Majesty's Government, so far as they are concerned, will consider it to form part of the scheme to which the proposed Imperial guarantee would be extended.

This decision is conveyed in the annexed letter to Mr. Watkin, which was communicated to the Governors of the British North American Provinces in March 1864:—

“ *Downing Street, March 19, 1864.*

“ SIR,

“ The Duke of Newcastle desires me to inform you that he has received from the Lords of the Treasury a copy of your letter of the 15th of February, contemplating the construction, by New Brunswick and Nova Scotia, of the first link of the Intercolonial Railway between Truro and the Bend, and suggesting that the line so constructed should be held to be part of the larger scheme contemplated in the laws recently passed by those two Provinces, and by the memoranda of December 1862 and January 1864, recited in those laws.

I am directed by his Grace to inform you in reply that if the Lower Provinces shall, at their own expense, commence the construction of a railway on a line approved by her Majesty's Government between Truro and the Bend, and if subsequently the proposed loan of £3,000,000 shall be raised under the Imperial guarantee in virtue of the offer contained in the above memoranda, the railway between Truro and the Bend, and the works constructed thereupon by the Lower Provinces, shall (as far as her Majesty's Government is concerned) be considered to form part of the railway on which the loan of £3,000,000 is to be expended, and that his Grace sees no reason for requiring any change in that part of the memoranda which declares that 5-12ths of the loan shall be chargeable against Canada, 3½-12ths against Nova Scotia, and 3½-12ths against New Brunswick.

“ The further question, what part of that sum of £3,000,000 should be paid over to New Brunswick and Nova Scotia, in consequence of the work effected by them without the concurrence of Canada, will be mainly a question for the Provincial Governments, in which it must be understood that her Majesty’s Government is not to be involved. But the Imperial Government, before being party to any such payment in respect of this section of the railway, must have sufficient security that the whole scheme will be prosecuted with effect.

“ It is scarcely necessary to observe that this assurance is given merely for the purpose of providing (as far as her Majesty’s Government is concerned) that New Brunswick and Nova Scotia shall not be prejudiced by commencing the railway in anticipation of a final arrangement (if such arrangement should ever take effect), and is not to be construed as in any way varying or keeping alive, or extending that arrangement, or as imposing on the Imperial Government any liability to assist in the construction of the shorter line now contemplated, whether by way of guarantee or otherwise, except in pursuance of the offer of December 1862 and January 1863. Therefore no claim whatever is to be made on the Imperial Government, unless the whole project is carried into execution ; and if the offer of 1862-63 should fall to the ground, this assurance will of course fall with it.

“ It must also be understood that the present correspondence is not to affect the right of the Home Government to determine for itself at what period the offer of 1862-63 shall be held to be cancelled by the failure of the Canadian Government to fulfil the first of the proposed conditions—viz., that of submitting immediately to the Colonial Legislatures the bills required for carrying that offer into effect.

“ I am to add, however, that her Majesty’s Government consider that offer as still subsisting, but would certainly cease to do so unless a definite arrangement were made, and the necessary colonial laws passed, within five years of the date of the first memorandum, *i. e.*, before December, 1867.

“ I am, &c.,

(Signed)

“ FREDERIC ROGERS.

“ E. W. WATKIN, Esq.”

The printed report of Mr. Fleming’s survey gives a full account of the various routes proposed for the railway.

E. B. P.

December, 1865.



## Inclosure 2 in No. 5.

*Statement respecting the Revenue and Capabilities of Canada.*

(1.)

*Revenue and Expenditure from 1852 to 1858 inclusive.*

It would be impossible without much labor to give a statement of the total receipts and expenditure for the earlier years on a similar plan to that in which they are given from 1859, because it was only in 1858 that the present method of exhibiting the accounts was adopted, and a large portion of the receipts and expenditure could only be obtained by extracting it from many subsidiary statements. But for the purpose of comparison with the next following statement, the leading items of revenue and the net funded debt are exhibited as follows :

	1852.	1853.	1854.	1855.	1856.	1857.	1858.
Customs, .....	\$2957078 55	\$4119131 06	\$4900769 47	\$3527098 05	\$4510128 15	\$3948021 23	\$3368157 76
Excise, .....	103642 10	109623 88	78741 22	76986 12	104401 88	119862 57	138760 22
Territorial, ....	265567 26	375080 84	409597 38	501389 02	445829 30	292127 43	415372 68
Post Office, ....	.....	.....	.....	.....	.....	148098 95	295395 76
Public Works, ..	455682 52	492009 32	434108 02	400834 42	459418 55	401204 45	400727 15
Funded Debt, ..	22355413 40	29882756 93	38851833 78	45855217 35	48757619 55	52334911 82	54892405 15
Sinking Fund, ..	1472299 18	1817786 82	2196146 40	2612053 77	2935572 70	3318762 42	3752843 22
Net Debt .....	\$20883114 22	\$28065020 11	\$36655688 38	\$43243103 58	\$45822040 85	\$49016149 40	\$51139561 98

It will appear from these statements that from \$20,883,114 in 1852, the debt has risen to \$59,763,849 in 1866, being an increase of \$38,880,735. This large increase may be accounted for as follows :

Expenditure on permanent public works...	\$7,843,762 73
Railway debt.....	21,201,633 34
Municipal loan fund assumed by this Province, expended by the Municipalities mainly on railways and other public works...	9,723,340 00
	<hr/>
	\$38,768,736 07

Besides upwards of \$1,000,000 paid in redemption of seigniorial rights out of current revenue, although debentures were authorised to be issued, and a large nominal addition to this debt by the conversion of six per cent. bonds into five per cent.

(2.)—Revenue and Expenditure of Canada from 1859 to 1866.

	1859.	1860.	1861.	1862.	1863.	1st half of 1864.	1864-65.†	1865-66.
<b>REVENUE.</b>								
Customs,	\$4455326 80	\$4756724 18	\$4774562 20	\$4652183 06	\$5171080 32	\$3074739 92	\$5600740 97	\$728140 08
Excise,	343934 42	306536 35	334665 14	500313 52	329801 77	519351 15	1302975 31	1885542 96
Territorial,	482227 06	644806 41	678922 82	629886 12	682795 74	261896 32	830892 30	628564 97
Post Office,	333223 48	405317 38	457724 85	408717 21	438864 16	426033 40	540809 74	681936 42
Public Works,	311492 74	286226 25	355197 98	421461 19	575793 06	132487 82	429524 11	441549 34
Mines Revenues,	608501 36	895134 53	908693 05	740454 80	878976 95	348619 58	808844 18	604697 89
Open Accounts,	1621640 28	1898293 17	2389509 79	1055428 58	1183004 34	700801 41	1078631 99	1073069 80
Loans,	2416106 19	30422626 24	2756305 59	2220759 99	4622191 63	2662920 45	1074609 05	400 00
<b>Total,</b>	10573452 33	39615664 51	12655581 48	10629204 47	14382508 00	8126930 05	11722027 65	12656308 06
<b>EXPENDITURE.</b>								
Interest of Debt,	3254245 59	3799768 29	3803088 96	3826391 30	3760372 21	1903276 48	3700159 19	3657440 38
Administration of Justice,	796290 15	784624 96	849328 84	851479 40	878337 94	401420 77	908518 43	970746 17
Education, Agriculture, Charities, &c.,	875446 11	964813 33	919670 87	983805 10	923018 90	260899 43	1022149 53	1035668 40
Public Works,	967292 06	1949580 66	1799966 12	1389144 35	1247668 34	542496 52	1528020 89	1242695 90
Militia,	61814 48	107380 55	84687 60	98444 70	481116 17	207791 16	756933 81	1040554 52
Trust Funds,	555122 74	776133 33	804593 80	832673 15	581670 33	182875 36	498113 40	456656 50
Advances and Repayments,	302075 53	1260062 29	696668 43	249452 02	1411147 60	679525 90	1520436 01	1388296 31
Civil Government and Miscellaneous,	1367661 22	1683681 15	1364102 26	1258348 83	1228732 60	603814 62	1515360 47	1560520 97
Collection of Revenue,	1233869 95	1539238 32	1507463 40	1404778 72	4397118 42	3017475 14	4355619 97	461053 00
Redemption of Debt,	3152845 27	23827264 66	2923264 00	501405 99				
<b>Total,</b>	12556668 10	36382597 55	14742334 28	11395923 50	14909182 51	7739575 38	12300311 80	12413632 10
Revenue, less Loans,	8157346 14	9193038 27	989275 89	8408444 48	9769316 34	5464009 60	10647418 60	12656508 06
Expenditure, less Redemption,	9463817 83	13055332 89	11819570 28	10894517 57	10512064 09	4772100 24	11534691 83	11952579 10
Surplus,						691909 36		703928 96
Deficit,	1306471 69	3862294 62	1920294 37	2486073 09	751747 75		887273 23	
Funded Debt,	54142044 46	66221069 81	66255078 32	68077007 65	65692248 21	62963257 75	61744051 11	61409071 44
Less Sinking Funds,	4007847 80	7334066 67	7453458 46	7620432 79	4883177 11	1467744 63	1520148 91	1045222 24
Net Funded Debt,	50134196 66	58877003 14	58801619 86	60456574 86	60809071 10	61495513 12	60224502 20	59708849 20
Cash and Bank Balances,	*1301459 03	†2408172 59	†321083 95	*469110 44	*1095761 04	*1116477 33	*2284761 48	*2028082 70
<b>Net Debt,</b>	\$51435655 69	\$56478830 55	\$58480535 91	\$660925685 80	\$61904332 14	\$62611090 45	\$62509263 68	\$61786931 90

†Viz., second half of 1864 and first half of 1865.

†Cr.

\*Dr.

## (3).—MISCELLANEOUS STATISTICS.

## Post Office.

Date.	Post offices.	Miles travelled.	No. of letters.	Revenue.	Expenditure.
1852	840	2930000	3700000	\$230629	\$276192
1855	1293	4550000	6000000	368166	511726
1860	1698	5712000	9000000	658451	692348
1865	2197	6350000	12000000	834097	851971

N. B.—Up to 1852 the Post Office was in the hands of the Imperial authorities.

## Imports, exclusive of Coin and Bullion.

Date.	Great Britain.	United States.	British Colonies.	Other Countries.	Total.	Duties.
1850	\$9631921	\$6372494	\$490071	\$365216	\$16759702	\$2462588
1855	13303560	*20828677	880123	1073909	36086169	3525782
1860	15839320	17258585	409266	905260	34412431	4758465
1864-65	21035871	14820577	720899	3274644	39851991	5663378

## Exports.

Date.	Great Britain.	United States.	British Colonies.	Other Countries.	Total.	Duties.
1850	\$4803399	\$5933243	\$1817152	\$108281	\$12943795	None.
1855	6738441	*20002291	1027196	420533	28188461	"
1860	12749891	20698348	723534	370889	34542662	"
1864-65	14637158	24213582	1106370	835850	40793960	"

\*The Reciprocity Treaty came into effect in 1854, but the goods being mostly free, the duties were not materially affected.

## TONNAGE OF VESSELS ENTERED, &amp;c.

Tonnage of Vessels entered and cleared, exclusive of Coasting Trade.		Tonnage of Vessels entered and cleared, exclusive of Coasting Trade.		Tonnage of Vessels entered and cleared, exclusive of Coasting Trade.	
1851 .....	1230702	1856 .....	1124241	1861 .....	2149860
1852 .....	1142301	1857 .....	1479792	1862 .....	1829286
1853 .....	1281432	1858 .....	1245850	1863 .....	2133204
1854 .....	1487097	1859 .....	1282233	1864 .....	2088778
1855 .....	870794	1860 .....	1653225	.....	.....

## POPULATION.

Census of 1851.		Census of 1860.	Annual increase.	Probable population, January 1867.
Upper Canada .....	952004	1396091	4.34 per cent.	1802056
Lower Canada .....	890261	1111566	2.50 "	1288880
Total .....	1842265	2507657	.....	3090936

## MUNICIPAL ASSESSMENT, 1865.

No. of Ratepayers.	No. of acres assessed.	Assessed value of real estate.
Upper Canada .....	291477	18587783
Lower Canada .....	200919	13148069
Total .....	492396	31735852
		\$232782016
		162407965
		\$395189971

## AGRICULTURAL PRODUCE.

	By Census of 1851.	By Census of 1860.
Wheat..... Bushels	15,756,493	27,274,779
Other Grains ..... “	29,920,408	61,215,786
Roots ..... “	12,850,770	47,195,784
Hay..... Tons	1,449,306	1,551,821
Butter ..... Lbs.	25,674,568	42,735,213
Wool..... “	4,048,217	5,627,154
Horses..... Number	385,290	626,196
Cattle ..... “	1,336,111	1,832,300
Sheep ..... “	1,697,633	1,853,054
Swine ..... “	829,290	1,062,401

(4.)

Taking customs and excise as the test of taxation, they have risen from one dollar fifty-one cents per head in 1851 to two dollars two cents per head in 1860; and the expenditure of the consolidated fund from one dollar sixty-six cents to two dollars sixty-three cents.

The means of the people to pay have increased in a much greater proportion. Thus, taking the produce of wheat and other grains as a test, the produce has risen from 24·8 bushels to 35·6 bushels per head of the population, or, otherwise stated, the taxation in 1851 was equal to 6·7 cents on every bushel grown, and in 1860 it was equal to only 5·6 cents. But even this does not show the whole case, because from the establishment of railways, which have created about half our debt, and the facilities of transport which they have afforded, all farm produce has risen in value, and in many of the remoter districts the farmer's selling price is more than double what it was in 1851, whilst he has now a market for many articles of produce which were almost unsaleable before.

The number of letters passing through the Post Office appears to have been in 1852 about 2 per head, in 1860 about 3·7 per head, and in 1865 rather more than 4 per head, showing a large increase of commercial activity in excess of the increase of the population.

No. 6.

*Treasury Minute, dated March 26, 1867.*

Write to Sir F. Rogers for the information of the Duke of Buckingham and Chandos, that my Lords have carefully considered the statements and arguments contained in his letter of the 23rd instant, and they have examined the statistics of the present income and expenditure of Canada, with a view to forming a judgment as to the ability of the Confederation to meet the increased charges which would be thrown upon its revenue by the loan to be contracted for the construction of the proposed railway.

Taking into consideration that the present debt of the United Provinces taken together is only about £5 per head of the population, being a lower amount than in any of the principal countries of Europe, with the exception of Prussia and Russia, and that the revenue now raised per head of the population is in Canada only 17s., and in the United Provinces only about 15s., showing a very easy

condition of taxation in comparison not only with European countries, but with the United States, my Lords cannot feel any doubt that if the natural growth of revenue will not cover the increase of charge which the contraction of the proposed loan would entail, no difficulty would be experienced in the imposition of fresh taxation in order to complete a work so essential to the safety and prosperity of the Confederation.

Their Lordships are therefore prepared to join in recommending to Parliament that authority be given to them to guarantee the payment of interest at 4 per cent. on a sum of £3,000,000, to be borrowed by the Canadian Government for the completion of a railway connecting Quebec and Halifax, on a line to be approved by the Imperial Government, upon the report of an engineer to be appointed by the Home Government, at the expense of the Colony, subject to the following conditions :

1. That the Parliament of the Confederated Provinces shall first pass an Act making satisfactory provision for the raising and expenditure of the loan and making first the payment of the principal and interest of the loan at the rate of 4 per cent., and secondly, a contribution to a sinking fund of £30,000 per annum (being 1 per cent. per annum on the total amount of the loan of £3,000,000) a charge upon the consolidated fund of the Confederated Provinces next after existing liabilities on account of the debt, the civil list and the charges of collection of revenue ; such contribution to continue until the whole loan is repaid or until the sinking fund is equal to the unpaid portion of the loan, and to be remitted half-yearly to this country, and invested in the names of four trustees, two to be appointed by the Imperial and two by the Colonial Government, and that the Act shall contain provisions to make it obligatory upon the colony to complete the line within a reasonable time, and also to charge the said consolidated fund with such further sums as may be required over and above the said sum of £3,000,000 for the completion of the railway next in priority after the contribution to the said sinking fund.

2. That their Lordships shall be satisfied not only that the revenue to be raised under the authority of the Legislature of the Confederation will suffice to meet the charges which will be imposed upon it by the first-named condition, but also that the colony will be able to provide for any further charges that may be imposed upon its revenue in respect of any expenditure to be incurred in constructing the railway over and above the amount of loan to be guaranteed as above mentioned, so that no further guarantee shall be hereafter applied for.

3. That provision be made in the Act of the Canadian Legislature for the carriage of Imperial troops and munitions of war, &c.

**A BILL, ENTITLED****An Act for authorizing a Guarantee of Interest on a loan to be raised by Canada towards the construction of a Railway connecting Quebec and Halifax.**

Whereas the construction of a railway, connecting the port of Riviere du Loup in the Province of Quebec with the line of railway leading from the city of Halifax in the Province of Nova Scotia at or near the town of Truro, in a line and on conditions approved by one of her Majesty's principal Secretaries of State, would conduce to the welfare of Canada and promote the interests of the British Empire :

And whereas it would greatly facilitate the construction of that railway (in this Act referred to as the railway), if payment of interest on part of the money required to be raised for the same were guaranteed under the authority of Parliament :

Be it therefore enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows :

1. Subject to the provisions of this Act, the Commissioners of her Majesty's Treasury may guarantee, in such manner and form as they think fit, payment of interest at a rate not exceeding four per centum per annum on any principal money not exceeding the sum of three million pounds sterling, to be raised by way of loan by the Government of Canada for the purpose of the construction of the railway ; and the Commissioners of her Majesty's Treasury may from time to time cause to be issued out of the consolidated fund of the United Kingdom, or the growing produce thereof, any money required for giving effect to such guarantee.

2. The Commissioners of her Majesty's Treasury shall not give any guarantee under this Act unless and until an Act of the Parliament of Canada has been passed, within two years after the Union of Canada under the British North America Act, 1867, providing, to the satisfaction of one of her Majesty's principal Secretaries of State, as follows :

1. For the construction of the railway ;
2. For the use of the railway at all times for her Majesty's military and other service.

Nor unless and until the line in which the railway is to be constructed has been approved by one of her Majesty's principal Secretaries of State.

3. The Commissioners of her Majesty's Treasury shall not give any guarantee under this Act unless and until an Act of the Parliament of Canada has been passed, providing to the satisfaction of the Commissioners of her Majesty's Treasury, as follows :

1. For the raising, appropriation, and expenditure for the purpose of the construction of the railway of a loan not exceeding three million pounds sterling, bearing interest at a rate not exceeding four per centum per annum ;
2. For charging the consolidated revenue fund of Canada with the principal and interest of the loan immediately after the charges specifically made thereon by the British North America Act, 1867 ;
3. For the payment by the Government of Canada by way of sinking fund of an annual sum at the rate of one per centum per annum on the entire amount of principal money whereon interest is guaranteed, to be remitted to the Commissioners of her Majesty's Treasury by equal half-yearly payments in such manner as they from time to time direct, and to be invested and accumulated under their direction in the names of •

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four trustees, nominated from time to time, two by the Commissioners of her Majesty's Treasury and two by the Government of Canada, such sinking fund and its accumulations to be applied under the direction of the Commissioners of her Majesty's Treasury in discharge of principal money whereon interest is guaranteed ;

4. For charging the consolidated revenue fund of Canada with the amount of the sinking fund immediately after the principal and interest of the loan ;
5. For charging the consolidated revenue fund of Canada with any sum issued out of the consolidated fund of the United Kingdom under this Act, with interest thereon at the rate of five per centum per annum, immediately after the sinking fund ;
6. For continuance of the sinking fund until all principal and interest of the loan, and all sums issued out of the consolidated fund of the United Kingdom under this Act, and all interest thereon, are fully discharged, or until the sinking fund and its accumulations are adequate to discharge so much thereof as remains undischarged ;
7. For the raising by the Government of Canada (without guarantee by the Commissioners of her Majesty's Treasury) of all such money (if any) beyond the sum of three million pounds sterling as, in the opinion of one of her Majesty's principal Secretaries of State, will be requisite for the construction of the railway, and for charging the consolidated revenue fund of Canada with the money so raised, and interest, immediately after the charges made thereon in pursuance of the foregoing provisions of this section.

4. There shall be laid before both Houses of Parliament, within fourteen days next after the beginning of every session, a statement and account showing what has been done from time to time in execution or pursuance of this Act, by or under the direction of the Commissioners of her Majesty's Treasury, and one of her Majesty's principal Secretaries of State, and the Parliament and Government of Canada.

5. This Act may be cited as The Canada Railway Loan Act, 1867.







## APPENDIX No. 21.

### PICTOU RAILWAY.

*Nova Scotia Railway, Engineer's Office,  
Halifax, 18th March, 1867.*

SIR,—

I have the honor to submit, for the information of his Excellency the Lieutenant Governor, the following report detailing the progress which has been made in the construction of the Pictou Railway since my appointment as Chief Railway Engineer, and in order to simplify the same, I have thought it advisable to classify the various services as follows :

- 1st. Roadway and Works.
- 2nd. Permanent Way.
- 3rd. Station Accommodation.
- 4th. Ferry Service.
- 5th. Engineering.

#### ROADWAY AND WORKS.

Vigorous measures were adopted by Mr. Fleming on his assuming the contract in January, 1866, for the construction of this railway, for the execution of such portions of the works as were left incomplete by the original contractors ; and although the greater part of the summer proved exceedingly adverse for the prosecution of public works, owing to the heavy and continuous rains which fell, operations were carried on in a systematic and persevering manner, the result of which is the almost entire completion of the grading and masonry on sections numbers 1, 2, 3, 4, 7, 8, 9 and 10, and the placing of sections numbers 5 and 6 in such a position as to enable me to state that about ten per cent. only of the work on these sections yet remains to be executed.

The two steam excavators imported early last year have proved most valuable auxiliaries in working through the heavy earth cuttings on sections 5 and 6, for without their assistance it would not have been possible to have placed the railway works in the forward and satisfactory condition in which they now are.

The opinion is, I believe, entertained by some parties that those portions of the railway over which trains were run between Fisher's Grant and New Glasgow (7½ miles), on 29th September last, and between Truro and Riversdale (20½ miles), on 31st December, have been accepted by the Government as finished and taken off the hands of the contractor, in accordance with the tenor of his contract to that effect ; but I would state that such a belief is incorrect, for although the present unfinished state of the works embraced in this service greatly surpasses that in which the existing Provincial Railways now are, no portion of the road has as yet been accepted, as more or less work remains to be performed on every section, such as removing slurry and slides from the cuttings, and making good the deficiency in embankments caused by their subsidence during the winter and spring months.

The three heavy cuttings on sections 5 and 6, excavated by the steam shovel, have been taken out to a largely increased width, which will obviate the great inconvenience invariably attending all newly constructed lines of railway, by the track becoming frequently covered with slurry from the slopes.

A slight alteration in the original location of the railway has been made New Lairig, but to such an extent as to render it of no consequence whatever either

as regards the safety of the road or character of the alignment at that point. Prior to the contract being assumed by Mr. Fleming, a certain portion of the embankment had been formed, but as the cutting from which the material had been obtained proved so exceedingly hard as clearly to show that the excavation could not possibly be completed in proper season, the centre line was thrown a few feet to the north, where, although but little difference exists in the depth of cutting, the soil is not of so hard a nature.

This alteration entailed an increase in the quantity originally required for the embankment, as it became necessary to widen it at the east end to admit of the original curvature; and taking into account the great height of the bank at this place (about 70 feet) it will readily be seen that the increase in width of a few feet materially enhances the cost of the work.

An arch culvert of stone, 12 feet span and 210 feet in length, the largest and most important one on the line, has been constructed under this embankment, through which the Middle River runs; and although several heavy freshets have occurred since its completion, up to the present time the structure has not been subjected to more than one-third of its area of discharge.

In many places circular cast iron pipes, 24 inches diameter, have been substituted for stone culverts, 2 feet square, which, while expediting the work to a great extent, are in no particular inferior to the latter; in fact, I may safely assert that they possess a decided advantage during heavy rains where placed on quickly sloping ground, as the passage of the water is greatly facilitated by the smooth surface of the iron.

The two most important bridges are those spanning Calvary and East Rivers, the former being a wrought iron plate girder, consisting of three spans of 40 feet each, and the latter a wrought iron lattice girder, having four spans of 79 feet each.

The foundations for that over the East River were obtained with great difficulty and loss of time, owing to the immense accumulation of water in the pits. Some idea of the trouble which was experienced may be had by my stating that no less than *five* steam pumps were frequently at work day and night, and only then could the water be subdued.

The character of the masonry which has been constructed on the Pictou railway, both as regards the quality of material and style of workmanship, is of the most superior description, and warrants the assertion that a better class of work does not exist on any railway in America.

It was originally intended that the terminus should be located at the ferry wharf, Fisher's Grant, where there exists a depth of water of only six feet for nearly half a mile from the shore; but as this plan would in effect have defeated the principal reason for the adoption of the route, selected as it was to accommodate the coal traffic, by obliging the several coal companies to extend the railway to suit their respective requirements, it was deemed advisable to prolong the line one mile where twenty-one feet of water are obtained at low tide.

By this means heavily laden ships will be enabled, during the season of navigation, to discharge their cargo without difficulty and at a nominal expense, whereas, had the original terminus been adhered to, a heavy outlay would have been incurred in transshipping freight to the ferry boat, or a long and expensive wharf would have been required.

This extension is considered a portion of the contract for the completion of the railway. A wharf 130 feet in length, with a frontage on the channel of 90 feet, is under construction at the terminus, and piles averaging 15 inches in diameter, and ranging from 40 to 70 feet in length, have been driven to secure a firm foundation.

Two descriptions of fence are in course of erection, that known as the post and rail, the most expensive, and the "Virginia" or snake fence. As this work falls as a direct charge upon the county through which it is built, it was expedient that the cost of the same should be reduced to the lowest limit; the former description, therefore, is confined to meadows and cultivated fields, while the latter, a strong and durable fence, is used entirely for wooded lands.

In the course of a few weeks the whole line will be enclosed, as there remains but a small portion of the work yet to be performed.

## PERMANENT WAY.

That the works embraced in this service are equal, if not superior, to those of other railways on this continent, must be admitted by every impartial mind.

The manner in which the rails are connected by wrought iron and steel clips, forms as it were one continuous rail, and renders it almost impossible to detect the joints when passing over them in the train.

Not only does a smooth track add materially to the comfort of the travelling public, but the saving which is effected in the maintenance of way and repairs of rolling stock will at the end of the year largely decrease the cost of operating the railway. As I have already stated, the rails were laid between Fisher's Grant and New Glasgow on 29th September last, when an engine and several platform cars passed over that portion of the road, and on 31st December the line between Truro and West River was formally opened for the conveyance of passengers and mails, and with the exception of a detention on two occasions caused by a heavy snow storm, no interruption to the traffic has occurred.

There is still a large quantity of ballast to be provided between Truro and Riversdale, New Glasgow and Fisher's Grant, while between Riversdale and New Glasgow a very small proportion has as yet been laid, owing to the severity of the winter preventing the work being carried on advantageously. In the course of a few days the rails will be laid throughout the entire line; and unless some unforeseen contingency arises, by the 31st May next, the railway will be in a condition to admit of its being used for traffic purposes.

## STATION ACCOMMODATION.

The following are the names of the several stations, with their respective distances from Truro :

Union, .....	8½ miles.
Riversdale,.....	12½ "
West River,.....	20½ "
Glengarry,.....	28½ "
Hopewell, .....	34½ "
The Mines, .....	40½ "
New Glasgow,.....	42½ "
Fisher's Grant, .....	50½ "
Walmsley, .....	51½ "
Pictou,.....	52½ "

Combined freight and passenger houses of timber, in size 30 × 60, and resting upon stone foundations, have been erected at Riversdale, West River, and Hopewell; a stone building, 30 × 90, is approaching completion at New Glasgow. Buildings of the former dimensions will be provided at Glengarry, The Mines, and Fisher's Grant, while one of increased size will be erected in the town of Pictou.

The site selected for the station at this place is central and convenient of access, and will afford ample accommodation for all purposes of traffic.

Riversdale, Lonsburgh's summit (1½ miles on the Truro side of West River station), Glengarry and New Glasgow stations, are provided with tank houses; that at Walmsley or the Terminus, is yet to be built, as well as the wood and coal sheds at all water stations.

A stone engine house of a cruciform shape, and capable of containing six locomotives with their tenders, is under construction at the terminus; and so soon as the traffic requires an increase in this number, the building can, at a small expense, be enlarged to accommodate twelve engines. As this locality is much exposed and subject to heavy drifts of snow, the turn-table will be placed inside the building.

Sidings 800 feet in length will be supplied at all way stations, with the exception of New Glasgow, where one of 1000 feet will be laid. The length which will be required at the terminus must be regulated by the traffic; it will not, however, be prudent to commence operations with less than two of 1000 feet each

with connections between them and the main line at the centre of each siding. Five per cent. of the total length of railway is the proportion due for sidings, the whole of which will be laid prior to the final completion of the road.

#### FERRY SERVICE.

An iron steamer of suitable dimensions is in course of construction in England, and will be forwarded to its destination with the least possible delay.

#### ENGINEERING.

For the efficient performance and inspection of the works under construction, the line is divided into ten sections of about five miles each. The Chief Assistant Engineer exercises a general supervision over the whole road, and an Assistant Engineer, with a party averaging three in number, and an inspector of masonry, superintend the work on two sections, or a length of ten miles.

As the grading and masonry on sections numbers 1 and 2, 7 and 8, 9 and 10, were completed late last fall, it became necessary to relieve the staff in charge of those sections of their duties; this reduction took effect on 31st January, 1867.

On sections 3 and 4, 5 and 6, the services of the Engineer and staff are still retained, as well as those of the inspectors of masonry, whose duties are now drawing to a close in consequence of the advanced state of the work.

Accompanying this report are the following plans:

1st. Right of way plan, showing the area of land taken for railway purposes, with the names of the former proprietors.

2nd. A profile of the line, defining not only the original contour of the ground, but also the exact location of every mechanical structure on the railway.

3rd. General plans of bridges and culverts as constructed.

An examination of these plans will, I have no doubt, afford the fullest information to all those who may feel an interest in their inspection.

I have the honor to be,

Sir,

Your obedient servant,

ALEX. MACNAB,  
Chief Engineer.

To the Hon. CHARLES TUPPER,  
Provincial Secretary.

## APPENDIX No. 22.

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# AGRICULTURAL REPORT.

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*Halifax, 3rd April, 1867.*

SIR,—

The Board of Agriculture beg to submit the Third Annual Report of their operations.

They have the satisfaction to state that whilst there is still much room for improvement, there now exists among the farmers of the Province a steadily increasing interest in the advancement of agriculture. The various County and District Societies have displayed, during the past year, an unwonted amount of zeal and activity.

During the first year of its existence, the Board succeeded in organizing, in terms of the Act for Encouragement of Agriculture, 37 societies, comprising 1744 members, whose collective subscriptions amounted to \$1859.00

Last year the number of societies had increased to 48, comprising 2198 members, and a sum total of annual subscriptions of \$2384.00.

From the detailed statement of the present condition of agricultural societies, appended to this report, it will be found that this year a still farther increase has taken place. The present number of recognised societies in the province is 52, the number of members has increased to 2543, and their united subscriptions to \$2800.50. There remain to be added, however, five or six additional societies, with a membership of about 400, which are not included in the official list, and did not send in complete reports of their proceedings, as they were not entitled to participate in the legislative grant, which is restricted by the Act to four societies in each county. It appears, then, that the actual number of existing societies is 58, the number of members 3000, and the sum total of their annual subscriptions, as nearly as can be ascertained, \$3200.00. The total amount of grants-in-aid voted to societies for the year is \$3566.00.

The funds of these societies have been, with very few exceptions, judiciously employed, during the past year, in promoting better systems of culture and stock raising in their respective localities. Some have expended their means in holding local exhibitions, others have had ploughing matches, or given premiums for tile draining, root crops, liming, composting, and other desirable improvements; whilst a number have combined with other objects the purchase of seed grain of improved varieties, root crops, flax, fruit trees, &c. Nearly all have promoted the circulation among their members of various publications, embracing the more enlightened views now entertained respecting the culture of the soil and the rearing and feeding of domestic animals. But the energies of most of the societies have been directed to one object, which has absorbed nearly the whole of their funds, viz., the purchase of well-bred animals for the direct and immediate improvement of stock. This prompt action on the part of societies, in response

to the appeals of the Board, is highly creditable, and shows that there exists a sincere desire for improvement and a general willingness among the members to apply their subscriptions and the grants they receive to their legitimate objects. From the facts that have been mentioned, it will be obvious that the agricultural societies of the Province are increasing steadily in numbers and strength, are growing rapidly in zeal, and are making satisfactory advances in other respects, and especially that their energies are being directed more and more fully into paths which afford not a mere temporary show of success, but which necessarily lead to permanent improvement.

Whilst the general principle of limiting the number of societies in a county to four is approved of, yet certain practical difficulties have occurred in one or two counties, which induce the Board to recommend that in cases where more than four societies are organized in any county, the Board should be empowered, if deemed judicious, and on special application, to recognize such additional societies, and to apportion the county grant among all the societies of the county which they thus recognize.

The raising and feeding of stock forms so important a feature in our husbandry, that the improvement of the breeds of cattle is entitled to a large share of attention from the Agricultural Board. This becomes more obvious when we consider that our Province has lagged behind other countries in this respect, that the great majority of our farmers have not had the opportunity of seeing pure stock of the different breeds so as to become acquainted with their respective qualities, and that there is hardly a breeder of pure stock, at least to any extent, to be found. Our farmers have hitherto depended upon occasional importations from other countries. If really good stock is to be raised, a system must be established whereby a sufficient supply of well-bred male animals may be raised in the Province to supply the wants of our farmers, or else there must be regular annual importations from countries where there are breeders of pure stock. Considerations of this kind led the Board to recommend, in their last year's report, the establishment of a Government Stock Farm. The Legislature voted a sum of \$8000.00 for this purpose, and the Board proceeded at once to carry the scheme into effect. After ascertaining what farms were for sale in various parts of the Province, the Board appointed a committee to visit the most likely ones; and, after much deliberation, the Mass House Farm at Shubenacadie was selected. The title to the property had been examined and found good, and arrangements were accordingly made for completing the purchase. But, at the last moment, an unforeseen difficulty occurred, which prevented the proper execution of the deed, and the Board found it necessary to relieve the seller of his bargain on his paying the expenses that had been incurred. This unlooked for result, occurring at the close of the season, caused much inconvenience and disturbed the arrangements of the Board. The committee were directed to select another farm, but have not yet made a definite selection.

The pressing wants of many of the Agricultural Societies, whose members were desirous of investing their funds in the purchase of stock, induced the Board to make an importation from Canada of seven Short Horn Bulls, two Herefords, two Ayrshires, one Devon, and three Short Horn Heifers; eleven Cotswold Rams, eleven Leicesters, one Shropshire Down, one Southdown, and five Ewes of the above breeds. These animals were selected by the Secretary of the Board partly on the grounds of the Provincial Exhibition at Toronto, and partly from the herds and flocks of some of the best known breeders in Western Canada: Miller, Beattie, Stone, Arkell, Douglas, Fawcett, Lawrie, Perdue, Bethel, Milne. The animals were brought down by Grand Trunk Railway and Steamboat from Portland to Halifax, and all reached their destination in safety. After due notice by advertisement and otherwise, they were exposed for sale by public auction at the Richmond Depot. They brought good prices, in several cases considerably more than was paid for them at Toronto, and seem to have given general satisfaction. They were pretty equally scattered over the Province, chiefly going to the counties of Annapolis, Cape Breton, Colchester, Halifax, Hants, Inverness, Kings, Lunenburg and Pictou.

At the sale of the Canadian stock, the Board likewise disposed of most of the horses so as to make them available for general use over the country, wherever their services might be required, and at the same time relieve the Board of the great expense of their maintenance. The whole of the stock was sold under the usual restriction, that they were to be retained in the Province for breeding purposes. The chestnut horse "Lassitude" has been retained.

The Board has received from the Upper Canada Agricultural Association a present of a few bushels of the wheat which gained the first prize annually offered by the Canada Company. A quantity of Fife spring wheat has likewise been obtained (48 bushels), and two barrels of the second prize fall wheat. The Board has also obtained from Canada 18 bushels of peas, well adapted for field culture, and a package of small field beans. A quantity of English horse beans has been ordered, and is expected to arrive from Liverpool this month.

A few bushels of a very large-grained naked barley, of superior sample, were presented to the Board last spring by Sandford Fleming, Esq., C. E. It is the naked barley of Nepal. The grain was distributed to several farmers, in different parts of the country; but being very late in the season before it arrived, and the fall proving a very wet one, the results were not satisfactory in some cases. The crop formed a very strong straw, but rusted and did not fill well. In other cases a very fine crop was obtained, indicating that if sown in proper time the Nepal barley will answer well in our climate, and probably form a fair substitute for wheat where that grain does not succeed.

The Riga flax seed imported by the Board last spring turned out well. Abraham Hebb, Esq., M. P. P., has sent to the Board a sample of beautiful fibre measuring three feet nine inches in length, raised from the imported seed. Accounts equally satisfactory have been received from other cultivators.

The several varieties of Goodrich's seedling potatoes, imported by the Board two years ago, have been raised in considerable quantities by many of our farmers, and are now spread pretty generally over the Province. The anticipations expressed respecting them, in a former report of the Board, have been more than realized. The Pictou Society reports that "the samples of potatoes have given very good returns during the past season, both in quality and quantity," and that "they promise to be a valuable addition to the varieties already in cultivation of that important esculent." H. Davenport, Esq., Sydney, reports that "the Goodrich seedlings yielded enormously." The Maxwellton Society reports as follows: "The Society's Secretary informed us that he had received 15 bushels of the Goodrich potatoes, sent to him by the member of the Central Board in Pictou, which were divided among five members of the Society, in quantities of 3 bushels each; they report as follows, viz., that each 3 bushels produced on an average 45 bushels, and very few affected with rot, being more productive and less affected by rot than other varieties planted in the same fields at the same time, and under the same circumstances." The St. Ann's Society reports that the average yield (Gleasons) was "at the rate of 30 bushels to the bushel," and that the Board has conferred a boon upon the country by the introduction of such a valuable article." Many similar reports have been received.

The *Journal of Agriculture* has been issued monthly during the year. A large portion of its space has been occupied by the reports of societies, official notices, pedigrees of stock and current agricultural news. Several valuable articles on dairy management and manufactures, improvement of live stock, and other subjects, have been contributed by members of the House of Assembly, of whom may be named George Whitman, Esq., Francis R. Parker, Esq., and H. A. N. Kaulback, Esq.; and a large number of farmers throughout the Province have, by their communications, frequently anonymous, increased the interest of the publication. John Northup, Esq., of Bel Air, prepared an article on the cultivation of mangel wurzel, the orange globe variety of which he had raised very successfully from seeds imported by General Doyle. Alfred Thomas, Esq., of Windsor, called attention to the importance of early spring grasses for pasturage. Dr. Bingay, of Granville, has given instructions for the home manufacture of superphosphate of lime, and has written likewise on sugar beet, Belgian carrot, and orchard grass.



Henry E. Decie, Esq., Belle Isle, has described his successful method of field cultivation of cabbages, and has given valuable hints on feeding pigs and other animals. Benjamin Zwicker, Esq., Mahone Bay, has described some forms of cattle disease; Mr. Johnston, of Ellershouse, has given very full instructions for the raising of strawberries by the most approved methods now employed in English gardens; Duncan Campbell, Esq., of the Emigration Department, has called attention to the agricultural capabilities of Cape Breton, and the eastern part of the Province; and, in a recent number, an important communication by J. B. Young, Esq., C. E., containing full details of the merits and mode of working of the dry earth closet system, has been published. There have likewise appeared during the year several articles on agricultural chemistry, botany, and physiology, the blights and diseases of farm plants, the constitution of milk and dairy products, use of bones in renovating the soil, and other subjects, some of which have been largely quoted in the English and American agricultural papers.

The subject of a bone mill was referred to in last year's report. The difficulties that our farmers have hitherto experienced in obtaining crushed bones, superphosphate, guanos, and other powerful manures, have greatly retarded agricultural improvement. In the case of upland farms that have become run out by continued cropping, which have thus become completely exhausted of their phosphates, it is practically impossible to recover their fertility without the aid of some such materials, whilst, even to the richest soils, bone manures give a powerful stimulus. The Board have, therefore, been desirous of encouraging the production of such manures, but have found it difficult to induce capitalists to embark in the undertaking. They are now, however, in a position to state that the necessary preparations are being made for the immediate erection of a bone mill at the Three Mile House, convenient to the city and railway, that the waste bones of the city are now being collected, and that they will be ready for sale to the farmers, in a manufactured state, in time for sowing this season.

The holding of Provincial Agricultural Exhibitions is one of the objects contemplated by the Act for Encouragement of Agriculture. The attention of the Agricultural committee of the House was called to this subject by special resolution of the Board last session, and the autumn of 1868 was approved of by the Legislature as the time fixed for the first exhibition.

The Board felt very strongly that a well understood system of exhibitions, in which the whole farmers of the Province could take part, and which they could all look forward to, and prepare for, at stated intervals, was imperatively required for the proper development of our agricultural resources. We see that, in other countries, great benefits arise, interest is excited, information diffused, and a stimulus given to exertion. Whilst the rapid advancement of agriculture in Britain, Canada, and the United States, is to be attributed to a variety of means employed, the most potent of these has undoubtedly been the systems of Agricultural Exhibitions that form so conspicuous a feature in each of those countries. In Nova Scotia the same beneficial results must follow. Better systems of culture, better crops, better breeds of animals, better fed stock, better implements,—in short, better farmers, are to be obtained by bringing the farmers together, so that they may compare products and stock, and discover for themselves the manifold ways in which improvement may be effected. It is the desire of the Board that not only the farmers of the whole Province, but the whole people as well, shall interest themselves in these exhibitions. A committee is now at work making preliminary arrangements, with the view of directing public attention to the subject, in a prominent manner, on an early day.

The Board beg to submit herewith the Treasurer's Accounts for the past year, and relative vouchers, together with the Finance Committee's Report thereon. From these documents it will be observed that the balance in the Treasurer's hands at the 15th March, 1866, amounted to \$5183.38, and that the balance at present in hand, exclusive of grant for stock farm, amounts to \$4858.64.

A tabular synopsis of returns of the crops in the several counties of the Province, during the season of 1866, is submitted herewith, to which is appended a

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statement of the progress and peculiarities of the season, and the way in which the weather affected the various crops. The peculiar character of the season, both in spring and harvest time, gave our farmers much anxiety and extra labor, but the returns were, upon the whole, satisfactory.

By direction of the Board of Agriculture.

ALEX. MACFARLANE,  
*President.*

GEORGE LAWSON,  
*Secretary.*

To the Hon. CHARLES TUPPER, M. D.,  
Provincial Secretary.

## Synopsis of Reports on the State of the Crops in the several

	Hay.	Wheat.	Oats.	Barley.
ANNAPOLIS Co., Avarad Longley, M. P. P., Paradise.	Unusually heavy. Much got in, in bad condition.	Fair quality, but little sown.	Fair crop—con- siderably dam- aged by wet.	Fair crop—bad- ly harvested.
ANTIGONISH COUNTY. Hon. John McKinnon, M. E. C.	More than aver- age—some in- ferior.	Generally poor.	Average.	Good crop.
CAPE BRETON Co. H. Davenport, Sydney.	Heavier than in 1865.	In excess.	In excess.	In excess.
A. Musgrove, North Sydney.	Rather above average.	Succeeded well, but sparingly sown.	A fair crop.	
M. McDonald, Little Bras d'Or.	Average.		Average.	
COLCHESTER Co. D. F. Layton, Upper Londonderry.	More than aver- age.	A fair crop.	Good.	Very good.
James S. Tupper, Upper Stewiacke.	Above average crop, but much injured.	Poor—little sown.	Average.	Yielded well.
David Moore, Shubenacadie,	More than aver- age, but injured.	Early sown did well.	Average.	Average.
CUMBERLAND Co. T. D. Dickson, Parrsborough.	A third or half the usual crop.	Did well.	Succeeded well.	
J. H. Black, Amherst.	Abundant, but se- riously damaged. On low lands, lost.	Good crop, but much damaged.	Good crop—da- maged by wet.	Good crop, but damaged.
DIGBY Co. James M. Aymar, Digby.	Upland hay light, Marsh fair.		35 bushels per acre.	30 bushels per acre.
Anselm M. Comeau, Clare.	Abundant.	Good, where sown	Good.	Good.
GUYSBOROUGH Co. J. A. Kirk, Glenelg.	Abundant, but much of it in a bad state. Wet mea- dows not mown.	An inferior crop.	Well filled, and heavy in straw.	

## Counties of Nova Scotia, during the Season of 1866.

Buckwheat.	Turnips.	Potatoes.	Fruit.	Other crops.
Middling.	Unusually good crop.	Fair crop—some- what diseased.	Apples, average yield, inferior qua- lity. Plums a failure.	Roots and Indian Corn good. Rye average.
	Rather short.	A good average crop.	No crop at all of Apples or Plums.	Flax good.
		Much better than usual.		
A fine crop.	Good crop.	Excellent crop of finest quality.		Cabbages a good crop.
		Large crop and of best quality.		
A fair crop.	A good crop.	Light.		Carrots average. Indian corn good.
Yielded well.	Below average.	Light.		Carrots below average.
		Poor crop, qua- lity good.		
Succeeded well.	Succeeded well.	A fair crop.	Apples light.	
		On damp lands rotted consider- ably.		Immense loss of crops from rains.
Good.	Average.	Average.	Nearly a failure.	
	Good.	Good in some places.		Flax, an immense quantity raised.
Rather above the average.		Abundant and doing well in the cellars.		

## Synopsis of Reports on the State of the Crops, in the several

	Hay.	Wheat.	Oats.	Barley.
<b>HALIFAX COUNTY.</b>				
David Archibald, Up. Musquodoboit.	Unusually heavy, much spoiled.	Succeeded in some instances.	Average yield.	Considerably below average.
<b>HANTS COUNTY.</b>				
J. J. O'Brien, Noel.	Salt hay very good.	Little sown.	Straw heavy.	Broken down by rain.
James Graham, Nine Mile River.	Partially injured.		Partially injured by wet.	Injured.
Charles Cochran, Newport.	Below average; on uplands light; on dyked marsh rather heavy.	Some not well filled, injured by wet and fly.	Grew well, but some injured by wet.	Yielded well. Above average.
Samuel Palmer, Windsor.	Average, quality rather inferior.		A very heavy crop, partially in- jured by wet.	
<b>INVERNESS CO.</b>				
John Munro, N. E. Margaree.	Over average, but heated danger- ously.	Good crop, spar- ingly sown.	Average crop, run to straw.	Full average.
Alex. McDonald, S. W. Margaree.	An average crop. Sowing retarded by rains.	A heavy crop, some damaged by fly.	A heavy crop.	A heavy crop.
<b>KINGS COUNTY.</b>				
Elias Calkins, West Cornwallis.	A fair average, but injured on low meadows.	Very little sown, injured by fly.	A full crop.	A full crop.
E. E. Dickie, Cornwallis.	Fair average, late meadows dam- aged.	Of superior qua- lity.	Above average.	
J. Foster, Aylesford.	More than aver- age.	Good.	Good.	
Geo. Hamilton, Horton.	Average crop, but much injured.	Winter wheat good. Spring wheat destroyed.	Yield good.	Good.
<b>LUNENBURG CO.</b>				
H. B. Mitchell, Chester.	Light.	Light.	Light.	Light.
George Duncan, Mahone Bay.	Short of last year.		Below average.	Below average.
Daniel Owen, Lunenburg.	Short.	Light.	Light.	Light.

## Counties of Nova Scotia, during the Season of 1866.

Buckwheat.	Turnips.	Potatoes.	Fruit.	Other crops.
A fair yield and of superior qua- lity.	An uncertain crop.	Yield very large, much rotted.		
	Few raised.	Poor.		
				Fall pastures good.
Fair.	Good.	Suffered consider- ably.	Scarce.	
		A full crop.		Roots did well.
	A fair crop.	A very ordinary crop.		
		A good heavy crop, some blight.	Abundant.	
A good crop.	A good return.	Below average, and diseased.	Below average, but quality good.	Rye and Ind. corn full crops. Beans and roots good.
	Better than usual.	Under average, quality inferior.	Apples a small crop.	Rye indifferent. Indian corn over average.
Excellent.	A fair crop.	Much diseased.		Rye better than last year.
Yielded well.	Middling.	Pretty good, but bad in wet soils.		Winter Rye did well. Ind. corn good.
		Rotted badly.	Good.	
		Never a shorter crop, and badly blighted.		Winter Rye aver- age.
		Very short, blight general.		

## Synopsis of Reports on the State of the Crops in the several

	Hay.	Wheat.	Oats.	Barley.
PICTON COUNTY.				
D. Matheson, Picton.	Above average.	Average.	Average.	Average.
David Falconer, East River.			Rather light.	
Jas. W. Patten, Lower Barney's River.	More than average.	Early sown almost totally destroyed. Late sown did well.	A very heavy crop.	A very heavy crop.
QUEEN'S COUNTY.				
Edw'd P. Freeman, Kempt.	Average crop. Injured in making. On low grounds lost.	Where sown early did well.	Luxuriant, beaten down by rains.	Luxuriant, beaten down.
RICHMOND COUNTY.				
SHELburne COUNTY.				
R. H. Crowell, Barrington.	Above average, housing retarded by wet.			
VICTORIA COUNTY.				
J. Robertson, St. Ann's.	Heavy, but damaged by wet.		Heavy, damaged.	Heavy, damaged.
J. McLennan, Middle River.	A good crop, much of it badly saved.	Altogether abandoned.	Good, and well saved.	Far below average both in straw and grain.
YARMOUTH COUNTY.				
James Crosby.	Fair crop, mostly secured in excellent condition, some lost.	Damaged in harvesting.	Small.	Small.

## Counties of Nova Scotia, during the season of 1866.

Buckwheat.	Turnips.	Potatoes.	Fruit.	Other crops.
	Average.	Very light.		
	Above average.	Above average.	Smaller than usual.	
	A heavy crop.	Did well.		
	Light in most places.	Middling, rotting badly.	Small crop.	Garden vegetables grew well, but injured by wet.
		Very fair—very little rot.	Wild fruit very abundant.	Garden crops middling.
		Better than for the last twenty years.		
		Exceeded average, and keep well.		
	Light.	A good crop—above average.	Almost a failure.	Carrots and other roots fair.

## REMARKS ON THE SEASON AND CROPS, 1866.

The crops during the past year have been upon the whole satisfactory. The season was, in several respects, a peculiar one. The spring opened early in April. Clover and Timothy began to show growth on the 5th of that month, (four days later than in 1865); red robins were abundant on the 6th; butterflies and beetles were abroad on the 7th; Mayflowers in blossom on the 11th; and the frost was quite out of the ground in Halifax county on the 13th. The fields and pastures were green on the 14th of April (six days later than in 1865), and frogs and snakes were not uncommon. There was, however, a fall of snow on the 15th, and changeable weather thereafter, cold and raw, to the end of the month. May day was fine, but cold. On 2nd May a north-east snow storm whitened the hills for a night. Up to the end of May the weather was upon the whole cold, dull, and wet, with occasional fine days, but the ground was too wet for ploughing or sowing. The first half of June was likewise cold; but the third and fourth weeks of that month completely dried up the soil, the weather became excessively warm, and the hot winds had blown up the fires in the woods, and enveloped a large portion of the Province in smoke. On the 29th and 30th of June a heavy fall of rain completely changed the face of nature. The season was not a favorable one for spring work. Oats, barley and potatoes were unusually late in being planted, and potatoes were not planted so extensively as usual on account of the bad weather. The hot, dry weather of the latter part of June retarded the sowing of turnips. The hay crop gave great promise during the cool, wet weather, but the June drought told upon it. Clover, being deep rooted, held its own, but the other hay grasses were already giving indications of checked growth, when the copious rains of the last two days of June gave a smiling aspect of fertility and beauty to the whole country. During July the weather continued changeable,—a few days of warm, dry weather alternating with dull, foggy days, and heavy rain showers.

During the fall months there were very heavy rain-falls, so much so that much hay was lost, and even grain crops were beaten down and destroyed in several cases. In the Bay of Fundy, hay and drift wood from the mill streams were seen floating about in all directions. This state of things was not by any means confined to Nova Scotia. In Lower Canada particularly, and the Northern States, mill-dams were carried away, and fertile valleys flooded and their crops destroyed. The same causes that retarded the harvesting of our crops, promoted the growth of after grass, and there was abundant pasturage to an unusually late period of the season. Out of thirty-three returns, eighteen report the hay crop as above average, ten as average, and five as light or under average; of these five, three are from the county of Lunenburg, which this season seems to have had an unusually short crop, not only of hay, but likewise of all other produce. The returns of the wheat crop are not very explicit, and the culture of this crop seems to be decreasing; seven returns give the crop as above average, eight as average, and ten as below average. Of oats, thirteen returns indicate a crop above average, the same number average, and seven doubtful or below average. Barley shows fifteen returns above average, two average, and eight below average. Of Buckwheat, there are only partial returns, some counties not growing it to any great extent; the eleven returns all indicate a very satisfactory crop, above average. Turnips have ten returns above average, four average, and the same number below. Potatoes appear to have succeeded particularly well in Cape Breton, Victoria, Guysboro' and Yarmouth, better than in most other counties; there are twelve returns above average, eight average, and thirteen below average. The poorest potato crops have been in Colchester, part of Hants and Kings and Lunenburg. It is to be kept in view, however, that what would be thought a good crop of potatoes in Cape Breton, might not be regarded as such by the farmers of Kings county. Flax, rye, Indian corn, and roots, cabbages, &c., have given a fair return. The fruit crop was light, and rather inferior in quality.

*Statement of Grants-in-Aid made by the Board of Agriculture, for the year 1866, to County and District Societies, organized under the Board, in terms of the Act for Encouragement of Agriculture.*

COUNTY.	NAME OF SOCIETY.	NAMES OF PRINCIPAL OFFICERS.	Number of Members.	Subscriptions collected during the year.	Amount of grant.	Total sums allowed to Counties.
ANNAPOLIS, . . . . .	Bridgetown Agricultural Society, . . . . .	Dr. George T. Bingay, President, . . . . .	47	\$52 50	\$61 00	
		William Y. Foster, Treasurer, . . . . .				
		Eugene P. Troop, Secretary, . . . . .				
Eastern Annapolis Agricultural Society, . . . . .		H. Ince, President, . . . . .	43	48 00	57 00	
		J. E. Chipman, Secretary, . . . . .				
Paradise Agricultural Society, . . . . .		Isaac Longley, President, . . . . .	42	104 00	122 00	\$240 00
		William E. Starratt, Secretary, . . . . .				
ANTIGONISH, . . . . .	Antigonish Agricultural Society of the } County of Antigonish,	D. Chisholm, President, . . . . .	68	81 00	162 00	162 00
		C. B. Whidden, Secretary, . . . . .				
CAPE BRETON, . . . . .	Boularderie Agricultural Society, . . . . .	Hugh McKinnon, President, . . . . .	56	56 00	89 00	
		Murdoch McDonald, Secretary, . . . . .				
		Donald McLean, Treasurer, . . . . .				
		Henry Davenport, President, . . . . .				
Sydney Agricultural Society, . . . . .		A. H. Bourinot, Secretary, . . . . .	54	54 00	85 00	
		William Buchanan, Treasurer, . . . . .				
		Thomas S. Bowen, President, . . . . .				
North Sydney Agricultural Society, . . . . .		Alexander Musgrove, Secretary, . . . . .	42	42 00	66 00	240 00
		William Johnston, Treasurer, . . . . .				

Statement of Grants to County and District Societies, &c.—(continued.)

COUNTY.	NAME OF SOCIETY.	NAMES OF PRINCIPAL OFFICERS.	Number of Members.	Subscriptions collected during the year.	Amount of grant.	Total sums allowed to Counties.
COLCHESTER, . . . . .	Shubenacadie Agricultural Society, . . . . .	F. R. Parker, M. P. P., President, . . . . .	47	\$47 00	\$63 00	
		David Moore, Secretary, . . . . .				
	Stirling Agricultural Society, . . . . .	William Geddes, President, . . . . .	50	50 00	67 00	
		William Creighton, Secretary, New Annan, . . . . .				
		William Byers, Treasurer, . . . . .				
	Upper Londonderry Agricultural Society, . . . . .	James Campbell, President, . . . . .	43	43 00	57 00	
		D. F. Layton, Secretary, . . . . .				
		Thomas Faulkner, Treasurer, . . . . .				
	Upper Stewiacke Agricultural Society, . . . . .	Hugh Dunlap, President, . . . . .	40	40 00	53 00	
James S. Tupper, Secretary, . . . . .						
David McG. Johnson, Treasurer, . . . . .						
Onslow Agricultural Society, <i>Special Grant</i> , . . . . .	John B. Dickie, President, . . . . .	77	141 00	40 00		
	George F. Crowe, Secretary, . . . . .					
	Silas Clark, Treasurer, . . . . .					
CUMBERLAND, . . . . .	Amherst Agricultural Society, . . . . .	Hon. R. B. Dickey, President, . . . . .	62	62 00	53 00	\$280 00
		J. Hiram Black, Secretary, . . . . .				
		W. F. Cutten, Treasurer, . . . . .				

DIGBY, . . . . .	Minudie and Barronsfield Agricultural Society, . . . . .	Robert Mitchell, President, . . . . .	49	86 50	73 00	
		John Hunter, Secretary, . . . . .				
		Rufus Seaman, Treasurer, . . . . .				
DIGBY, . . . . .	Parrsboro' Agricultural Society, . . . . .	T. D. Dickson, President, . . . . .	90	90 00	76 00	
		John T. Smith, Secretary, . . . . .				
DIGBY, . . . . .	Wallace Agricultural Society, . . . . .	Patrick Mackay, President, . . . . .	44	46 50	38 00	240 00
		Donald McKay, Secretary, . . . . .				
DIGBY, . . . . .	Clare Agricultural Society, . . . . .	A. F. Comeau, President, . . . . .	64	64 00	88 00	
		Anselm M. Comeau, Secretary, . . . . .				
DIGBY, . . . . .	Digby Central Agricultural Society, . . . . .	Robert Reed, President, . . . . .	50	50 00	68 00	
		James M. Aymar, Secretary, . . . . .				
		William Aymar, Treasurer, . . . . .				
DIGBY, . . . . .	Weymouth Agricultural Society, . . . . .	William Dhelgreen, President, . . . . .	61	61 00	84 00	
		Frederick Sorenson, Secretary, . . . . .				
		George Johnson, Treasurer, . . . . .				
GUYSBOROUGH, . . . . .	Glenelg Agricultural Society, . . . . .	Samuel Archibald, President, . . . . .	40	40 00	80 00	80 00
		J. A. Kirk, Secretary and Treasurer, . . . . .				
HALIFAX, . . . . .	Upper Musquodoboit Agricultural Society, . . . . .	John Parker, President, . . . . .	40	40 00	46 00	
		David Archibald, Secretary, . . . . .				
HALIFAX, . . . . .	Dartmouth Agricultural Society, . . . . .	Michael Tobin, President, . . . . .	42	42 00	48 00	
		Thomas Short, Secretary, . . . . .				
		A. Tulloch, Treasurer, . . . . .				
HALIFAX, . . . . .	Lower Musquodoboit Agricultural Society, . . . . .	Robert A. Logan, President, . . . . .	42	42 00	48 00	
		Charles N. Sprott, Secretary, . . . . .				



Statement of Grants to County and District Societies, &c.—(continued.)

COUNTY.	NAME OF SOCIETY.	NAMES OF PRINCIPAL OFFICERS.	Number of Members.	Subscriptions collected during the year.	Amount of Grant.	Total sums allowed to Counties.
HALIFAX, . . . . . (continued)	Western Halifax Agricultural Society, . . . . .	Hon. William Young, President, . . . . . Dr. George Lawson, Secretary, . . . . . W. C. Silver, Treasurer, . . . . . J. H. Duvar, Auditor, . . . . .	43	\$85 00	\$98 00	\$240 00
	Fenwick Agricultural Society of Noel and Maitland, . . . . .	George Densmore President, . . . . . J. J. O'Brien, Secretary, . . . . . Thomas Hunter, Treasurer, . . . . .	60	51 00	57 00	
HANTS, . . . . .	Hardwoodland Agricultural Society, Nine Mile River, . . . . .	Donald Ferguson, Jr., President, . . . . . James Graham, Secretary, . . . . .	40	40 00	44 00	
	Newport Agricultural Society, . . . . .	James W. Allison, President, . . . . . Charles Cochran, Secretary and Treasurer, . . . . .	45	45 00	50 00	
INVERNESS, . . . . .	Windsor Agricultural Society, . . . . .	John Brown, President, . . . . . Samuel Palmer, Secretary, . . . . . James Dill, Treasurer, . . . . .	44	80 00	89 00	240 00
	Mabou and Port Hood Agricultural Society, . . . . .	George C. Lawrence, President, . . . . . Hugh McDonald, Secretary and Treasurer, . . . . .	42	42 00	61 00	

KINGS, . . . . .	North East Branch of Margaree River Agricultural Society, . . . . .	Thomas Ebbridge, President, . . . . . John Munro, Secretary, . . . . . Joseph Ingraham, Treasurer, . . . . .	41	41 00	60 00
	South West Branch of Margaree River Agricultural Society, . . . . .	Hugh Gillis, President, . . . . . Alexander McDonald, Secretary, . . . . .	42	42 00	61 00
LUNenburg, . . . . .	Broad Cove Agricultural Society, . . . . .	John McIsaac, Treasurer, . . . . .	40	40 00	58 00
	Aylesford Agricultural Society, . . . . .	Archibald Walker, President, . . . . . John Foster, Secretary, . . . . . William Rhodes, Treasurer, . . . . .	40	41 00	52 00
LUNenburg, . . . . .	Kings County Agricultural Society, . . . . .	Stephen Gould, President, . . . . . George Hamilton, Secretary and Treasurer, . . . . . Thomas Tuzo, Assistant Secretary, . . . . .	46	46 00	59 00
	Union Agricultural Society of East Cornwallis, . . . . .	Leander Eaton, President, . . . . . D. N. Newcomb, Secretary and Treasurer, . . . . .	48	48 00	61 00
LUNenburg, . . . . .	West Cornwallis Agricultural Society, . . . . .	George W. Kinsman, President, . . . . . Elias Calkins, Secretary, . . . . . Wellington Clark, Treasurer, . . . . .	53	53 00	68 00
	Chester Agricultural Society, . . . . .	Edward Heckman, President, . . . . . H. B. Mitchell, Secretary, . . . . . David Whitford, Treasurer, . . . . .	48	48 00	56 00
LUNenburg, . . . . .	Lanenburg Agricultural Society, . . . . .	John N. Kaulback, President, . . . . . Daniel Owen, Secretary and Treasurer, . . . . .	43	43 00	50 00
	Mahone Bay Agricultural Society, . . . . .	Benjamin Zwicker, President, . . . . . George Duncan, Secretary, . . . . . Joseph Zwicker, Treasurer, . . . . .	53	53 00	61 00
LUNenburg, . . . . .	Bridgewater Agricultural Society, . . . . .	Abraham Hebb, M. P. P., President, . . . . . Mather B. DesBrisay, Secretary and Treasurer, . . . . .	69	63 00	73 00
					240 00

Statement of Grants to County and District Societies, &c.—(continued.)

COUNTY.	NAME OF SOCIETY.	NAMES OF PRINCIPAL OFFICERS.	Number of Members.	Subscriptions collected during the year.	Amount of grant.	Total sums allowed to Counties.
PICTOU, . . . . .	Egberton Agricultural Society, . . . . .	Finlay Cameron, President, . . . . .	40	\$40 00	\$52 00	
		David Falconer, Secretary, . . . . .				
	Maxwellton Agricultural Society, . . . . .	John Thompson, President, . . . . .	40	40 00	52 00	
		James W. Patten, Secretary, . . . . .				
David Patterson, Treasurer, . . . . .						
Merigomish Agricultural Society, . . . . .	Robert Brown, President, . . . . .	40	40 00	52 00		
	J. S. Copeland, Secretary and Treasurer, . . . . .					
PICTOU AGRICULTURAL SOCIETY, . . . . .	Pictou Agricultural Society, . . . . .	David Matheson, President, . . . . .	63	64 00	84 00	\$240 00
		John McKenzie, Secretary, . . . . .				
		James Ives, Treasurer, . . . . .				
QUEENS, . . . . .	Caledonia and Kempt Agricultural Society, . . . . .	Milton Douglas, President, . . . . .	40	40 00	80 00	
		Edward P. Freeman, Secretary, . . . . .				
		George Tremain, Treasurer, . . . . .				
RICHMOND, . . . . .	Red Islands Agricultural Society, . . . . .	James Johnston, President, . . . . .	40	43 00	86 00	
		John McDonald, Hay Cove, Secretary, . . . . .				
		Alex. Campbell, Treasurer, . . . . .				

SHRELBURN, . . . . .	Barrington Agricultural Society, . . . . .	A. C. A. Doune, President, . . . . .	60	60 00	120 00	
		R. H. Crowell, Secretary, . . . . .				
		F. W. Homer, Treasurer, . . . . .				
VICTORIA, . . . . .	Baddeck Agricultural Society, . . . . .	Alexander Taylor, President, . . . . .	40	40 00	56 00	
		Alexander Cameron, Secretary, . . . . .				
		James Crowdis, Treasurer, . . . . .				
MIDDLE RIVER OF VICTORIA AGRICULTURAL SOCIETY, . . . . .	Middle River of Victoria Agricultural Society, . . . . .	John McDonald, President, . . . . .	40	49 00	69 00	
		John McLennan, Secretary, . . . . .				
		Kenneth McDonald, Treasurer, . . . . .				
NORTH SHORE OF ST. ANN'S AGRICULTURAL SOCIETY, . . . . .	North Shore of St. Ann's Agricultural Society, . . . . .	D. McDonald, President, . . . . .	40	40 00	56 00	
		Angus McKay, Secretary, . . . . .				
ST. ANN'S (SOUTH GUT) AGRICULTURAL SOCIETY, . . . . .	St. Ann's (South Gut) Agricultural Society, . . . . .	John Robertson, President, . . . . .	42	42 00	59 00	240 00
		John Morrison, Secretary and Treasurer, . . . . .				
YARMOUTH, . . . . .	Yarmouth Township Agricultural Society, . . . . .	Josiah Raymond, President, . . . . .	59	59 00	118 00	
		James Crosby, Secretary, . . . . .				
		C. Cahau, Treasurer, . . . . .				

Sum Total of Grants to Societies, for the year 1866, . . . . . \$3,566 00

*General Abstract of Accounts for 1866-67.*

CR.	
By balance from previous year .....	\$5183 38
Legislative grants for 1866, viz. :	
For purchase of Stock Farm.....	8000 00
For Agricultural Societies.....	4000 00
For general purposes .....	2000 00
	<u>\$19183 38</u>
DR.	
I.—AGRICULTURAL SOCIETIES.	
Grants paid to societies for 1865.....	\$392 00
Grants paid to societies for 1866.....	2838 00
	<u>\$3230 00</u>
II.—LIVE STOCK, GRAIN, &C., IMPORTED.	
Cost of cattle and sheep imported from Canada, freight, expense of keep, and sale by auction, &c. ....	\$3453 69
Expense of keeping horses, wages of grooms, harness accounts, &c.....	2204 86
Paid for seed grain, &c.,.....	229 47
	<u>\$5888 02</u>
Free proceeds of sales of cattle, sheep and horses, \$3068 31	
Fees of stud horses .....	730 00
	<u>3798 31</u>
	2089 71
III.—STOCK FARM.	
Paid into Bank on deposit receipt.....	8000 00
IV.—GENERAL PURPOSES.	
miscellaneous expenses of Board, Secretary's salary, travelling expenses of members, printing, advertising, &c., less subscriptions received for Agricultural Journal.....	1005 03
	<u>\$14324 74</u>
Balance in Treasurer's hands.....	4858 64
	<u>\$19183 38</u>
Balance in Treasurer's hands brought down.....	<u><u>\$4858 64</u></u>

## APPENDIX No. 23.

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### NAVAL BRIGADE.

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(Adjutant General.—No. 2240.)

*Office of A. G. M.,  
Halifax, N. S., 27th April, 1867.*

SIR,—

I am commanded by his Excellency Sir W. F. Williams, Bart, &c. &c. &c., to transmit the correspondence named in the margin with reference to a staff of Instructors for the Naval Brigade of the Province, and to request that you will be pleased to submit the same for the consideration of the Legislature.

I have the honor to be,

Sir,

Your most obed't. servant,

R. B. SINCLAIR,  
Adjutant General of Militia.

The hon. CHARLES TUPPER,  
Provincial Secretary, &c., Halifax.

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(COPY.)

*"Duncan," at Halifax, 24th April, 1867.*

SIR,—

Herewith I beg to forward, for your Excellency's information, a copy of a letter which I have received from the Lords Commissioners of the Admiralty, on the subject of the Volunteer Naval Brigade of Nova Scotia.

I have, &c.

(Signed)

J. HOPE,  
Vice Admiral.

His Excellency Lieut. Gen'l. Sir W. F. WILLIAMS, Bart., &c.,  
Lieut. Governor of Nova Scotia.

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(COPY.)

(No. 182.—N.)

*Admiralty, 12th April, 1867.*

SIR,—

With reference to your letters of the 17th November, 1866, and 7th March last, respecting the progress of the Volunteer Naval Brigade of Nova Scotia, I am commanded by my Lords Commissioners of the Admiralty to acquaint you that

when the Provincial Legislature vote the necessary funds, their lordships will be prepared to authorize the provision of a Staff of Instructors for the drill of the Brigade.

I am, &c.,

(Signed)

W. G. ROMAINE.

Vice Admiral Sir JAMES HOPE, G.C.B., &c. &c.,  
Halifax.

(COPY.)

(Nova Scotia.—No. 7.)

*Downing Street, 9th April, 1867.*

SIR,—

Having received from the Board of Admiralty copies of two letters from Vice Admiral Sir James Hope, dated the 17th of November last and the 7th of March, relative to providing a Lieutenant and a certain number of Instructors for the drill of the Volunteer Naval Brigade which has been formed in Nova Scotia, I enclose, for your information, a copy of a letter which I have caused to be addressed to the Admiralty on the subject. I do not find that any report upon it has been received from you.

I have, &c.,

(Signed)

BUCKINGHAM AND CHANDOS.

Lieut. Governor Sir W. F. WILLIAMS, Bart.,  
&c. &c.

(COPY.)

*Downing Street, 9th April, 1867.*

SIR,—

With reference to your letter of the 2nd instant, relative to providing a Staff of Instructors for the drill of the Volunteer Naval Brigade in Nova Scotia, I am directed by the Duke of Buckingham and Chandos to acquaint you, for the information of the Lords Commissioners of the Admiralty, that no report has been received from the Lieutenant Governor on the subject. But his Grace thinks that it might afford useful encouragement to a measure of the Province for self-defence, if their Lordships should feel at liberty to announce that in case the Provincial Legislature should vote the necessary funds, they would be prepared to furnish the Instructors for the drill of the Naval Brigade.

I am, &c.

(Signed)

F. ROGERS.

The Secretary to the Admiralty.

(COPY.)

(Nova Scotia.—No. 10.)

*Downing Street, 13th April, 1867.*

SIR,—

With reference to my despatch, No. 7, of the 9th instant, I have the honor to enclose a copy of the reply received from the Admiralty, on the supply of Instructors for drilling the Naval Brigade in Nova Scotia.

I have, &c.,

(Signed)

BUCKINGHAM AND CHANDOS.

Lieut. Governor Sir W. F. WILLIAMS, Bart.

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(COPY.)

*Admiralty, 12th April, 1867.*

SIR,—

With reference to your letter of the 9th instant, respecting the Volunteer Naval Brigade of Nova Scotia, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Duke of Buckingham, that, in accordance with his Grace's suggestion, they have announced to Sir Sames Hope, the Naval Commander-in-Chief at Halifax, that when the Provincial Legislature vote the necessary funds, their lordships will be prepared to furnish the requisite Staff of Instructors for drilling the Brigade.

I am, &c.,

(Signed)

W. G. ROMAINE.

Sir F. ROGERS, Bart., &c. &c.



## APPENDIX No. 24.

### POORS' ASYLUM.

*Aggregate list of articles purchased for the use of the Halifax Asylum for the Poor during the year One thousand eight hundred and sixty-six, with the balance due the Bank of Nova-Scotia on the 1st January.*

1866.

Balance due the Bank of Nova Scotia, per account,.....	\$8627 50	
Barley, 6277 lbs.....	188 31	
Beef, 45828 lbs. ....	2462 65	
Butter, 1993 lbs.....	251 81	
Bread (Hard) 63 boxes.....	78 75	
Bakery—salary and wood.....	237 35	
Coals, 105 chaldrons.....	527 50	
	3746 37	
Contingencies—Expended by the matron, whose account is audited monthly by the acting Commissioner.....	940 00	
Clothing—blankets, sheets, &c.....	2343 39	
Corn Meal, 19 bbls.....	76 00	
Farming Branch—		
Rent of fields, cows, plowing, mowing, &c.....	488 65	
	3848 04	
Fish, 147 qtls .....	386 00	
Flour, 432 bbls. ....	3405 56	
Gas Company, for gas light.....	132 80	
Ironmongery, blacksmith work, &c.....	35 74	
Interest—paid the Bank for money advanced.....	227 61	
Insurance—paid premium of insurance against fire on the buildings.....	27 50	
Lumber—for repairs to buildings, coffins, &c.....	140 41	
Leather—for shoes and repairing.....	312 93	
	4668 55	
Miscellaneous—Expences required for the establishment—articles not of ordinary consumption, purchased by the Commissioners, which do not come under other heads.....	597 74	
Molasses, 1281 glns.....	480 00	
Oatmeal, 2629 lbs.....	90 08	
Oil, 73 glns. ....	76 15	
Old Junk, for making oakum.....	82 25	
Porter, for the sick.....	171 00	
Pork, 4600 lbs.....	433 55	
Potatoes, 2149 bush.....	770 46	
Pease and beans, 121 bush.....	151 37	
Removal of paupers.....	165 00	
Repairs to buildings.....	569 64	
	3587 24	
Rice, 896 lbs.....	35 84	
Straw for bedding, 26,625 lbs.....	193 09	
Salt, 10 hhds.....	18 50	
	247 43	



## Salaries, including medicines and medical attendance—

Dr. W. J. Almon.....	480 00	
Keeper and matron.....	600 00	
School mistress.....	200 00	
Secretary .....	240 00	
	—————	1520 00
Soap, (hard), 512 lbs., (soft), 35020 lbs.,.....	544 23	
Stationery and printing .....	26 65	
Sugar, 2127 lbs.....	184 70	
Tinware and repairing.....	120 90	
Tea, 1951 lbs.....	671 97	
	—————	3068 45
Truckage .....	77 00	
Turnips and onions .....	65 20	
Vinegar, 42 gls.....	11 21	
Water Commissioners, for water.....	180 00	
Wine, for the sick, 160 gls.....	279 90	
Wood, 107 cords.....	325 88	
	—————	939 19
		—————
		\$28732 77
Balance due the Bank of Nova Scotia,.....		\$4319 74

WM. DUNBAR, }  
P. POWER, } Auditors.

*Account of Funds received for the Halifax Asylum for the Poor, during the year 1866, and from whence received.*

Months.	COMMISSIONERS.	Treasury Transient Poor.	City Treasurer.	Casual Board, sale of sundries, &c.	Total.
1866.					
January,	J. W. Nutting, Esq....	\$3328 00	\$2000 00	\$129 26	\$5475 26
February,	Henry Pryor, Esq.....			329 30	329 30
March,	Patrick Power, Esq....		2000 00	172 42	2172 42
April,	P. C. Hill, Esq.....	4320 00		141 44	4461 44
May,	Charles Twining, Esq....		2368 05	206 98	2575 03
June,	Hon. E. Kenny .....			52 52	52 52
July,	His Worship the Mayor.	3239 40		58 08	3297 48
August,	George P. Mitchell, Esq.			92 96	92 96
Sept'r.,	Jeremiah Conway, Esq..			175 54	175 54
October,	William Dunbar, Esq... .	3042 90		235 91	3278 81
Nov'r.,	P. C. Hill, Esq.....			195 22	195 22
Dec'r.,	Sam'l. Trenaman, Esq..		2000 00	225 05	2225 05
	School Grant for 1865..				100 00
	Balance carried down...				4319 74
		\$13930 30	\$8368 05	\$2014 68	\$28732 77

Errors Excepted.

CHARLES TWINING, Chairman.

Halifax, 31st December, 1866.

*Account of Paupers remaining in the Asylum for the Poor on the 1st January, 1866, and admitted during the year ending the 31st December.*

Men—Halifax.....	126	
Transient.....	391	
		— 517
Women—Halifax.....	92	
Transient.....	283	
		— 375
Children—Halifax.....	141	
Transient.....	35	
		— 196
		—
Total.....	1088	

Deaths in the Asylum during the year :

Men.....	39
Women.....	18
Children.....	13
	—
Total.....	70

Number of Paupers in the Asylum on the 31st Dec'r., 1866 :

Men.....	187, of which 18 are lunatic.
Women.....	165,    "   40    "
Children.....	75,    "   6    "
	—
	427       64    "

Average number in the House per day, 371, at a cost of 15 cents per day.  
Number of Paupers in the House on the 1st March, 1867—478.

J. H. REYNOLDS, Secretary.



## APPENDIX No. 25.

### DESERTERS.

(Nova Scotia.—No. 7.)

*Downing Street, 31st July, 1866.*

SIR,—

I have the honor to transmit to you the enclosed copy of a letter from the War Department, accompanied by a Despatch from major-general Doyle, pointing out the necessity in Nova Scotia of making some addition to the reward from Imperial funds provided by the Mutiny Act for the apprehension of Deserters.

In the neighboring Province of New Brunswick the Legislature adds £4, and in Prince Edward Island £10, to the ordinary allowance. I trust that the Legislature of Nova Scotia will be willing in like manner to provide a suitable addition, for which purpose major-general Doyle suggests £5 to the reward provided from Imperial funds for the apprehension of Deserters.

I have the honor to be,

Sir,

Your most obedient,

Humble servant,

CARNARVON.

Lieut. Governor Sir F. WILLIAMS, Bart, &c. &c.

(COPY.)

*War Office, 30th April, 1866.*

SIR,—

I am directed by the Secretary of State for War to transmit to you, to be laid before Mr. Secretary Cardwell, a copy of a despatch which has been received from major-general Hastings Doyle, requesting authority to increase the reward authorized by the the 34th clause of the Mutiny Act, for the apprehension of Deserters from the Garrison of Nova Scotia.

Mr. Cardwell will perceive from this despatch that in the neighboring Provinces of New Brunswick and Prince Edward Island the Local Legislatures add £4 and £10 respectively to the allowance granted by Her Majesty's Government for each Deserter apprehended, whilst in Nova Scotia nothing is given by the Colonial Legislature.

The Marquis of Hartington would suggest that the attention of the Legislature of Nova Scotia should be called to the above circumstance, with a view to its affording similar assistance.

I have, &c.,

(Signed) EDWARD LUGARD.

T. F. ELLIOT, Esq., &c. &c.

(COPY.)

*Halifax, Nova Scotia, 11th October, 1865.*

MY LORD,—

I have the honor to forward the accompanying report of Lieut. Griffiths, 2-16 Regt., detailing the assistance he had received from certain civilians named, in the pursuit of Deserters from that corps; and as the desertions have, of late, been very numerous from this Garrison, and the Deserters received, as a rule, every assistance from the inhabitants, I am very desirous of being empowered to make some pecuniary reward to the three men specially named, for their aid in arresting and pursuit of these soldiers, the reward authorized by the 34th clause of the Mutiny Act being too small to induce men to leave their regular business for such a purpose, a fact so well understood in the adjoining Provinces of New Brunswick and Prince Edward Island, that in the first the Local Government add £4 for each Deserter apprehended, and in the second, £10 is given for each, while in Nova Scotia nothing is given. Under these circumstances, and as desertion has become rife from this Garrison of late, I beg leave to suggest that I be empowered to grant £5 to each of these three men, and the same to any other civilians who may be mainly instrumental in apprehending Deserters, the facts of the case being of course reported to you as they arise, and covering authority applied for. I am satisfied that a knowledge of this reward being obtainable would tend most materially to check desertion.

I have, &amp;c.,

(Signed)

HASTINGS DOYLE,  
Lieut. General commanding.

The Right Honble.

The Secretary of State for War, &amp;c. &amp;c.

(COPY.)

*Halifax, N. S., October 9th, 1865.*

SIR,—

I have the honor to report, for the information of the officer commanding, that I returned from the pursuit of Deserters yesterday evening, having apprehended the two men named in the margin, on the road leading to Annapolis, about 6 miles beyond Chester, and 52 from Halifax.

I proceeded with Sergeant Bucklay and Corporal Bell, at 5, p. m., on Thursday evening, to the 39-mile house, on the Chester road, where I arrived about 2, a. m. on the morning of the 6th. Soon after my arrival I was joined by Sergeant Trueman and two men of the Hubley Look-out party. Sergeant Trueman then informed me that he had found the boat beached at South West Cove, near Sandy Beach, on Thursday afternoon. He had tracked them making for the main Chester road. Sergeant Trueman and party was accompanied by two fishermen from Sandy Beach, names as per margin, who guided the party from the shore to the main road, (about 13 miles), by bye-roads and through the woods, and I feel convinced that it was in a great measure owing to their valuable assistance that Sergeant Trueman was enabled to follow up the deserters so quickly. These fishermen accompanied us to Chester, and remained on watch with us day and night until Saturday morning. They being well acquainted with the different roads and bye-paths round Chester, their services were most useful. I proceeded to Chester on Friday morning, about 7, a. m., and there I ascertained that the Deserters were in the woods about 5 miles from Chester. I then found out the best position to establish Look-out posts, as I knew the men would have to leave the woods, which they probably would not do until dark.

I had three different posts, and we remained all night in ambush, but I saw no one. However, on Saturday morning I was informed that seven men (the deserters) were coming down the Chester road, at about 7 o'clock, p. m., the previous evening, when three civilians chased them, and they took to the woods, thinking they were the Look-out party. It was most unfortunate, as had they not been chased, another mile along the road they were coming was our first Look-out party, and we were certain to have apprehended them. Private Sidley, it appears, got separated from the others soon after leaving the boat, which will account for the seven. On Saturday afternoon I was driving about 4 o'clock, p. m., with the driver, visiting the several posts, when I went to a house occupied by Mr. Webber, about 5 miles from Chester, on the Windsor road, and he informed me two men had left his house about 15 minutes before, who had enquired for the Annapolis road. I proceeded after them, and I saw them on the road in conversation with two civilians, (one Mr. Webber's son), who were trying to delay them. I apprehended them. I should request that some reward may be given to Mr. Webber, who rendered me every assistance. The other five men were still in the woods, and the Drysdale's and Hoobley's Look-out parties are on the watch, so I feel assured that they will be taken. I considered it advisable to escort the two men, with Sergeant Buckley, to Head quarters, without delay. I left Corporal Bell attached to Serjeant Power's party.

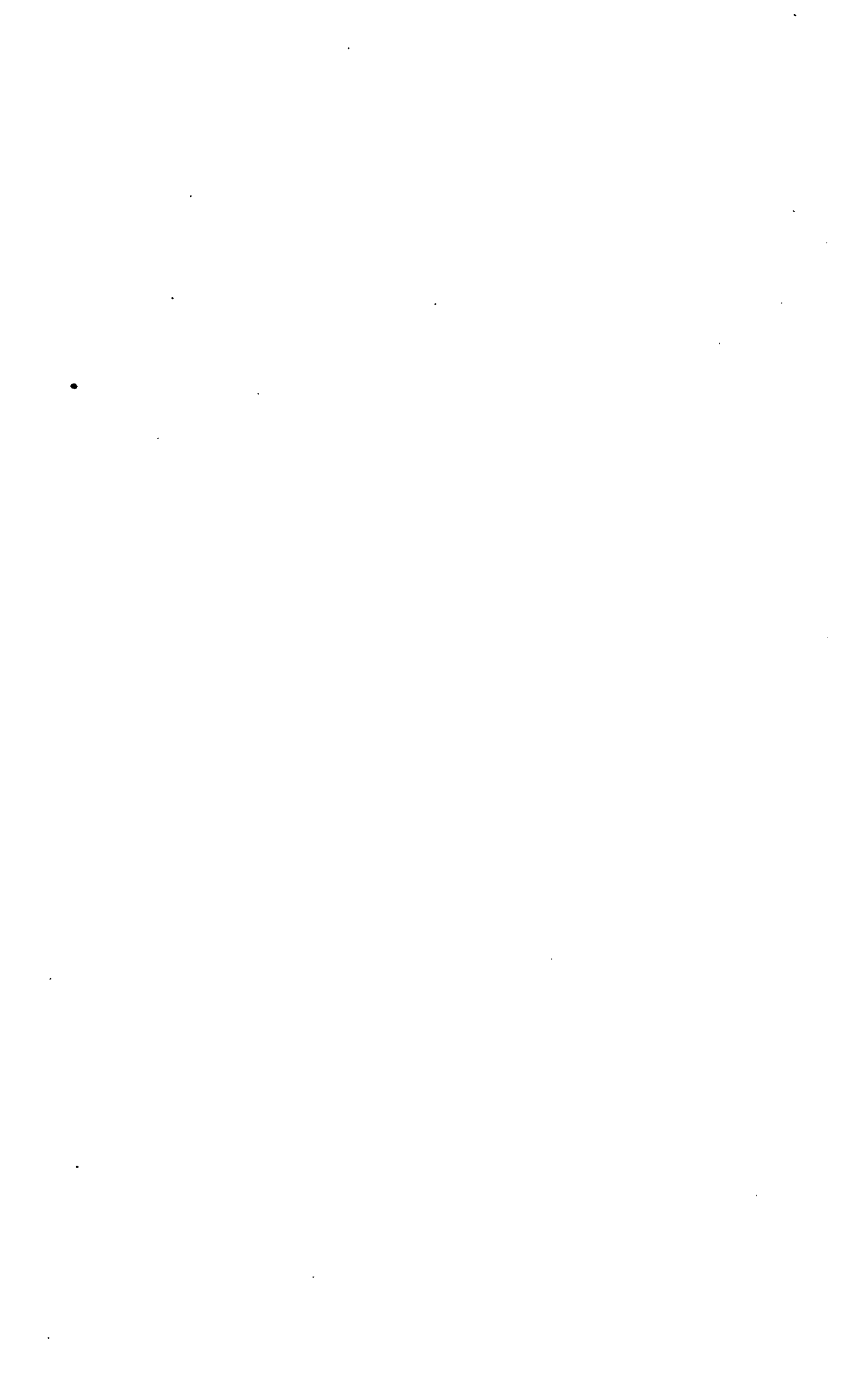
In conclusion, it was most satisfactory to find the inhabitants of Chester, and its neighborhood, most anxious to offer us every assistance. The boat is in charge of a fisherman named George Shatford, East side of Margaret's Bay.

I have, &c.,

(Signed)

GEORGE GRIFFITHS,  
Lient. 2-16 Regt.

The Adjutant 2-16 Regiment.



## APPENDIX No. 26.

# PASSPORTS.

(Circular.)

*Downing Street, 5th June 1866.*

Sir,—

Her Majesty's Government have had under their consideration certain applications that Foreigners Naturalized in one or other of Her Majesty's colonies may be enabled, like Foreigners Naturalized in this country, to obtain British Passports for Foreign travel, with their attendant advantages.

A circular which Lord Clarendon has addressed to Her Majesty's Ministers and Consular Officers abroad, and of which I enclose a copy, will show you the extent to which Passports granted under the authority to be conferred upon you by his despatch will be available for the holders in countries beyond Her Majesty's dominions.

I have now to authorize you to issue Passports to persons naturalized as British subjects in the colony under your government. In exercising this authority, care must be taken that every Passport is signed by the officer administering the government, that it contains an express declaration that the person receiving it is naturalized as a British subject in the colony under your government, and that it states the period for which it is available, which must not exceed twelve months from the date of issue. A memorandum on a separate paper should be given with each Passport, stating that it may be exchanged in London for a Foreign Office Passport on the recommendation of the Secretary of State for the colonies, but that it will not be renewed at any of Her Majesty's Missions or Consulates abroad but only at the Foreign Office in London, except under the special circumstances stated in the Foreign Office circular, when it may be exchanged once for all at any of those Missions or Consulates for a Passport strictly limited to such a length of time as will enable the bearer to reach England or any of Her Majesty's Possessions abroad, and that the Passport will not confer on the bearer any claim to British protection in the country of his birth.

I annex a form of Passport which may be adopted, and of the memorandum which should be given with it.

I have the honor to be,

Sir,

Your most obedient,

Humble servant,

(Signed)

CARNARVON.

### *Memorandum.*

The Passport accompanying this Memorandum may, on the recommendation of the Secretary of State for the Colonies, be exchanged in London for a Foreign Office Passport, available for the unexpired portion of the period for which it was originally granted.

It can be renewed only at the Foreign Office in London, on the recommendation of the Secretary of State for the Colonies, but it may be exchanged, if run out, at



any of Her Majesty's Missions or Consulates in Foreign countries, for a Passport strictly limited to such length of time as will enable the bearer to reach England, or any of Her Majesty's Possessions abroad. Such limited renewal may be effected once, and once only, by a British Minister or Consul in Foreign Parts. The Passport confers on the bearer no claim to British Protection in the country of his birth.

*Form of Passport.*

THIS Passport is granted to A. B., naturalized as a British subject  
of , to enable him to travel in Foreign Parts, and  
is available for the period of months, from the  
day of 18

(Signed) C. D.,  
Governor [or otherwise as the case may be]  
of the colony of

## APPENDIX No. 27.

### LENNOX PASSAGE.

*Halifax, N. S., 4th April, 1867.*

SIR,—

In compliance with instructions received from the Hon. Financial Secretary, requesting a report upon the means best adapted for the improvement of the ferry across Lennox Passage, Richmond County, C. B., on the post line between Halifax and Arichat—the present unsatisfactory condition of which having been brought under his notice by the accompanying letter from William Miller, Esq., M. P. P.,—I beg to state that an examination of the locality induces me to recommend (in the absence of a more efficient means of communication, such as the erection of a bridge at the “Burnt Islands”) the construction of a wharf on either shore of 75 feet and 60 feet in length respectively, with a low water landing stage.

This plan would prove of great convenience, and would tend largely to decrease the discomfort and delay which parties are at present subjected to in crossing the ferry.

The lengths above specified will afford a draught of water of three feet at low tide—a depth quite sufficient for the scows now in use.

With a view to economy of expenditure, I would further suggest that the timber be procured during the winter months.

The cost of this work I estimate at \$1,250.

I have the honor to be,

Sir,

Your obedient servant,

ALEX. MACNAB,  
Chief Engineer, Public Works.

HON. CHARLES TUPPER,  
Provincial Secretary.

*Halifax, November 27th, 1866.*

SIR,—

The unsatisfactory state of the ferry across Lennox Passage, at Grandique, in the county of Richmond, on the post line between Halifax and Arichat, has of late been brought very frequently under my notice. As some improvement of this ferry, both as regards the postal service and the accommodation of the inhabitants of the counties of Richmond and Inverness, and the travelling public generally, has become an urgent necessity, I beg to direct the attention of the Government to the subject, and would recommend that an engineer be sent at an early day to report, for the information of the Government, upon the best means of meeting the public requirements in regard to this ferry.

I have the honor, &c.,

WILLIAM MILLER, M. P. P.

The Hon. JAMES McDONALD,  
Financial Secretary, &c.



APPENDIX No. 28.

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COLONIAL SECRETARY.

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(Circular.)

*Downing Street, 8th March, 1867.*

SIR,—

I have the honor to inform you that her Majesty has been pleased to entrust to my care, as one of the Principal Secretaries of State, the Seals of the Colonial Department.

I have the honor to be,

Sir,

Your most ob'dt humble servant,

(Signed) BUCKINGHAM AND CHANDOS.

The Lieutenant Governor,  
Nova Scotia.



## APPENDIX No. 29.

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### NAVIGATION SECURITIES.

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(No. 8.—1866.)

*Her Majesty's Ship "Lily,"*  
*At Halifax, 12th April, 1866.*

SIR,—

In compliance with your directions, it is with pleasure that I am able to testify to the efficiency of the fog trumpet recently established on Sambro Island.

On making the entrance to this harbor in her Majesty's ship under my command, yesterday morning, a dense fog prevailing, the trumpet was distinctly heard at a distance, which our subsequent run proved to be seven miles. The clearness of the sound and the regularity of the intervals enable its bearing to be estimated within a point. By this means, and by careful attention to the lead, we were able to round Sambro ledge, and enter the harbor.

After passing the Island, the fog cleared up, and proved our estimated position to be perfectly correct.

I have the honor to be,

Sir,

Your obedient servant,

A. HENEAGE,  
Commander.

Vice Admiral Sir JAMES HOPE, G. C. B.,  
Commander-in-Chief.



## APPENDIX No. 30.

# PUBLIC ACCOUNTS.

### REPORT OF COMMITTEE ON PUBLIC ACCOUNTS.

The joint committee of the Legislative Council and House of Assembly, appointed to examine the Public Accounts, have examined the same, and the vouchers therewith submitted, and report as follows :

#### THE RECEIVER GENERAL'S ACCOUNT.

This account has been compared with the vouchers, and found correct.

#### ABSTRACT.

Balance in 1865, .....	\$222,932 97
Received in 1866 :	
Customs, Halifax, .....	\$996,000 00
Do. other ports, .....	224,133 78
	\$1,220,133 78
Received Light Duty :	
Halifax,            }	
Canso,             }	
Pubnico,          }	15,754 06
Received from other sources, .....	621,359 87
	\$2,080,180 68
Payments, .....	1,961,348 28
	\$118,832 40
Received from Customs and Excise to 30th Sept'r., .....	\$1,223,240 06
Received in 1865, do., .....	1,048,750 12
	174,489 94
Revenue from Customs and Excise :	
Customs duties collected in 1866, .....	\$1,226,398 87
From Excise during the same period, .....	5,503 69
	1,231,902 56
From same sources in 1865, .....	1,047,891 08
	\$184,011 48



## LIGHT DUTY.

Collected in 1865, .....	\$38,944 65
“ 1866, .....	37,687 30
	<hr/>
Less in 1866, .....	\$1,257 35
	<hr/>
Gross Revenue of 1866 from all sources,.....	<u>\$1,708,855 55</u>

(See Appendix A, and Receiver General's Account.)

The Gold sent to the Dublin Exhibition, \$11,222, has been since sold, and proceeds, \$11,966.43 is accounted for by the Receiver General subsequently to the 30th September.

There was due from Collectors of Revenue and Light Duties on September 30th, 1866, .....	\$95,769 24
Since paid, .....	84,207 65
	<hr/>
Leaving due on the September balance, .....	<u>\$11,561 59</u>

(Appendix B.)

## CASUAL REVENUE.

Paid to Receiver General in 1866—Fees.....	\$100 00
Marriage licenses.....	6081 25
Royalty on coal .....	46943 75
	<hr/>
	\$53125 00
Licenses to search and work.....	11170 00
	<hr/>
Total.....	<u>\$64295 00</u>
	<hr/>
Royalty on coal collected in 1865, was.....	<u>\$43645 00</u>

(Appendix C.)

## CROWN LANDS.

This account examined and found correct.

Balance in hand.....	\$246 44
Receipts from lands.....	\$43369 88
Seizures and searches.....	143 50
	<hr/>
Total .....	\$43513 38
Payments .....	16987 01
	<hr/>
Nett revenue.....	<u>\$26526 37</u>
	<hr/>
Nett revenue in 1865 .....	<u>\$29974 00</u>

Number of acres granted, 120,691½.

(Appendix D, and Crown Land Report.)

## POST OFFICE.

The accounts examined agree with vouchers, and found correct.

Total expenditure.....	\$86127 14
Nett revenue.....	69010 99
Deficit .....	\$17116 15
Deficit in 1865.....	18575 27
Decrease in deficiency.....	\$1459 12
The increase in expenditure in 1866 was.....	\$5180 12
Increase of income .....	6639 24
Balance 30th September, 1866.....	399 46
Postage stamps on hand .....	26367 22

(Appendix E, and Postmaster General's Report.)

## BOARD OF WORKS.

Accounts examined, and agree with the vouchers.

Payments made for various services,.....	\$273,130 00
Paid Receiver General, .....	34,923 59
	\$308,053 59
Receipts from various sources,.....	\$34,923 59
From Receiver General,.....	259,566 66
	294,490 25
Due Board of Works, .....	\$13,563 34

It appears that some accounts have not been checked. The committee recommend that all accounts should be properly checked in the office before payment.

(Appendix F and Board of Works Report.)

## SAVINGS BANK.

Amount due depositors, 31st December, 1866, .....	£160,911 3 6
Cash on hand,.....	£1652 7 0
Gain in 1866,.....	£257 8 4
Interest paid depositors on accounts closed during the year,	£413 5 2
Do. credited to depositors, .....	5547 19 5
	£5961 4 7
Received from Receiver General:	
Interest on monies,.....	£6218 12 11
Gain during the year,.....	£257 8 4
The surplus fund is as follows:	
Balance 31st December, 1866,.....	£1038 10 9
Gain in 1866,.....	257 8 4
Difference between abstract and ledger, .....	2 7 5
	£1298 6 6
Expense account,.....	38 9 7
Surplus balance, .....	£1259 16 11

## MINES DEPARTMENT.

The accounts have been examined and found correct.

*Gold Mines.*

Yield of gold for the year, .....	24,162 oz. 04 dwts. 11 grs.
Previous year, .....	24,867 oz. 05 dwts. 22 grs.
	<u>705 oz. 01 dwts. 11 grs.</u>
Receipts, .....	\$18,201 99
Expenditure, .....	6,611 38
	<u>Nett receipts, .....</u> \$11,590 61
	<u>Nett proceeds in 1865, ...</u> \$11,086 27

*Coal Mines.*

Received for licenses to search, .....	\$7,520 00
Do. do. to work, .....	3,650 00
Do. royalty on coal, .....	46,939 75
	<u>\$58,109 75</u>
Return licenses and survey, .....	1,295 86
	<u>Nett proceeds, .....</u> \$56,813 89
	<u>Nett proceeds previous year, .....</u> \$54,208 11

*Abstract.*

Nett proceeds gold mines . . . . .	\$11590 61
Nett proceeds coal mines . . . . .	56813 89
	<u>\$68404 50</u>
Deduct expenses common to both services . . . . .	8639 17
	<u>Nett revenue from mines 1866 . . . . .</u> \$59764 53

(Appendix G, and Mines Report.)

## IMMIGRATION.

Balance, 1865 . . . . .	\$133 00
From Receiver General . . . . .	20000 00
Other sources . . . . .	26 00
	<u>\$20159 00</u>
Expended . . . . .	19961 94
	<u>Balance . . . . .</u> \$197 06

Of the above expenditure, \$2000.00 has been loaned, to be returned in three years, with interest at six per cent.

(Appendix H, and see Immigration Report.)

## MILITIA.

The accounts have been examined and agree with vouchers.

Received during the year from the Treasury .....	\$138000 00
From ammunition sold .....	1517 51
Other items .....	370 88
	<u>\$139888 39</u>

*Expended.*

Balance of last year .....	\$3866 85
Sundry services .....	116348 26
	<u>\$120215 11</u>
Balance on hand .....	<u>\$19673 28</u>

It is stated that a large amount of expenditure was incurred by the Fenian excitement, and that a considerable amount of stores are remaining on hand.

*Arms Fund.*

Arms sold, 1859-60 .....	\$4480 45
Drawn by Adjutant General .....	479 55
	<u>\$4000 90</u>

(*Appendix I, and Adjutant General's Report.*)

## TREASURY NOTES.

\$60,000 in old Treasury Notes, of \$4 and \$5, have been counted and destroyed by the committee.

New Notes, amounting to \$180,000, have been signed by the commissioners, a portion of which are issued.

Notes in circulation, per Report of committee, 1866, .....	\$522,458
Less \$30,000 in the Receiver General's hands, unissued, .....	30,000
	<u>\$492,458</u>
New Notes issued from March 15th, 1866, to March 15th, 1867, ....	130,000
Total in circulation, .....	<u>\$622,458</u>

Cancelled and defaced Notes in hands of Receiver General,  
to be destroyed, \$20,000

(*Appendix J.*)

## RAILWAY INTEREST.

Paid by Receiver General in 1866, .....	\$236,685 01
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## COUPONS.

The committee have counted and destroyed Coupons for Railway Interest, payable in Nova Scotia, paid by the Receiver General, amounting to \$76,545, excepting on Coupon A, No. 100, 1st July, 1866, \$15 and \$45 additional.

## PROVINCIAL RAILWAY.

## Construction :

Amount expended to 30th September, 1865, .....	\$4,319,507 15
Expended in 1866, .....	\$13,127 26
Less credit acct., .....	46 68
	13,080 58
Total, .....	\$4,332,587 73
Cash from Receiver General, .....	4,310,891 15
Balance due, .....	\$21,696 58

*Railway Revenue.*

For 12 months to 30th Sept'r., 1866, .....	\$199,739 19
Working expenses, .....	165,571 89
Nett revenue, .....	\$34,167 30
Nett revenue, 1865, .....	24,884 94
Increase, .....	\$9,282 36
Gross receipts, 1865, .....	\$183,953 82
Expenses, do. ....	159,068 88
Increase of working expenses in 1866 over 1865, .....	\$6,503 01

*Pictou Railway.*

Received from the Receiver General to 30th Sept., 1865, .....	\$241,015 04
Do. in 1866 to 30th September, .....	800,916 60
	\$1,041,931 64
Expended, .....	1,000,571 46
Unexpended, .....	\$41,360 18

## INDEBTEDNESS OF THE PROVINCE, 30th Sept., 1866.

## DR.

To amount of provincial bonds, first issue, .....	\$4,000,000 00
Do. Do. second issue, .....	900,500 00
Do. provincial notes, old and new issue, .....	587,458 00
Do. borrowed from savings bank, .....	615,200 00
Do. undrawn monies, per estimate, .....	349,534 00
	\$6,452,692 00

## CR.

By balance in hands of Receiver General, .....	\$118,832 40
Do in bank, railway funds, .....	3,786 64
Amount due from collectors of customs, .....	93,480 08
Do. casual revenue, .....	68,488 49
Do. Canada, New Brunswick, and P. E. Island, .....	12,595 76
Do. counties for road advances, .....	13,029 96
Do. do. Hospital for Insane, .....	41,484 27

Amount due from Railway Department,.....	23,146 05	
Do. Post Office Department,.....	2,592 00	
Do. Militia Department, .....	19,673 28	
Do. Board of Works,.....	12,121 00	
Do. railway damages, .....	3,806 05	
Do. brewers of ale and porter, .....	6,351 77	
Do. manufacturers of tobacco, .....	1,286 91	
		420,675 69
		<u>\$6032,016 31</u>

\$35,000 notes issued since 30th September, making in all to March 18th, 1867, in circulation, \$622,458.

STAYLEY BROWN, Chairman, }  
 JOHN HOLMES, } Committee of Council.  
 ARCH. PATTERSON, }

HENRY S. JOST, Chairman, }  
 JOHN CAMPBELL, } Committee of Assembly.  
 EDWD. L. BROWN, }  
 SAMUEL MACDONNELL, }  
 A. W. McLELAN, }

Committee Room, House of Assembly,  
 April 23rd, 1867.

## APPENDIX.

## A.

*Gross Revenue of 1866.*

Customs and Excise duties .....	\$1231902	56
Light duty.....	37687	30
Royalty on coal.....	52936	95
License to seach and work mines.....	11170	00
Fees for marriage licenses.....	4950	00
Fees from Secretary's office.....	76	80
Railway revenue.....	199739	19
Post Office revenue.....	41839	00
Crown Land revenue .....	43407	08
Gold fields .....	18201	69
Canada, New Brunswick, and P. E. Island.....	4958	87
Great Britain, for Sable Island .....	2008	89
Board of Works.....	17861	46
Hospital for Insane .....	19029	41
Board of Revenue .....	2400	00
Distressed seamen .....	2208	53
Interest.....	3456	76
Signal station.....	964	50
Copper coin .....	3385	20
Road service.....	1200	00
Fishery licenses .....	9371	36
	<u>\$1708855</u>	<u>55</u>

## B.

*Balances due by Collectors of Colonial Duties, 30th September, 1866.*

	Due 30th Sept.	Since paid.
Halifax.....	\$4904 50	4904 50
Do. Light duty.....	149 81	149 81
Advocate Harbor.....	123 17	90 70
Amherst .....	17430 53	8232 84
Annapolis .....	1302 69	2307 90
Antigonish .....	1959 73	1959 67
Apple River.....		
Arichat.....	1738 73	1500 04
Baddeck .....	789 03	1237 29
Barrington .....	110 07	109 99
Bear River.....	908 77	911 80
Beaver River.....	174 98	175 14
Bridgetown .....	818 12	1411 26
Belleveau Cove.....	550 14	509 46
Canada Creek.....	378 01	382 43
Cape Canso .....	726 50	889 79
Chester.....	83 55	83 55
Cheverie .....	698 78	120 00
Clementsport .....	287 32	287 29
Cornwallis.....	1598 80	1673 00
Cow Bay .....	4953 95	4010 43

	Due 30th Sept.	Since paid.
Digby.....	1402 55	1402 66
Five Islands.....	507 95	507 96
French Cross.....	318 15	483 32
Glace Bay.....	1136 13	855 37
Great Bras d'Or.....	254 89	409 96
Guysboro'.....	9 92	9 92
Hantsport.....	2116 42	1159 10
Harbor-au-Bouche.....	314 64	251 92
Harborville.....	450 81	449 17
Horton.....	428 40	578 40
Isaac's Harbor.....	3 00	3 00
Joggins.....	746 13	748 11
LaHave.....	452 79	1327 42
Lingan.....	942 97	942 95
Little River.....	333 86	457 06
Liverpool.....	2696 15	2696 10
Londonderry.....	1585 93	1585 69
Louisburg.....	73 11	73 11
Lunenburg.....	552 28	532 24
Mahone Bay.....	63 80	95 76
Mainadieu.....	57 03	63 61
Maitland.....	260 07	795 33
Margaree.....	89 04	89 33
Margaretsville.....	3088 95	2794 40
North Sydney.....	6242 81	6226 42
Parrsboro.....	824 39	480 16
Pictou.....	9083 16	9083 16
Port Acadia.....	903 44	602 00
Port Gilbert.....	1220 16	1272 56
Port Hawkesbury.....	798 88	400 00
Port Hood.....	370 50	450 91
Port Medway.....	770 53	984 77
Port Mulgrave.....	689 27	275 80
Port Williams.....	80 10	83 26
Port Richmond.....	95 97	85 97
Pubnico.....	155 35	155 61
Pugwash.....	344 59	80 00
Ragged Islands.....	315 00	309 27
Ratchford River.....	427 98	519 84
Sandy Cove.....	277 73	327 72
St. Peter's.....	46 70	47 00
St. Ann's.....	49 26	50 50
St. Mary's River.....	234 33	234 31
Shelburne.....	495 13	495 11
Sydney, Cape Breton.....	863 59	1114 74
Strait of Canso.....	4168 20	4168 20
Tangier.....	33 73	33 63
Tatamagouche.....	978 87	513 94
Thorne's Cove.....	112 02	110 06
Truro.....	270 05	3212 39
Tusket.....	112 80	117 67
Wallace.....	227 79	389 50
Walton.....	23 11	40 00
Westport.....	538 49	786 85
Weymouth.....	2781 80	2641 10
Wilmot.....	650 67	630 65
Whitehaven.....	159 90	.....
Yarmouth.....	1930 46	1915 77
	<u>\$93480. 08</u>	<u>\$84207 65</u>



## C.

*Casual Revenue for twelve months, ended 30th September, 1866.*

Royalty on coal, viz. :		TONS.		
General Mining Association,.....		250,000	at 6d.,	\$25,000 00
do. do. ....		96,176	at 4d.,	6,411 00
Blockhouse coal company,.....		88,849	at 6d.,	8,884 90
Glace Bay do. ....		53,999 $\frac{1}{2}$	"	5,399 95
Gowrie do. ....		27,442 $\frac{1}{2}$	"	2,744 25
Acadia do. ....		9,260	"	926 00
International do. ....		9,212 $\frac{3}{4}$	"	921 27
New Campbelltown do. ....		7,828 $\frac{1}{2}$	"	782 85
Clyde do. ....		5,949 $\frac{3}{4}$	"	594 98
Chiegnecto do. ....		3,681	"	368 10
Maccan do. ....		2,320	"	232 00
Port Hood do. ....		2,093 $\frac{1}{2}$	"	209 35
Victoria do. ....		1,627	"	162 70
Richmond do. ....		739	"	73 90
South Head do. ....		927	"	92 70
Matheson do. ....		580	"	58 00
Bear Creek do. ....		300	"	30 00
St. George do. ....		100	"	10 00
Lawrence do. ....		80	"	8 00
Nova Scotia do. ....		105	"	10 50
Geo. McKay do. ....		101 $\frac{1}{4}$	"	10 12
German do. ....		14 $\frac{1}{2}$	"	1 45
Acadia do. ....		35	"	3 50
Mira Bay do. ....		7	"	70
		561,428,5		\$52,936 95
Marriage licenses, per Board of Statistics,.....				4,950 00
Fees from Provincial Secretary's office,.....				76 80
Licenses to search and work mines, .....				11,170 00
				<u>\$69,133 75</u>

## D.

*The Department of Crown Lands in account with the Province of Nova Scotia, for the year ended the 30th day of September, 1866.*

1866.	DR.	
To balance from last account, .....		\$653 02
To amount drawn from Treasury, .....		16000 00
Proceeds seizures, .....		106 50
Searches, .....		37 20
Salaries, .....		4600 00
Balance, .....		246 44
		<u>\$21643 16</u>
	CR.	
Deputy surveyors,.....		\$11,238 01
Rejected petitions, .....		3928 89
Surveyors upon seizures, .....		324 40
Post office, .....		347 66
Attorney General—Deeds, Indian Lands,.....		134 80
Registrars of Grants, .....		196 35

Services extra clerks, .....	380 00
Surveyor—McKenzie, .....	10 75
Surveys—Indian Lands, .....	132 60
Henry Johnston, Esq'r., per account, ..	5 00
Surveys under act 1859, .....	307 50
Searches paid into treasury, .....	37 20
Paid salaries, .....	4600 00
	\$21643 16

Balance, .....\$246 64

E. E.

SAM'L. P. FAIRBANKS,  
Comm'r. Crown Lands.

30th September, 1866.

E.

*Postmaster General in Account with the Province of Nova Scotia, year ended 30th September, 1866.*

CHARGE.

DR.

To balance from previous year,.....	\$4,091 56
Amount of postage stamps on hand.....	28,929 48
Amount of postage of towns in the province of Nova Scotia, including Halifax, per abstract,.....	13,777 79
Amount of unpaid postage upon British letters collected at Halifax, per abstract,.....	703 00
Amount of paid postage upon letters for England collected at Halifax, per abstract,.....	760 26
Amount of postage upon colonial and foreign letters,.....	1,032 48
Amount of way letter postage, .....	167 15
Amount of ship letter postage,.....	60 45
Amount of letters returned to the dead letter office from offices in the interior, and delivered at Halifax, per voucher,.....	7 70
Amount of fees collected upon letters addressed to towns in Nova Scotia, but delivered at Halifax,.....	29 50
Amount of fees collected for merchants' private boxes,.....	609 00
Amount of local postage, per voucher,.....	89 45
*Amount of postage stamps received from Receiver General,....	58,750 00
†Amount received from the hon. the Receiver General in the year, in aid of post communication in Nova Scotia, and towards defraying the other necessary expenses of the department,...	48,000 00
Amount drawn from the provincial chest in the year, being packet postage due the British post office on the correspondence between Great Britain and Nova Scotia, and Nova Scotia and the United States, Newfoundland, Bermuda, and the West Indies, for the September and December quarters, 1865, and March quarter, 1866,.....	6,853 05
	\$163,860 87

\* \$39,750 on 6th October, 1865; \$2000 on 5th April, \$12000 on 6th July, and \$5000 on 27th August, 1866.

† Application made to the Receiver General on 25th September for \$12,500. Paid 1st October, 1866.

## DISCHARGE.

CR.

By salaries of Postmaster General, assistants, &c., and postmasters,.....	\$21,807 24	
Salaries of way office keepers,.....	6,199 88	
		<u>\$28,007 12</u>
Conveyance of mails,.....	50,082 91	
Ship letter gratuities,.....	91 43	
Tradesmen's bills, .....	717 20	
Rent, .....	800 00	
Law expenses, .....	37 00	
Stationery, printing, and advertising,.....	2,398 71	
Coals, gas, &c.,.....	503 50	
Miscellanies,.....	672 27	
Five per cent discount allowed to postmasters, merchants, &c., on postage stamps, .....	2,250 61	
Postage stamps on hand unsold, viz., Halifax office, ....	\$19,503 50	
Do. do. Country offices,....	6,863 72	
		<u>26,367 22</u>
Amount of dead, mis-sent and re-directed letters, per statement,....	875 08	
Amount paid into the commissariat chest at Halifax, being packet postage due the British Post Office on the correspondence be- tween Great Britain and Nova Scotia, and Nova Scotia and Bermuda, the West Indies, Newfoundland, and the United States, for the September and December quarters, 1865, and March quarter, 1866,.....	6,853 05	
Amount paid to the Receiver General on account of revenue,.....	43,238 92	
Amount of travelling expenses,.....	566 39	
By balance, .....	399 46	
		<u>\$163,860 87</u>

Note--Letters remaining on hand—Halifax office,..... \$59 66  
Country offices,.... 90 78

\$150 44

## F.

*The Department of Public Works in account with the Province of Nova Scotia, for  
the year ended the 30th day of September, 1866.*

1866.

DR.

Sept. 30.—To amount drawn from Treasury, .....	\$259566 66
Amount received from Penitentiary,.....	\$162 97
Hospital for Insane,.....	17062 13
Sable Island,.....	7504 03
Bridge service, .....	1120 56
Schr. "Daring," .....	1224 80
Steamer "Druid," .....	7800 00
Light houses, .....	49 10
	<u>34923 59</u>
Balance carried down,.....	13563 34
	<u>\$308053 59</u>

CR.

Sept. 1st.	By balance per last account,.....	\$1097 90	
	Paid Government House,.....	8998 07	
	Province Building,.....	7335 00	
	Penitentiary,.....	15149 00	
	Hospital Insane,.....	77708 40	
	Sable Island,.....	902 00	
	Schr. "Daring,".....	14874 81	
	Light houses,.....	56387 87	
	Board of Works,.....	5280 54	
	Steamer "Druid,".....	23456 63	
	St. Peter's Canal,.....	24544 86	
	Bridge service,.....	3800 07	
	Buoy service,.....	1249 43	
	Fog trumpets,.....	1936 96	
	Drill room,.....	6607 10	
	Quarantine service,.....	15628 40	
	Receiver General,.....	34923 59	
			<u>\$308053 59</u>

Balance brought down,..... \$13563 34

FREDERICK BROWN,  
Chairman.

Office of Board of Works,  
Halifax, Sept. 30, 1866.

G.

*The Department of Mines in Account with the Province of Nova Scotia, for the year ended the 30th day of September, 1866.*

1866. DR.

Sept. 30.—To amount drawn from Treasury.....	\$16500 00	
received overdues,.....	1258 82	
		<u>\$17758 82</u>
Rents Mining areas.....	5370 37	
Royalty.....	12265 13	
Prospecting Licenses.....	566 49	
License to search.....	7520 00	
License to work.....	3650 00	
Royalty coal.....	46939 75	
Balance cash.....	283 30	
		<u>76595 04</u>
		<u>\$94353 86</u>

CR.

By balance per last account.....		
Sept. 30.—By paid Receiver General.....	\$76459 01	
Balance Cash Rent.....	136 03	
		<u>\$76595 04</u>
Royalty return.....	2483 69	
Royalty commissions.....	669 49	

Salaries and surveys .....	2068 40	
Return rents .....	170 00	
Stationery and printing .....	638 00	
Office expenses .....	569 55	
General expenses .....	7433 02	
Lands .....	1219 80	
Return license to search .....	780 00	
Surveys " coal," .....	315 86	
Return license to work, .....	200 00	
Overdue .....	1211 01	
		17758 82
		<u>\$94353 86</u>

P. S. HAMILTON,  
Chief Comm'r.

Halifax, Sept. 30, 1866.

H.

*The Department of Immigration in account with the Province of Nova Scotia, for  
the year ended 30th September, 1866.*

1866.

DR.

To balance from last account .....	\$133 00
Amount drawn from Treasury .....	20,000 00
Amount received per quarterly statement, .....	26 00
	<u>\$20,159 00</u>

Oct. 1. To balance due Government, .... \$197 06

CR.

Paid in course of the year, viz.:

Immigrants per "Circassian" .....	\$149 24
Do. "Donau" .....	252 00
Feb. 2. Loan to Burkner, Ellershausen, and Barss, to facilitate settlement of immigrants .....	2000 00
14. Advance to Capt. Liebman on going to Germany .....	400 00
<i>At various dates:</i>	
Immigrants per "St. Patrick," "Ninezia" .....	160 53
Do. "Dr. Kane" .....	2812 55
Do. "Mozart" .....	1226 40
Do. "Havelock" .....	2288 15
Casual immigrants from different quarters .....	68 00
Immigrant depot .....	3079 22
Agents in Great Britain .....	5580 00
Duncan Campbell .....	384 00
Printing .....	471 10
Advertising .....	81 94
Postage account .....	56 05
Office expenses .....	152 76
Salary .....	800 00
Sept. 30. Balance .....	197 06
	<u>\$20159 00</u>

## I.

*The Department of Militia in account with the Province of Nova Scotia, for the year ended the 30th day of September, 1866.*

1866. Dr.

Sept. 30.—To amount drawn from Treasury .....		\$138000 00
received for ammunition sold....	\$1517 51	
Local forces account.....	313 63	
cheques cancelled, &c.....	57 25	
		<u>1888 39</u>
		<u>\$139888 39</u>

## Cr.

Oct'r. 1.—By balance per last account.....		\$3856 85
Sept'r. 30.—By paid staff.....	\$21159 34	
Travelling expenses.....	1383 61	
Bills, &c. &c.....	72181 50	
Contingent .....	1923 64	
Adjutant's pay.....	3580 00	
Do. trained.....	8081 54	
Militia serjeants.....	1800 00	
Local forces.....	6238 63	
		<u>116348 26</u>
By balance brought forward.....		19673 28
		<u>\$139888 39</u>

R. BRECHIN, Captain,  
D. A. G., Q. M. G., N. S. M.

## J.

*Halifax, March 28th, 1867.*

SIR,—

I beg leave to enclose for the information of the Provincial Government, an account of the provincial notes issued and cancelled during the last year by the Commissioners.

I remain,  
Your obedient servant,

CHARLES TWINING,  
Chairman of Commissioners.

HON. CHARLES TUPPER,  
Provincial Secretary,

*Amount of Provincial Notes signed by the Commissioners from 1st March, 1866, to 1st March, 1867, and handed by them to the Receiver General.*

## FIVE DOLLAR NOTES.

1866.		
May 30.—Nos. 52001 to 53000 .....	\$5000	
53001 to 54000 .....	5000	
54001 to 55000 .....	5000	
June 30.—Nos. 55001 to 56000 ..	5000	
56001 to 57000 .....	5000	
57001 to 58000 .....	5000	
		<u>\$30000</u>

June 19.—Nos.	58001 to 59000.....	5000*	
	59001 to 60000.....	5000	
	60001 to 61000.....	5000	
July 28.	61001 to 62000.....	5000	
	62001 to 63000.....	5000	
	63001 to 64000.....	5000	
August 15.	64001 to 65000.....	5000	30000
	65001 to 66000.....	5000	
	66001 to 67000.....	5000	
24.	67001 to 68000.....	5000	
	68001 to 69000.....	5000	
	69001 to 70000.....	5000	
Sept.	70001 to 71000.....	5000	30000
	71000 to 72000.....	5000	
	72000 to 73000.....	5000	
	73001 to 74000.....	5000	
	74001 to 75000.....	5000	
	75001 to 76000.....	5000	
Oct.	76001 to 77000.....	5000	30000
	77001 to 78000.....	5000	
	78001 to 79000.....	5000	
	79001 to 80000.....	5000	
	80001 to 81000.....	5000	
	81001 to 82000.....	5000	
Nov.	82001 to 83000.....	5000	30000
	83001 to 84000.....	5000	
	84001 to 85000.....	5000	
	85001 to 86000.....	5000	
	86001 to 87000.....	5000	
	87001 to 88000.....	5000	
			30000
			<u>\$180000</u>

CHARLES TWINING,  
Chairman

Halifax, March 28, 1867.

*Amount of Provincial Notes defaced by Commissioners, from 1st March, 1866, to 1st March, 1867, and delivered to Provincial Secretary, as per receipt in Register Book.*

1866.		
May 15th—\$4 and \$5 notes, .....		\$15000
Aug. 1st Do. ....		15000
Oct. 22nd Do. ....		15000
1867.		
Jan'y 22nd—\$4 and \$5 notes .....		15000
		<u>\$60000</u>

CHARLES TWINING.  
Chairman.

Halifax, March 28, 1867

## APPENDIX No. 31.

### LEGISLATIVE LIBRARY.

*Legislative Library Rooms,  
Halifax, N. S., 11th April, 1867.*

SIR,—

Herewith you will find the annual report of Mr. James Venables, Librarian, affording, as it does, a satisfactory *resume* for the past year. It affords the committee much pleasure to be able to report that the library is in a satisfactory condition, and that the agency lately arranged for in London promises to be highly beneficial.

A very considerable number of volumes, about one hundred and seventy in all, were purchased in London by the Chairman during the last year from the grant of 1866. These, with other additional and valuable works, obtained through the valued co-operation of the Principal Secretary of State for the Colonies, have recently arrived, and are ready to be placed on the shelves of the Library.

All of which is respectfully submitted.

J. McCULLY, Chairman.  
M. B. ALMON,  
EDWARD KENNY,  
S. L. SHANNON,  
A. G. ARCHIBALD.

To the Hon. the Provincial Secretary of Nova Scotia.

*Legislative Library Rooms,  
April, 1867.*

SIR,—

I have the honor to submit this, my fifth Annual report on the state of the Legislative Library for the year ending the 31st December, 1866.

The number of volumes added to the Library during the year past has not been quite so large as formerly, owing partly to the absence of several members of the committee in Europe, and partly to the intention of the chairman to establish, while in London, an efficient agent there, through whom, in future, the best publications of the time may be obtained promptly, and at an economical rate. The number added during the time referred to may be readily known by referring to the register kept for that purpose; also the number of volumes which were bound during the same period.

Among the donations received may be mentioned the following, through the hands of the hon'ble. Provincial Secretary, viz.: Journal of the House of Representatives of Pennsylvania, 1 vol.; Senate Journal of do., 1 vol.; Legislative Documents, 2 vols.; Executive Documents, 2 vols.; and the Laws of Pennsylvania, 1 vol. for the year 1865. Also, Rhode Island Colonial Records, volume 9, 1780 to 1783; volume 10, 1784 to 1792.

From Canada, we received the Statutes of 1865, second session; Journal of the Legislative Council for 1865 and 1866; Journal of the Legislative Assembly



for 1865, with sessional papers, vols. 1 and 2 ; Journal of the Legislative Assembly for 1866, with sessional papers, vols. 1, 2 and 3. From the Halifax Chamber of Commerce we received the Journal of Proceedings of the Commercial Convention, held at Detroit in July, 1865. Several volumes of the Annual Register has been purchased, for the purpose of completing that work down to the close of 1865.

In concluding, I would beg to state that the London Agency, alluded to above, is now completely established, and already several cases, containing a large and varied assortment of excellent books, purchased with the grant of 1866, has been received from there, and will be placed in the Library as soon as suitable arrangements can be made to receive them.

Accompanying this report are the accounts of the year's expenditure, with the vouchers for the same. All of which I beg most respectfully to submit.

JAMES VENABLES,  
Librarian.

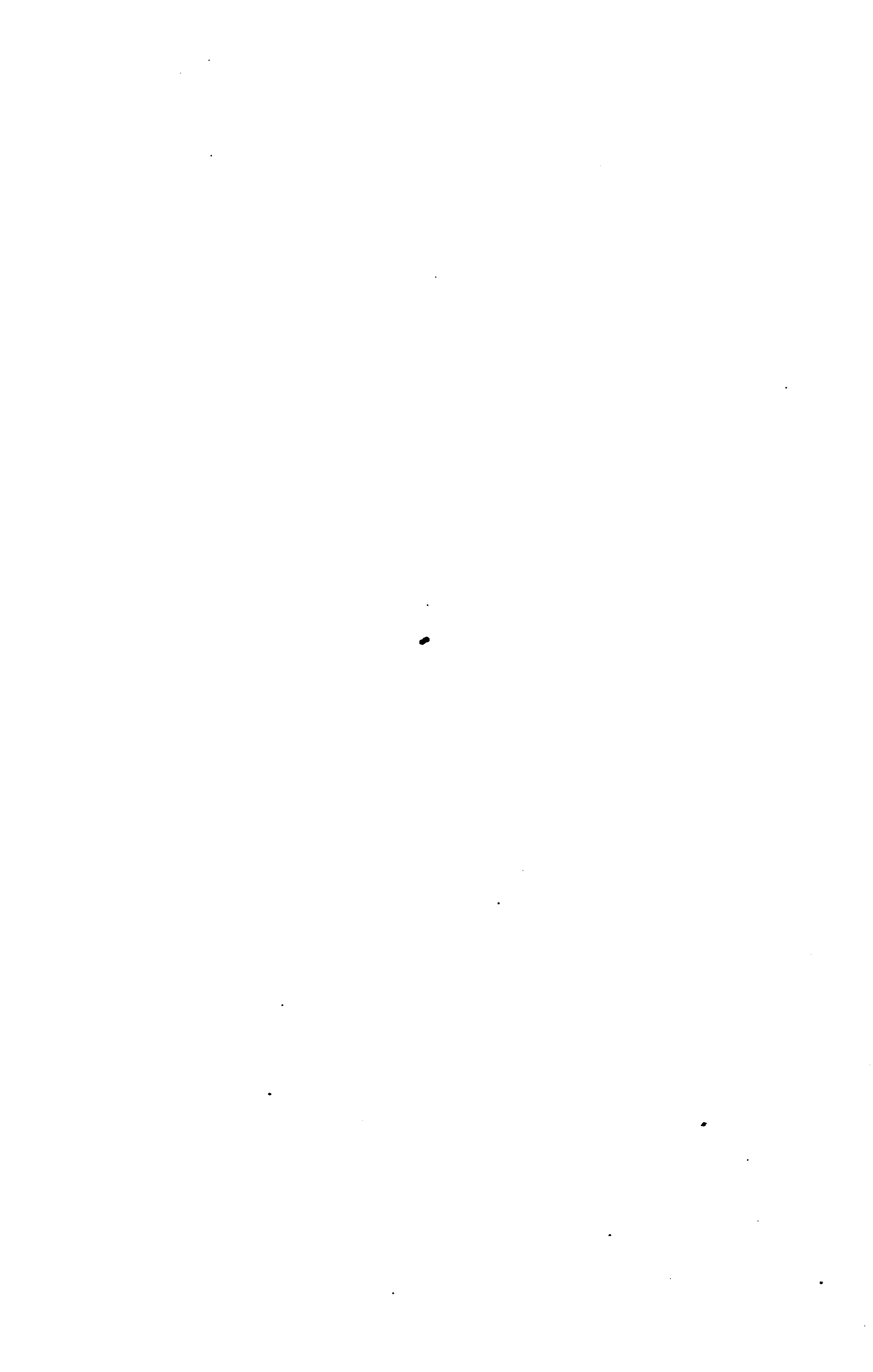
The hon. JONATHAN McCULLY,  
Chairman of the joint committee of  
the Legislative Library.

*Legislative Library in Account with the Bank of Nova Scotia.*

1866.	DR.	
Jan. 1.	To balance.....	\$49 39
9.	R. & J. Wetmore .....	6 00
17.	W. Twining .....	129 75
	Z. S. Hall.....	96 56
Feb. 6.	Small bills .....	51 47
May 17.	J. Bowes & Sons .....	8 75
21.	M. Katzman .....	10 00
April 2.	R. & J. Wetmore.....	9 25
	Librarian.....	100 00
July 5.	Z. S. Hall.....	70 00
	Librarian .....	100 00
19.	Hon. J. McCully.....	250 00
Oct. 3.	Librarian .....	100 00
Dec'r 31.	Do. ....	100 00
		<hr/>
		\$1081 17
	By balance.....	118 83
		<hr/>
		\$1200 00
		<hr/>
	CR.	
Jan'y 13.	By cash .....	\$400 00
31.	Do. ....	400 00
Oct. 1.	Do. ....	400 00
		<hr/>
		\$1200 00
		1081 17
		<hr/>
		\$118 83
		<hr/>

*James Venables in account with Legislative Library.*

1866.	Dr.		
Jan'y 1.	To balance.....		\$46 22
	Cr.		
Jan'y 16.	Cash paid for Murdoch's History .....		\$0 50
March 7.	Do. Do. ....		0 50
23.	Do. Do. ....		0 50
April 24.	Do. Do. ....		0 50
May 4.	Sundries .....		4 00
14.	Freight .....		0 50
25.	Murdoch's History .....		0 50
June 20.	Do. ....		0 50
July 3.	Wild Flowers .....		2 00
27.	Murdoch's History .....		0 50
Sept. 20.	Do. ....		1 00
Oct. 18.	Do. ....		0 50
Dec. 8.	Do. ....		0 50
	Freight.....		0 50
9.	Mucilage .....		0 75
	Ink.....		0 37
			\$13 62
	To balance.....		32 60
			\$46 22



## APPENDIX No. 32.

# P O S T O F F I C E .

### REPORT OF THE COMMITTEE ON THE POST OFFICE.

The Post Office Committee beg leave to report as follows :

They have agreed to recommend an increase to the present salaries of the following officers, the same to have effect from 1st April, instant, as follows :

Postmaster, Baddeck, Victoria .....	\$20 00
Tracadie, Antigonish .....	40 00
Walton, Hants .....	10 00
Sydney, Cape Breton .....	40 00
Margarce, Inverness .....	20 00
Port Hood, Inverness .....	50 00
Guysborough .....	35 00
Melrose, Guysborough .....	30 00
Arichat, Richmond .....	35 00
Weymouth, Digby .....	60 00
Milton, Queens, .....	20 00
Sandy Cove, Digby. ....	33 00
Cow Bay, Cape Breton .....	60 00
Mabou, Inverness .....	50 00
Wolfville, Kings .....	30 00
Liverpool, Queens .....	30 00
Berwick, Kings .....	30 00
Boularderie, Victoria .....	28 00
Windsor, Hants .....	100 00
Aylesford, Kings .....	15 00
Bridgewater, Lunenburg .....	10 00
Newport, Hants .....	15 00
Annapolis .....	36 00
Way Office Keepers, Carriboo Cove, Richmond .....	4 00
Mainadieu, Cape Breton .....	6 00
St. Margarets, Halifax .....	2 00
Louisburg, Cape Breton .....	12 00
Waugh's River, Colchester .....	4 00
Renfrew, Hants .....	42 00
Catalogne, Cape Breton .....	6 00
Smith's Cove, Digby .....	10 00
West Dublin, Lunenburg .....	8 00
New Germany, do. ....	4 00
Long Island, Digby .....	12 00
Harborville, Kings .....	4 00
St. Mary's, Pictou .....	10 00
Lower Aylesford, Kings .....	10 00

Couriers—M. Coady, Hants.....	\$24 00
D. Ross, Richmond.....	6 00
John Tobin, Cape Breton.....	24 00
J. McKay, Pictou.....	10 00
J. H. Tampany, Digby.....	80 00
G. T. Smith, Hants.....	50 00
G. L. Purdy, Cumberland.....	20 00
N. H. Martin, Cape Breton.....	52 00
C. B. Archibald, Colchester.....	100 00
C. R. Warner, to be arranged by the P. M. General.	
John Jackson, Richmond.....	20 00

The committee recommend that offices be established at the following places :—

Post Offices—Economy, Colchester.  
Newport, Hants.

Way Offices—C. Barney's River, Pictou.  
Gold River, Lunenburg.  
West Chester, Cumberland.  
Sharp's Bridge, Kings.  
Big Lorraine, Cape Breton.  
Port Royal, Richmond.  
Bass River,  
Portaupique Mountain, } Colchester.  
Three Mile House, Pictou.  
Onslow, Colchester.  
Wreck Cove, Victoria.  
Weaver Settlement, Digby.  
Gold River, Mount Uniacke.  
Summerville, Hants.  
Lohness, Lunenburg.  
Rhodes, do.  
Englishtown, Victoria.  
Big Bank, do.  
River Dennis, Inverness.  
Sand Beach, Yarmouth.  
Pugwash, Cumberland.  
Sawmill, Salmon River, Cape Breton.  
Salmon River Lake, Guysboro'.  
Kennetcook corner, Hants.  
Lake Ainslie (south end) Inverness.  
Pond's, lower Buckley's brook, Pictou.

Money Order Offices—Lingan Mines, Cape Breton.  
Weymouth, Digby.  
Albion Mines, Pictou.  
Newport, Hants.

The committee recommend the establishment of new rides, the extension and alteration of mail routes, and increased mail accommodation, as follows :

Between Springfield and Falkland bridge, Annapolis, provided the cost does not exceed \$24.

Between Kentville and Buckley's corner, Kings, a tri-weekly mail, arrangements be made with present contractor, and cost not to exceed half the sum now paid.

From Stephen McGuire through Salmon River Lake Settlement, by Grant's lake to Hugh McNeil, Goshen W. O., Guysboro'.

From Chesley's W. O. to James Morton's corner, New Germany, with a W. O., Lunenburg.

From W. O. east side of Lake Ainslie to Broad Cove Intervale, Inverness.

From Blandford to Mill Cove via Sandy Beaches and Aspatogan, with two way offices, Lunenburg.

From Lunenburg to Heckman's Island, once a week, with three way offices, Lunenburg.

Between West River and New Glasgow; also from Pictou to West River, tri-weekly, Pictou.

Route to be extended from Lantzes' to Fraucy's, in Dalhousie Settlement, with two way offices, Lunenburg.

Change in route from Berwick to Harborville; also Morden in Aylesford to Harborville, Kings.

Route from Sheffield Mills to Baxter's Harbor to be extended; also from Morristown to Lake George, Kings.

Route from Mabou road chain river to west Lake Ainslie, instead of old route, Inverness.

Prospect route to be changed, as prayed for, Halifax.

From Bridgewater to New Canada and upper branch, with two way offices, Lunenburg.

New route to South Berwick from Waterville to Morristown and back, tri-weekly, Kings.

Route to be altered between Burncoat and Noel, Hants.

New route from way office Pomquette Forks to Tracadie, to Fraser's Grant, with two way offices, Antigonish.

Wilmot and Laurencetown, for extension and alteration of route, Annapolis.

Route from Shubenacadie to Elmsdale Gore to be changed, with an additional mail and two way offices, Hants.

That the mail from Plaister Cove to West Bay be carried twice in each week, and that A. McQuarrie, who performs the labour, become the contractor therefor, at \$100 per annum; and that \$36 be deducted from the salary now paid Donald McLeod, the present contractor.

An extension of the daily mail from Sydney to Sydney Mines, by the land route, at a cost of \$200 only, in excess of the present contract. If these terms are refused by the present courier, the service to be put up for competition—Cape Breton.

A semi-weekly mail from Malagash to Wallace, Cumberland.

A semi-weekly mail with Port George and Lawrencetown, Annapolis.

A tri-weekly mail betwixt River Philip post office and West Branch post office, cost not to exceed \$24—Cumberland.

Semi-weekly mail to South side Cape George, Antigonish.

Weekly mail from Shelburne to settlements of Upper and Lower Ohio, Welsh town, and Upper Clyde—a way office to be at T. McGill's, Shelburne.

An extra mail from Plaister Cove, by Whycocomagh, to Baddeck, Victoria.

A semi-weekly mail from Sydney to Gabarus, Cape Breton.

A semi-weekly mail from Merigomish to Big Island, Pictou.

Semi-weekly mail to Addington Forks, Lochabar lake, Antigonish.

Semi-weekly mail from cross roads to River Dennis, Inverness.

Tri-weekly mail from Mount Uniacke to gold mines, Hants.

Tri-weekly mail betwixt Parrsboro' and Londonderry, Colchester.

Tri-weekly mail betwixt West Arichat and Port Royal, Richmond.

Additional mail at Somerset, expense not to exceed \$20, Kings.

Semi-weekly mail from Salmon River to Sherbrooke, Guysboro'.

Semi-weekly mail from Crow Harbor to White Head, Guysboro'.

An additional mail to Margaree, at a cost not to exceed \$104, Inverness.

Mail route to Minudie, &c., to be altered, and a way office established, Cumberland.

The removal of the site of the Canning post office, to a more central and convenient one, is recommended.

The applications for the removal of the present sites of the way offices at Indian Harbor, Guysboro', and Big Glace Bay, Cape Breton, are recommended to be carried out by the Postmaster General, and a change effected.

The following applications from postmasters, way office keepers, and mail couriers, for increase of salaries, your committee have refused to entertain :

Postmaster, Port Mulgrave, Guysborough county.

Do. Lawrence town, Annapolis county.

Way office keeper, St. Margaret's Bay, Halifax county.

Do. Little River, Digby.

Do. Sawmill Creek, Annapolis.

Do. Blandford, Lunenburg.

Do. West River, Pictou.

Do. Upper Dyke Village, Kings.

Courier, J. T. Smith, Hants county.

Do. J. W. Boylan.

Do. Wm. Kidston, Victoria.

Do. Stephen Harvie, Hants.

Do. Stephen Moffatt, Cape Breton.

Do. John Callaghan, Cape Breton.

The business done at New Ross way office is not sufficient to warrant it being made a post office, as prayed for : nor can they recommend increased mail accommodation, applied for by Allan McQuarry, of Guysborough, and Mr. Bowman, of Middle Rawdon, Hants.

Applications have been made from Simeon D'Entremont, of Pubnico Harbor, and Wm. Pickering, of Yarmouth, for remuneration in keeping places of deposit for letters. As they were not authorized either by law or the head of the Post Office department, your committee cannot sanction any payment being made them.

The committee recommend that the sum of forty dollars be paid to Theophilus Eaton, for the loss of a horse, whilst conveying the mail betwixt Guysboro' and Cape Canso.

To Charles Sellers, a sum of one hundred dollars, for the loss of two horses in a like service, betwixt Guysboro' and Melrose, St. Mary's.

John Callaghan, the mail courier between Sydney and North Sydney, having also lost a horse whilst passing over a bridge, a sum of sixty dollars is recommended to be paid him

The committee recommend an extension of the contract now in existence with Mr. Lindsay, for the conveyance of the mails from New Glasgow to Sydney for another term of five years, on the usual conditions of a year's notice on either side before its termination.

The petition of J. F. Hutchinson, Postmaster of Kentville, for a retiring pension, the committee have refused to entertain.

The application for the conveyance of a weekly mail by a steamer during the winter months, between Digby and St. John, is recommended to be carried out by the Government.

The committee have, after mature deliberation, unanimously declined to recommend the establishment of daily mails from the capital to Annapolis, Lunenburg, Liverpool, Baddeck, and other places, owing to the large expense they would entail on the department.

It is recommended that seventy-five dollars be paid to James Blair, courier between Pictou and Amherst, for expenses incurred by him in the erection of temporary stables during the reconstruction of a bridge over the French river, Tata-magouche.

To B. McNutt, ferryman, for crossing mails over River Philip during the repair of bridge, the sum of forty dollars for this service.

To Henry Kilcup, mail courier at Kentville, eighty dollars per annum, for extra services performed from 1st July last, and this rate to be continued.

It is desired that an enquiry be made by the postmaster general of the amount of ferringes exacted from Henry Lawlor, mail courier between North Sydney and Baddeck, and that such sums be refunded to him by the government.

Your committee cannot recommend the reimbursements of moneys lost in the post office by Aaron D. Harrington, of Antigonish; Peter G. Fraser, of Shelburne; Isabella Baxter, of Annapolis; Francis McKenzie, of Inverness, and Jephtha Fowler, of Parrsborough, Cumberland.

The committee have considered the application of Mr. Passow, Examiner of Account Branch, for an increase in his salary;—think that from his long service, responsible position, and the satisfactory manner he has ever performed his duties, entitled him to an increase of Four hundred dollars, which they recommend be allowed him.

Your committee also recommend that the several employees in the General Post office, Money Order office, have their respective salaries increased from 1st April, instant, as follows:

Andrew Murphy, clerk,.....	\$144 00	} Thus raising their salaries to eight hundred dollars per annum.
John C. Campbell, do. ....	200 00	
J. W. Crane, do. ....	144 00	
— Richardson, do. ....	200 00	
T. Southall, Inspector of dead letters, .....	200 00	
J. W. Creighton, clerk M. O. office, ...	200 00	
J. B. Gray, do. do. ....	200 00	
R. McMillan, messenger, ...	60 50	

And to the five city letter carriers an increase of forty dollars to each in their annual salaries, is also recommended, as well as a sum of twenty dollars to each of the railway conductors for receiving and delivering the way bags on the railway routes.

The services of Hiram Hyde, the mail contractor between Halifax and Pictou, being no longer necessary, in consequence of the railway extension; and it having been satisfactorily shown to the committee that the loss sustained by him on the withdrawal of his contract in the depreciated value of his real estate, stock, stables and other buildings, will be considerable, your committee therefore recommend that a sum of four thousand dollars be paid him as a full compensation for such depreciation.

The committee have had before them the petition of Messrs. King, praying for the transference to them of the contract held by Mr. Inglis, for the conveyance of the mails tri-weekly between Halifax and Shelburne, and offering to convey besides a mail daily from the capital to Lunenburg and Liverpool, for the sum of \$3220, now received by the present contractor. Your committee, after having heard fully Messrs. King, Mr. Inglis, and others, have come to the conclusion that the offer of Messrs. King cannot be accepted, on the ground that it would lead to the removal of the present courier, against whom no satisfactory evidence appears to justify such a course; and the committee having already refused to grant a daily mail to Lunenburg and Liverpool, would, under any such arrangement, be impracticable.

On the memorial of F. W. Fishwick, praying payment for a special service between the General Post Office and Richmond depot, for three years, since 1864, recommend that a sum of Three hundred dollars be allowed him for this extra service from 1st April, instant.

They also recommend that the said F. W. Fishwick be allowed a sum of \$800 per annum, for the conveyance of all mails between the railway depot and the General Post office.

Another application made by the same party for sending mails in charge of passengers from Halifax to New Glasgow, and Pictou, has also been under consideration; but the committee decline to recommend its adoption.

Your committee suggest that the Postmaster General be authorised to make arrangements to allow the mails to lay over at the Straits of Canso, so as to avoid as much as possible crossing the Straits in the night.



As the Post office department will, on the expiration of this the last session of the House, pass over to the General Government of Canada, the committee before they separate are desirous of giving expression of the high sense they entertain of the great ability and zeal with which Arthur Woodgate, Esquire, the Postmaster General, has ever discharged the duties entrusted to him, and recommend that it be made known to him how well his services are appreciated.

All which is respectfully submitted.

J. BOURINOT, Chairman.  
 W. A. HENRY,  
 C. C. HAMILTON,  
 ROBERT DONKIN,  
 THOMAS COFFIN,  
 COLIN CAMPBELL,  
 W. MILLER,  
 W. O. HEFFERNAN,  
 H. BLANCHARD.

Committee Room, 29th April, 1867.

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In copying my Post Office report, I omitted the following change in a mail route which had been concurred in by the committee :—

“ Extension of mail route on Cape Sable Island, with a tri-weekly mail, at a cost not to exceed Fifty dollars, to be paid in addition to the amount allowed to the courier.”

J. BOURINOT, Chairman.

House of Assembly, 2nd May, 1867.

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The application for the conveyance of a weekly mail, by a steamer during the winter months between Digby and St. John—running up to “Annapolis Royal,” when possible to do so, or not prevented by the ice, is recommended to be carried out by the Government.

J. BOURINOT, Chairman.

## APPENDIX No. 33.

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# FISHERIES.

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### REPORT OF THE COMMITTEE ON THE FISHERIES.

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The committee on the subject of the fisheries beg to report as follows :

They have had before them various petitions asking for further amendments in the law relative to the protection of the river fisheries.

The committee regret having to report, that, notwithstanding the successive legislation of many years on this important subject, the wanton and unwise destruction of the various kinds of fish frequenting the rivers of this Province, has hitherto been but little or none checked.

The adoption of a particular kind of ladder in the year 1865, to afford a passage for salmon and other valuable fish over mill-dams, has not been attended with the desired and anticipated results. Owing to the peculiarities of the different rivers and dams, it is quite evident that no one particular kind of fish-way will suit each. Feeling the great importance to the present, and particularly to the future, interest of this province, of the successful protection of our river fisheries, upon which the continuance and prosperity of our deep sea fisheries largely depend, the committee have invited from "the Inland fisheries and game protection society," and from other sources whence useful information might likely be obtained, such suggestions as might lead to more successful legislation on this subject. They have decided that the want of success in the efforts hitherto made by the legislature to protect these nurseries of one of the first resources of the province, is not so much attributable to defective legislation, as to failure on the part of those entrusted with carrying such legislation into effect to do their duty.

While many of the Courts of Sessions never fail to make due provision and regulations as required by law for the protection of the river fisheries, there are different counties in which little or no interest is taken in the subject, and consequently the law remains inoperative in those counties. In order, therefore, to obviate the two main and perhaps only difficulties that have hitherto baffled the intention of the legislature to protect these fisheries, viz., in the first place the want of such means of affording practicable fish passages over the various mill-dams and other artificial obstructions, according to the peculiarities of such obstructions, without damage to private interests; and in the second place, the indifference and omission on the part of many of our Courts of Sessions to put the law into effective operation, the committee recommend the appointment of a chief inspector of the river fisheries of the province, whose duty it shall be to from time to time examine the different rivers frequented by fish, and see that the best means for the protection of such fish are adopted, and also to see that none of the Courts of Sessions omit to make the necessary provisions and regulations, and to offer them suggestions on the subject.

The committee have had under consideration many petitions, numerously signed by the inhabitants of the county of Halifax, and other places, setting forth that for several years past increasing difficulties have been experienced in the sale of fish, owing to the carelessness with which fish is prepared for the market, and

that few, if any, of the Sessions, whose duty it is, under the present law, to appoint inspectors of pickled fish, have made such appointment, and praying that either a chief inspector of pickled fish for the province, or inspectors for such county, be appointed. After careful consideration, the committee are of opinion that compliance with the prayer of the petitioners would not prove acceptable to fishermen, nor perhaps beneficial to their interests.

They fail to see how the appointment of a chief inspector could avail all sections of the province, without the appointment of local inspectors. The fact of the sessions of any county failing to appoint inspectors under the present law, may be taken as evidence that those interested in the appointment do not desire, or would be little benefitted by, such officers.

The committee do not, therefore, consider it wise to recommend the required alteration in the law.

As to the system of granting fishing licenses to American fishermen, adopted and practised during the last year by the Governments of this and the adjoining Provinces, and to which, the last named petitioners have called the attention of the committee, the committee agree with the petitioners in their expressions of deep regret, that the adoption of such an arrangement had become, or was considered necessary. Nothing could more injuriously affect the fishing interests of this Province; and the committee cannot in terms too emphatic express their disapproval of the injustice done to our industrious and enterprising fishermen, in allowing American fishermen, upon nearly equal terms, to fish in our waters side by side with the former, while the American market is virtually closed by a high tariff to their products.

If, in the words of the Colonial Secretary, contained in the correspondence laid before the House on the subject, "motives of forbearance and good policy" still demand the exercise of this privilege, the committee earnestly recommend that, instead of levying a pecuniary license fee therefor, steps be taken to arrange, if practicable, with the American Government, for the admission of the products of colonial fishermen into the American market free, or under a more reduced tariff than that now imposed.

The consideration received for the privilege would thus accrue to the benefit of our fishermen as a class, who alone are entitled thereto as being the parties immediately injured.

On the subject of the petition of the inhabitants of Granville, praying for the passage of a law prohibiting the practice of "trawl" fishing, apart from the question as to whether this system of catching fish has the injurious results that the petitioners suppose, the committee are of opinion that, to grant the prayer of the petitioners at present, would be of but little avail, and therefore do not recommend it.

The petition of E. D. Davison, of the county of Lunenburg, relative to a fish-way, placed in a mill-dam erected by him, on the LaHave River, has been considered; and the committee recommend that no prosecution for the insufficiency of said fish-way be instituted against the petitioner prior to the reporting thereon by the committee appointed by the Sessions to examine said fish-way, or until said fish-way is inspected by the chief inspector, if appointed.

The committee cannot recommend the prayer of the petition of James Carroll, of the county of Inverness, asking for an increase of salary as warden of the river fishery, out of the Provincial revenue.

The subject of the obstruction of the passage of fish in the Shubenacadie river, by the canal locks thereon, which was on former occasions under the consideration of the committee, was again brought under their consideration by the petition of a number of the inhabitants of the county of Hants. The committee beg to recommend the passage of a law, providing for the removal of these obstructions.

They have also considered the petition of William Krosser, of Kemptville, in the county of Yarmouth, asking to be reimbursed in the amount of certain expenses to which he had been subjected in connection with prosecutions in which he was engaged, as one of the wardens of river fisheries of that county; and recommend that, if the Court of Sessions of said county do not, at its next sitting, provide for

such reimbursement, the Judge presiding at the next term of the Supreme Court for that county, after such sitting of the Court of Sessions, do amerce the county in such sum as said Judge may consider the said William entitled to.

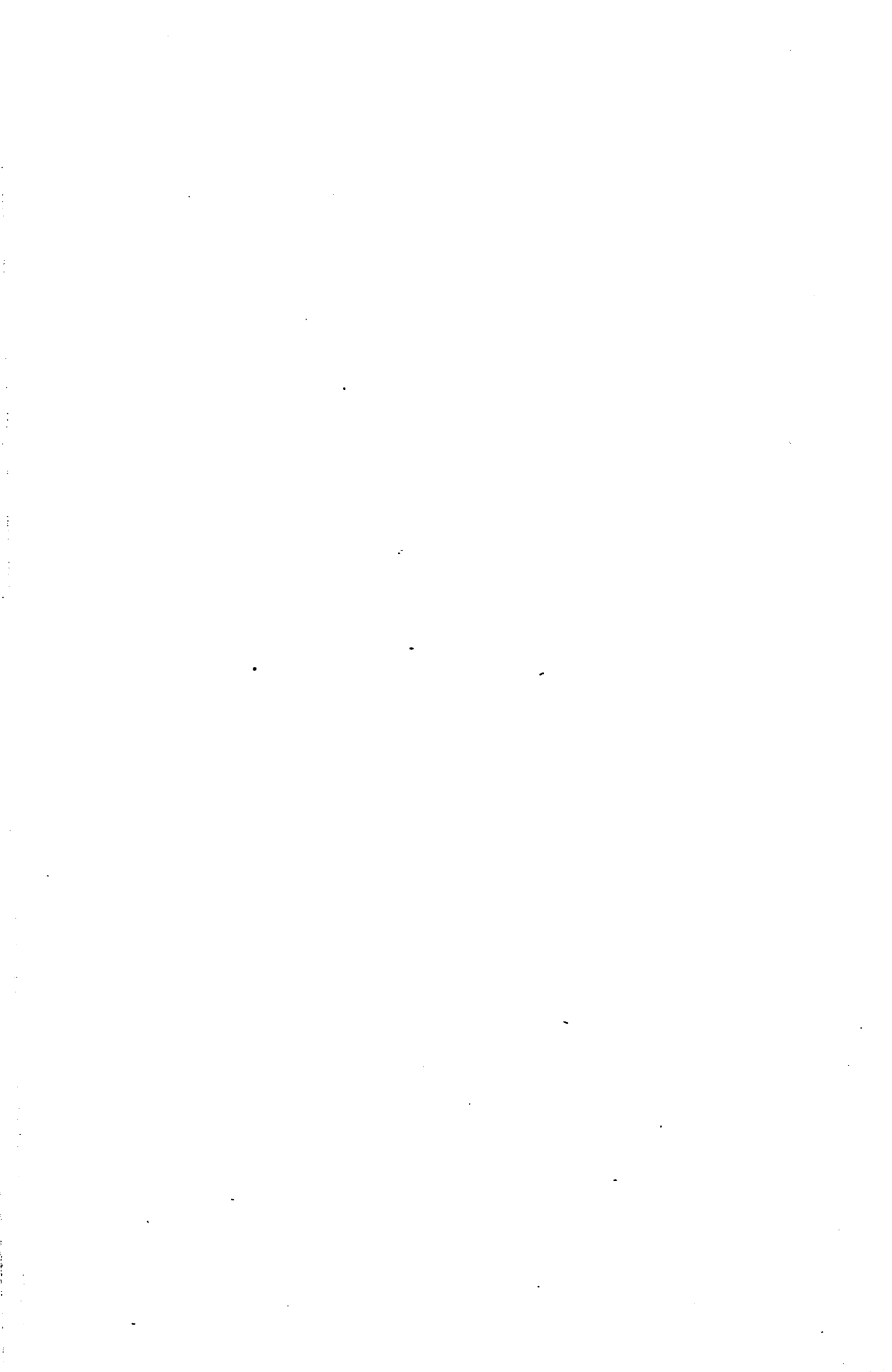
The committee cannot close their report without expressing their admiration of the disinterested and useful efforts, involving much outlay of both time and money, on the part of the association in this Province called "The Inland Fisheries and Game Protection Society," in carrying out the laudable objects of the society; and from whom, as already stated, valuable suggestions have been received by this committee.

They beg also to acknowledge the valuable services rendered the fishing interests of this Province by Mr. T. F. Knight, in the publication, within the last year, of his two able "pamphlets on the fishes and fisheries of Nova Scotia." The clear and comprehensive description furnished by Mr. Knight, of the nature, localities and extent of our varied fisheries, must lead to the awakening, both at home and abroad, of a more accurate knowledge of, and active interest in this vast field of the natural resources of this Province.

All which the committee beg respectfully to submit.

S. MACDONNELL,  
THOMAS KILLAM,  
ANDREW COWIE,  
HENRY S. JOST,  
ROBERT ROBERTSON,  
M. ROBICHAU,  
PETER SMYTH,  
W. ROSS,  
HENRY BALCAM.

Committee Room, House of Assembly.



## APPENDIX No. 34.

### LAND DAMAGES.

#### REPORT OF COMMITTEE ON LAND DAMAGES

The Committee appointed to investigate the claims made for lands taken in the alteration of certain great roads, and for charges for fencing, beg leave to report:

That they have before them their appraisements of damages for lands and fencing in the county of Cumberland, also for the county of Queens, also for the county of Victoria, and also for the county of Richmond, which have been duly confirmed by the Sessions of the several counties, and recommend the payment by the Province of one half the amounts so confirmed, as hereunto annexed.

##### CUMBERLAND.

To James M. Layton, for land and damages .....	\$15 00
Joseph Jeffers, land and damage .....	11 50
Fencing .....	10 50
George Rector, for land and damage .....	10 00
Fencing .....	9 50
Thomas Maguire, land and damage .....	12 00
Fencing .....	15 00
James Moore, land and damage .....	2 50
Fencing .....	10 00
Robert Rector, land and damage .....	12 00
Fencing .....	9 50
John Jeffers, land and damage .....	10 00
Fencing .....	6 00
James Hatterly, land and damage .....	3 00
Fencing .....	4 00
John Davison, for plan .....	1 50
J. W. Thomson .....	5 00
C. G. Donkin .....	1 50
	<u>\$148 50</u>

##### QUEENS.

Surveying—Richard H. Telfer .....	\$3 00
Richard Kempton .....	3 00
Zenas Waterman .....	3 00
James F. Moore .....	3 00
Two chain men .....	2 00
Richard H. Telfer .....	2 00
Richard Kempton .....	2 00

Surveying—Zenias Waterman .....	\$2 00
James F. Moore.....	2 25
Chain men.....	1 00
Plan .....	0 75
To Sophoros Freeman, land damage .....	10 00
Fencing .....	10 00
R. H. Telfer, government agent .....	1 00
E. P. Freeman, commissioner .....	1 00
William Minard, for proprietors.....	1 00
Whitman Freeman, travelling and surveying.....	4 50
Making plan.....	2 50
	<u>\$54 60</u>

## RICHMOND.

To Rev. Murdock Steward, for fencing.....	\$25 80
Duncan McCrea, land damages.....	80 00
	<u>\$105 80</u>

## VICTORIA.

To Rory McLeod, land damages.....	\$10 00
Fencing .....	4 00
C. J. Campbell, for fencing.....	4 00
John McGill, for damage.....	2 00
Fencing .....	3 00
Donald McDonald, damage .....	7 00
James Murphy, damage.....	9 00
Widow McLean, damage .....	12 00
Donald McLeod, damage.....	6 00
Fencing .....	10 00
Widow Mary Campbell, damage.....	24 00
Fencing .....	22 00
Francis Dunlop, appraiser.....	4 50
Donald McDonald, for government.....	4 50
Angus Morrison, for people.....	4 50
	<u>\$126 50</u>

THOMAS COFFIN,  
CHARLES ALLISON,  
JAMES W. KING,  
HENRY BALCAM,  
THOMAS CALDWELL,  
DANIEL MOCRE.

Committee Room, House of Assembly.

NOTE.—The above sums are one-half the amounts confirmed by the sessions of the several counties.

## APPENDIX No. 35.

# MILITIA.

### REPORT OF THE COMMITTEE ON MILITIA.

The Committee on Militia beg to report that they have had under their consideration the several matters referred to them.

In considering the correspondence relating to an increased rate of reward for the apprehension of deserters, the committee are unanimously of opinion, as additional rewards are given by the neighboring colonies of New Brunswick and Prince Edward Island, that the sum of five pounds be paid by the Government of Nova Scotia for the like service.

The application from the Provincial Rifle Association was next considered.

The committee duly appreciating the numerous and great advantages derivable to the militia service from the establishment of this association, which has now become a provincial institution, unanimously recommend that the sum of \$1500 be granted by the Provincial Government in aid of its funds.

The committee would likewise recommend the sum of \$100 to be paid to each of the county Rifle Associations now established, and to others which may hereafter be formed, as they consider the practice of musketry one of those objects in the Militia service most deserving of encouragement.

A large quantity of uniforms having been imported by the Government for the use of the Militia, and as the Militia Artillery and the men of the Naval Brigade have been supplied with uniform without charge, the committee recommend that the price of the uniform now on hand be fixed at the sum of one dollar per suit.

The petition of Wellington Eagles was next considered.

It appears from the petition and the statements made by lieut. colonel Fuller, the commanding officer of the 4th King's Militia regiment, and Dr. Brown, the medical attendant, that Eagles, with lieut. colonel Fuller's son, were, in the month of September last, ordered by their commanding officer to act as markers at the target practice at Wolfville—that in performing this duty, the danger signal, through some disarrangement, not having been seen, W. Eagles was severely injured by a ball which passed under his arm, and, ricocheting, wounded him in his arm and leg—that his health had been much impaired, and that he was unable to undertake any active employment.

Under these circumstances, and as the young man was employed in the public service, the committee recommend that the sum of \$200 be paid to him as a compensation for the injuries sustained.

The petition of Hazen B. McNutt was next read, seeking compensation for services which he was compelled to perform in ferrying the regiment commanded by lieut. colonel H. G. Pineo, at Pugwash, for battalion drill last summer, in consequence of the bridge over Pugwash harbor at that time being impassable, and asking for the payment of thirty dollars for such services; and on reading also the certificate of the hon. A. MacFarlane, it was agreed to recommend that the sum demanded be paid to H. B. McNutt.

Your committee also beg to report that they have examined the documents laid before them relative to the organization of the Naval Brigade, and had lieutenant colonel Wier, commanding the brigade, before them.



According to the returns, there appears to be ten companies, comprising 554 men fully enrolled, and sixteen other companies in process of enrollment. Two of the companies enrolled have been uniformed, efficiently drilled, and inspected. Two drill sheds for the brigade, one at Halifax and the other at Liverpool, have also been erected.

Your committee feel satisfied that the Naval Brigade when fully organized to the extent recommended by the Commander-in-Chief, will prove a most efficient protection to the water frontiers of the Province in event of war.

They are informed that when the other drill sheds for the brigade are completed, Vice Admiral Sir James Hope, who has taken a most active interest in the organization, has undertaken to place the guns in position free of cost, they being supplied by the Imperial authorities, and that a gunnery officer and instructors from the Royal Navy will be appointed, provided the expense be defrayed by the Province.

Your committee feel satisfied that the brigade can be placed upon an efficient footing at a comparatively small expense, that when so organized, it will afford great protection to the towns on the coasts of the Province which are rapidly becoming places of importance, and therefore they have pleasure in recommending the further advancement of the Naval Brigade to the favorable consideration of the Legislature.

The committee cannot close this report without expressing in the strongest terms of approbation the exceedingly creditable manner in which all classes of our population responded to the call made upon them to meet the threatened invasion of our country, and the persevering energy displayed by them in an inclement season of the year to perfect themselves in drill, and all other requirements for military service.

HENRY PRYOR, Chairman.  
HENRY S. JOST,  
W. A. HENRY,  
J. BOURINOT,  
W. O. HEFFERNAN,  
JAMES W. KING,  
STEWART CAMPBELL,  
H. BLANCHARD,  
F. R. PARKER.

House of Assembly, May 4th, 1867.

## APPENDIX No. 36.

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# CROWN LANDS.

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### REPORT OF THE COMMITTEE ON CROWN LANDS.

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The committee on Crown Lands beg leave to report :

1st. They have had under consideration the petition of Hector McLeod, of Bridgeport, in the county of Cape Breton, bearing date April 17th, 1867.

Upon reference to the records in the Crown Lands office, it appears that grants have been issued—one to Hector McLeod, for two hundred and ninety-five acres, and the balance of the four hundred acres to Mr. P. Lonergan, to the evident satisfaction of both parties,—therefore your committee cannot recommend the prayer of petitioner.

2nd. On petition of James E. Rand, Esq., stating that he had obtained from the Government a water lot on the Habitant River, Canning, Kings County, dated the sixteenth day of February, A. D. 1856—that Edward Lockwood and Charles E. Lockwood trespassed upon and took possession of a portion of the water lot so granted to petitioner aforesaid, whereupon petitioner commenced an action of ejectment against the said Edward and Charles E. Lockwood, which was tried at Kentville, in the said county of Kings, on the seventh day of June, A. D. 1865, and which resulted in a verdict for the defendants—that the cause was brought up to Halifax, and argued before the full bench on a motion for a new trial, but that the judges refused to disturb the verdict, and that judgment was entered up against petitioner, with heavy costs, which he has been obliged to pay. Your committee have investigated the matter, and are of opinion that James E. Rand, Esquire, should be paid out of the provincial treasury the amount of expenses sustained in defending the title of said grant, amounting to the sum of Four hundred dollars, and that the said James E. Rand be at liberty, if so advised, further to prosecute his claim to said grant, without any future claim on the Province for damages or costs.

3rd. The petition of John Murphy, deputy surveyor for the county of Inverness, praying that a free grant of Two hundred acres of the vacant land situate between Port Hood and the south-west bounds of Mabou, as compensation for services as deputy surveyor in said county, from 1852 to 1857. Your committee beg leave to call attention to the correspondence and act relative to the Crown Lands Department in 1851, which provides that deputy surveyors be paid for certain services performed; and it appearing from evidence before the committee he had not received pay for such services, recommend that Mr. John Murphy receive a free grant of the two hundred acres of land as petitioned for.

Your committee have under consideration the petition of Mary McDonald, and others, heirs of Ronald McDonald, in the county of Inverness, referred to them by the Government, and upon which a grant was issued of One hundred acres of land, situate at Mount Young, between Mabou and Lake Ainslie, to which grant, before its issue, objections were made by Peter Smyth, Esq., he having a judgment against Ronald McDonald, duly registered, by which he had a legal lien on McDonald's landed property; and your committee beg to report that in their

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opinion the said grant was improperly issued, and recommend that it be declared null and void by an act of the Legislature, and that the said petitioner and said Peter Smyth, Esq., be placed in the position they respectively occupied before the issuing of the said grant.

All which is respectfully submitted.

GEORGE WHITMAN,  
H. BLANCHARD,  
DANIEL MOORE,  
WILLIAM MILLER,  
C. J. CAMPBELL,  
ALEX'R. McKAY.

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The committee on Crown Lands beg leave to report that they have heard evidence respecting the value of the lands, referred to in their previous report, granted to Mary McDonald and others, and find that the same is of the value of four hundred dollars, and beg leave to recommend that that sum be paid to Peter Smyth, Esq., in full for all loss arising to him in said matter.

All which is respectfully submitted.

GEORGE WHITMAN,  
ALEX'R. McKAY,  
DANIEL MOORE,  
H. BLANCHARD,  
W. MILLER.

May 6, 1867.

## APPENDIX No. 37.

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# EDUCATION.

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### REPORT OF THE COMMITTEE ON EDUCATION.

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The Committee on Education beg leave to report as follows :

Your committee have already reported to the House a bill carrying out certain suggestions contained in the report of the Commissioners of Schools for the city of Halifax, and providing for the amendment of the present law in some other particulars.

They have had under their consideration the petition of John Spidell, of Lunenburg, and recommend that the Commissioners of Schools for the district of Lunenburg should investigate the facts connected with the petition, and if they consider the case demands it, provide such compensation as they may think necessary, from the school fund arising from the assessment of the districts of Lunenburg and New Dublin.

Several petitions and papers touching the sale of the old school house at Shelburne, have been before the committee, but they consider this question one which should be left to the operation of the law.

Your committee have had before them a communication from the Superintendent of Education, suggesting the purchase of well tested meteorological instruments for each of the academies at Yarmouth, Amherst and Sydney, in order to make an accurate record of the natural phenomena of the Province, in connection with the educational department, and would recommend the expenditure of three hundred dollars for that purpose.

Your committee recommend the payment of two hundred dollars to Donald Grant, of New Glasgow, for loss sustained by him in the burning of a school house at Fraser's Mountain; and the sum of one hundred and sixty dollars to William Smith, of Ferguson's Cove, for a similar loss incurred by him at that place.

Your committee would suggest that three hundred copies of Murdoch's History of Nova Scotia be obtained from Mr. Barnes, the publisher, to be offered as prizes in the various schools throughout the Province. They also recommend that forty dollars be paid to the Superintendent of Education, to reimburse him for money expended in compiling tables for his report.

Your committee do not deem themselves justified in interfering with the matters brought before them in the petition from school section No. 21, Annapolis county, nor can they recommend any increased grant to the Cumberland county academy, thereby placing that institution on a different footing from the other county academies of the Province.

CHARLES TUPPER,  
JOHN TOBIN,  
STEWART CAMPBELL,  
J. BOURINOT,  
EDWARD L. BROWN.

Committee Room, Halifax, 22nd April, 1867.



## APPENDIX No. 38.

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### HUMANE INSTITUTIONS.

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#### REPORT OF COMMITTEE ON HUMANE INSTITUTIONS.

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The Committee on Humane Institutions beg leave to report as follows :

##### HOSPITAL FOR THE INSANE.

The committee have considered the complaints against Dr. DeWolf, submitted to the Government, with the Doctor's reply, and the evidence taken thereon ; the report of the medical commission, and the observations thereon. They have also heard the testimony of several witnesses, who appeared before the committee after public notice, and have given the most patient attention to their evidence.

The committee are much pleased to be able unanimously to report that there is in these cases no evidence to fix any blame on either Dr. DeWolf, or any of the attendants employed in the institution ; and the committee are satisfied that the condition in which Mr. Hurley was found to be after his removal, can be well attributed to other causes than either cruelty or neglect on the part of the officers of the institution.

The committee have the more readily taken this view of the case in consequence of the most reliable testimony, medical and otherwise, which has been given before them of cases equally, if not more extraordinary, than the one referred to, in which it was beyond dispute that no efforts had been spared to prevent the deplorable condition which had been found to exist shortly after death.

The committee deeply regret that the complaints referred to should have had any tendency to weaken the confidence of the public in the institution ; and they desire, as far as is in their power, to lessen this feeling which appears to exist without any sufficient cause.

##### ASYLUM FOR THE DEAF AND DUMB}

The committee have again the pleasure of reporting that this institution is most efficiently conducted, and that the usual grant from the Province for its support should be continued.

The committee also report that the amount granted last year for the printing of books suited to the condition of the mutes has proved a great benefit, and recommend a further grant of one hundred dollars for that purpose.

The committee feel it their duty to refer in terms of commendation to the excellent management of the institution, by the principal, and his assistant teacher and matron.

## THE POOR'S ASYLUM.

This institution, so far as the committee can judge, is very well managed, and its expenses kept within very moderate bounds.

The want of room is still seriously felt, and the committee are glad to find that their suggestions of last year are being carried out.

HIRAM BLANCHARD, Chairman,  
JAMES FRASER,  
THOMAS CALDWELL,  
THOMAS KILLAM,  
C. C. HAMILTON,  
WILLIAM H. TOWNSEND,  
THOMAS COFFIN,  
CHARLES ALLISON.

Halifax, April 17, 1867.

## APPENDIX No. 39.

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# INDIAN AFFAIRS.

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### REPORT OF COMMITTEE ON INDIAN AFFAIRS.

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The Committee on Indian Affairs have had before them the accounts of the Chief Commissioner, with the vouchers for the same, and after being examined, find them all correct.

The committee fully approve of the manner in which the commissioner disposed of the funds placed at his command during the past year, and are also pleased that a better and more serviceable description of blankets have been generally distributed among the Indians in all parts of the Province.

Your committee observe that \$121.40 still remains unappropriated of the \$200 granted last year to meet extreme cases of distress, and would recommend the continuance of said grant during the present year.

The account submitted by Dr. Almon for attendance on a sick Indian at Bedford, is considered a heavy charge; but as the case was a special one, requiring close and immediate attendance, and as he was directed by the commissioner to attend on said Indian, the amount will require to be paid out of the fund reserved for that purpose. Such other accounts as have been submitted from the several counties, will all come under the operation of the Resolution of the 19th April, 1857, as expressed in the report of the committee last year.

By the Imperial Act of Union, the Indians of Nova Scotia come under the control and management of the General Government; and your committee would respectfully and earnestly recommend that the usual grant for Nova Scotia be continued, and that a local commissioner be appointed, in order that the usual quantity of blankets and great coats be provided for the Indians of Nova Scotia.

By an elaborate statement, submitted by the commissioner, it appears that the sum of \$1790.77 is now on hand to the credit of the Indians, being proceeds of a sale of a portion of their reserve lands; and besides this there is still a large amount due from the sale of said lands, principally from the counties of Inverness and Victoria. Your committee think it but justice to the Indians of Nova Scotia that not only the balance on hand, but also the amount due, should be reserved and set apart solely for their use and benefit. The Act of 1859, "Concerning Indian Reserves," states that the money paid into the Receiver General's office is to be on interest, at the rate of six per cent.

It is scarcely necessary to remark that every encouragement has been given to the settlement of the Indians on the lands reserved for them, and if they do not avail themselves of the advantages thus offered, it is owing to their own nature and habits, and not from any want on the part of the commissioner to afford them every reasonable inducement and facility to occupy and improve the lands which are now ready for them to occupy and possess.



Your committee cannot close this their last report without expressing their opinion that the large and troublesome duties involved on the Chief Commissioner have been at all times discharged in a manner commendable and creditable to himself and acceptable to the committee, as well as beneficial to the Indians.

All which is respectfully submitted.

JOHN McKINNON, Chairman.  
WILLIAM ROSS,  
COLIN CAMPBELL,  
W. O. HEFFERNAN,  
JAMES FRASER,  
WM. LAWRENCE,  
W. H. TOWNSEND.

Committee Room, 26th April, 1867.

## APPENDIX No. 40.

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# AGRICULTURE.

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### REPORT OF COMMITTEE ON AGRICULTURE.

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The Committee on Agriculture report as follows :

The committee have examined the accounts and vouchers of the Board of Agriculture, which they find correct, and that the balance in the hands of the treasurer amounts to \$4854.64.

From the report of the Board, the committee are gratified to learn that the improved stock imported by the board have given satisfaction, and hopes are entertained that by means thereof the deteriorated breeds of the country will be increased in value.

On the petitions of certain farmers of the county of Kings, complaining of the country markets of the city of Halifax being forestalled, and the injuries in consequence sustained by persons from the country frequenting the same,—although the committee feel the justice of the matters complained of, they do not feel that they have any power to remedy the same, as these country markets are within the jurisdiction of the city authorities.

All of which is respectfully submitted.

ALEX. MACFARLANE, Chairman.  
H. BLANCHARD,  
ABRAHAM HEBB,  
CHARLES ALLISON,  
F. R. PARKER,  
JOHN MCKINNON,  
C. C. HAMILTON.

Committee Room, 22nd April, 1867.



## APPENDIX No. 41.

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# PENITENTIARY.

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### REPORT OF COMMITTEE ON THE PENITENTIARY.

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The Committee on the Penitentiary beg leave to report as follows :

That they have visited the Penitentiary, and were much gratified to find many improvements which had been suggested last year carried out, the room which has been added to the building making a commodious dining, chapel and school room, adding very much to the comfort of the prisoners, and giving the officers of the institution greater facilities of carrying out the bye-laws of the prison. A large tank has also been built, giving them a plentiful supply of pure water, which will also relieve the superintendent of a great deal of annoyance and trouble, from having to send across the Arm, which has been the case for some years.

As the building comes under the management of the General Government, the committee do not offer any suggestions for further improvement or general management of the prison.

There is much to be done yet to put the institution upon a footing with similar institutions in other countries ; and the committee hope, under the control of the General Government, that it may be placed in a short time in such a position that it will the more effectually fulfil the object for which it is intended.

LEWIS W. HILL, Chairman.  
F. R. PARKER,  
E. CHURCHILL,  
ANDREW COWIE,  
ROBERT ROBERTSON,  
A. MCKAY,  
HENRY BALCAM.  
CHAS. ALLISON.



## APPENDIX No. 42.

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# CITY LICENSE LAW.

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### REPORT OF THE COMMITTEE ON THE LICENSE LAW.

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The Committee on City Bills beg to report, in reference to a bill, entitled an Act to amend the Act concerning the City of Halifax, in relation to licenses for the sale of intoxicating liquors, as follows :

They have carefully considered the provisions of the bill, with a desire to protect the community against the great and increasing evils of intemperance in this city, but finding that the powers asked for by the bill are already mainly possessed by the City Council, who, by their recent ordinance, have shewn a desire to carry them stringently into effect, they are of opinion that it is not advisable to pass a bill which would interfere with the authority of the City Corporation, to whom such matters more properly belong.

At the same time they beg to urge upon the City Council the necessity of using all the powers with which the law has armed them for the purpose of punishing offenders against the License Laws, and especially those who are engaged in the sale of liquors on the Sabbath day.

S. L. SHANNON,  
Chairman.

Halifax, April 22, 1867.



## APPENDIX No. 43.

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### STEAMSHIP "ENGLAND."

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#### REPORT OF SELECT COMMITTEE ON STEAMSHIP ENGLAND.

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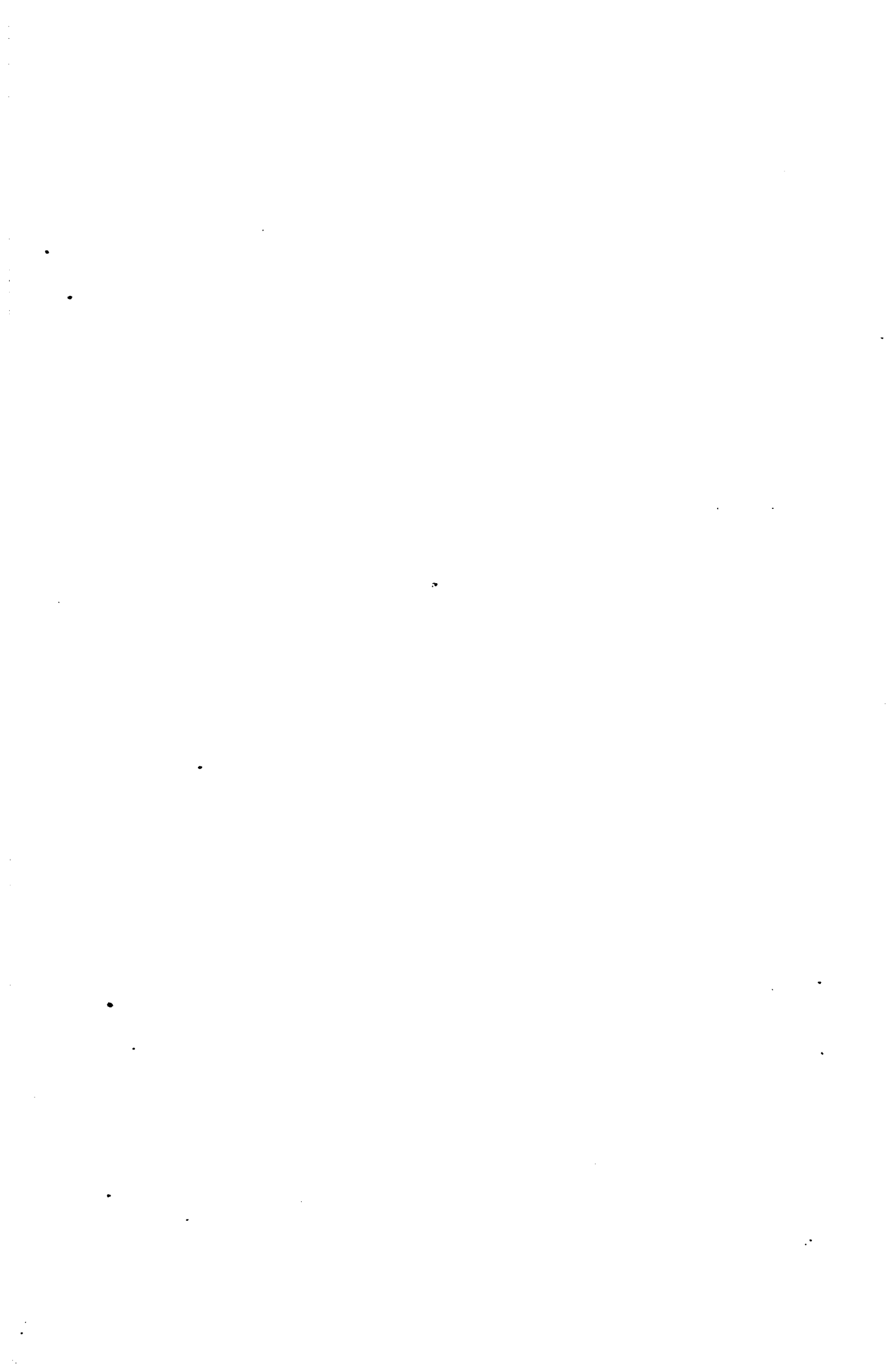
The committee to whom was referred the petitions of John Brookfield, John R. McCurdy, and Lynch & Baizley, beg leave to report as follows :

That they have had the petitioners before them, and carefully considered their several claims. It appears that when the steamship *England* arrived in April last, with cholera on board, the passengers were landed on McNab's Island, where John Brookfield had over one hundred men at work in the fortifications. The men all left the works, and did not return for nearly three months, which compelled the petitioner, in order to finish his contract, to carry on work until late in December, when the days were short, and when cement had to be used on account of the severity of the weather. Lynch & Baizley had men and a boat employed, carrying gravel from the beach to George's Island, and were forbidden to land, and had to suspend work for eighteen days, during which time they had to pay wages and boat hire, expecting from day to day to be able to resume work. John R. McCurdy's household furniture had to be burnt, and several farming utensils were destroyed, and his house damaged. Some claims of his were considered and paid for under an arbitration. Mr. Townsend, who was one of the arbitrators, says the present claim was not included in the award, and thinks he is entitled to compensation.

Your committee therefore recommend that \$1000 be paid to John Brookfield, \$200 to Lynch & Baizley, and \$400 to John R. McCurdy.

JOHN TOBIN, Chairman,  
C. R. BILL,  
ROBERT DONKIN,  
JOHN LOCKE,  
ALEX. MCKAY,  
A. W. MCLELAN,  
H. BLANCHARD.





APPENDIX No. 44.

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TRADE AND MANUFACTURES.

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REPORT OF COMMITTEE ON TRADE AND MANUFACTURES.

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The Committee on Trade and Manufactures, beg leave to report :

A return of duties to the Acadia Eclipse blacking company, amounting to \$93.31, the same having been certified as paid upon articles employed in the manufacture of blacking—pursuant to a report of this committee at the last session.

Upon the petition of Henry A. Kaulback, and others, owners of schooners *Wave* and *Ripple*, your committee recommend that the bonds given by John Tobin & Co., be cancelled, inasmuch as it appears that the goods shipped were disposed of on the shores of Newfoundland, and no part thereof reloaded in this Province.

That they have had under consideration a bill to establish an office in the port of Halifax for shipping seamen, which, not being generally desired by the mercantile community, they do not feel warranted in recommending to the House.

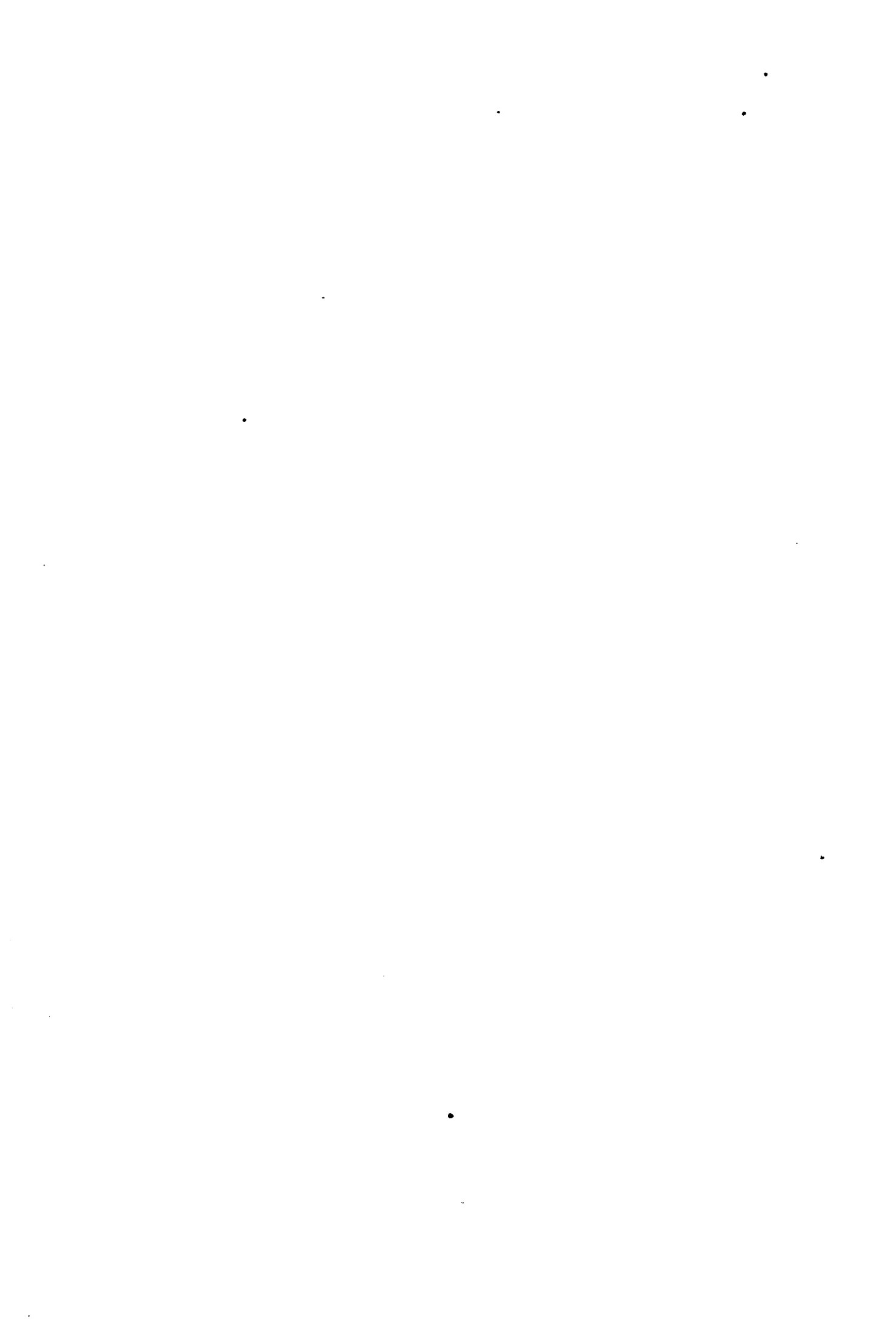
They cannot recommend the return of duties alleged to have been paid by Messrs. Rand and Tupper, of Canning, on goods consumed by fire, inasmuch as such return, besides being contrary to the policy of this House, would probably lead to other and large demands on the treasury. Neither can your committee recommend the remission of fine imposed on Rand and Tupper, by the board of revenue, for breach of the revenue laws, to which body they refer the petitioners.

They cannot recommend the petition of Alfred Thomas, for return of duties paid at Windsor on tiles imported from New Brunswick, as it would contravene the policy of this House to place goods from abroad on the same footing as similar articles manufactured in the Province.

Your committee, in view of obvious difficulties in providing the necessary checks and guards, cannot recommend the passage of the bill relating to the manufacture of vinegar in this Province, which will more appropriately form the subject of legislation in the Dominion Parliament.

WILLIAM ANNAND, Chairman.  
JOHN TOBIN,  
LEWIS W. HILL,  
ANDREW COWIE,  
WILLIAM H. RAY,  
THOMAS COFFIN.

Committee Room, 4th March, 1867.



## APPENDIX No. 45.

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# RAILWAYS.

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### REPORT OF THE COMMITTEE ON RAILWAYS.

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The Railway Committee beg leave to report that they have examined the petitions of Andrew McGilvery, Angus Cameron, Smith & Meed, Margaret Fraser and Henry Piers. As all these petitions are reported upon by the chairman, and are on subjects with which the department is acquainted, leave is asked to refer them back to the Government.

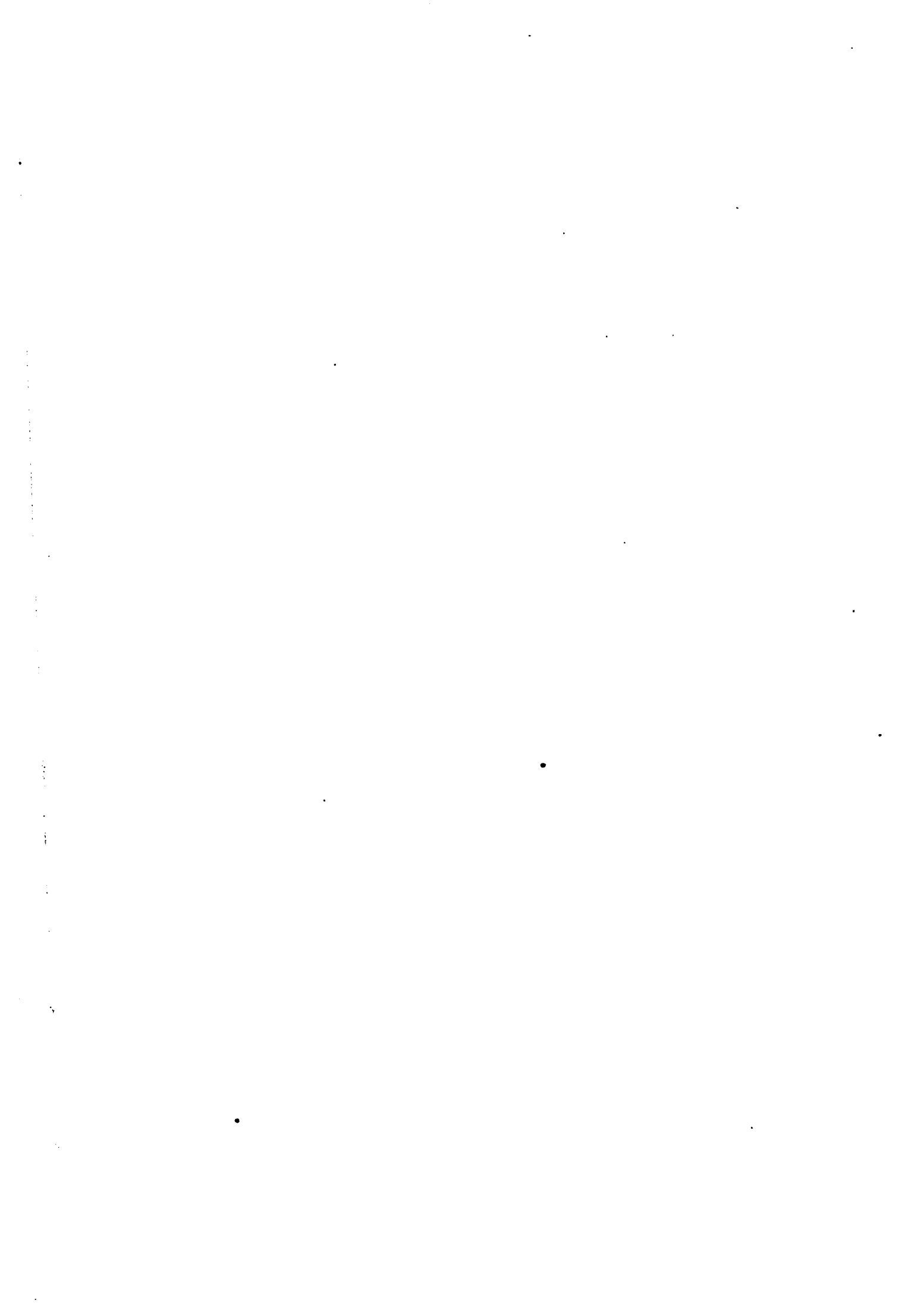
John Lowe was before the committee in 1863, and awarded eighty dollars. There is nothing shown to entitle him to any further grant of money from the public funds.

The petition of Charles Taylor, claiming payment for the loss of a case containing rope and twine, forwarded over the railway to Windsor, by Brown's Express, has been patiently investigated. Mr. Davison, the freight agent, came before the committee and declared that he delivered the case to Mr. Taylor and his son at the Windsor depot, on the order of Brown's Express. He has therefore no claim against the department.

The claim of Messrs. Conlons, for some compensation for the loss of business and the depreciation of their property, on account of the charter granted to the City Railway Company, has been carefully considered. It appears the Conlons were encouraged to purchase horses, omnibusses and sleighs, to carry passengers to and from the Richmond depot. For several years they performed the service to the satisfaction of the Government and the public, at very moderate charges; but when the travel increased, and the business began to pay, the railway company stepped in and destroyed their business, leaving them with a large amount of unavailable property on hand, some of which they purchased from the Government. In view of all the circumstances, it is recommended that six hundred dollars be paid to them in full compensation for loss of business and the depreciation of their property.

All of which is respectfully submitted.

JOHN TOBIN, Chairman,  
C. R. BILL,  
DONALD FRASER,  
H. BLANCHARD,  
ROBERT DONKIN,  
JOHN LOCKE,  
A. W. McLELAN,  
WILLIAM H. RAY,  
ALEX. MCKAY.



## APPENDIX No. 46.

# ROAD SCALES.

### COUNTY OF ANNAPOLIS.

*Resolved*, That the sum of eight thousand three hundred and twenty dollars, granted for the ordinary road and bridge service in the county of Annapolis, with four hundred and ninety-six dollars and sixty cents, undrawn and unappropriated money of last year, and two thousand and nine dollars, special grant—making in all the sum of ten thousand eight hundred and twenty-five dollars and sixty cents—be appropriated as follows:—

Portion of special grant allotted to Maitland road.....	\$1000 00
To repay advance to Phinney Mill bridge .....	399 96
Balance of special grant, allotted to Mr. Longley, to be hereafter appropriated .....	602 04
Total amount of special grant.....	<u>\$2009 00</u>

Distribution of ordinary road grant—

Allotted to entire section east of Granville line, Mr. Longley.....	3202 09
Clements and Annapolis, at the disposal of Mr. Whitman.....	3509 22
Township of Granville, at the disposal of Mr. Ray .....	2105 29
	<u>\$10825 60</u>

Dalhousie road towards Lunenburg road.....	\$50 00
Eastern end of Dalhousie road.....	50 00
The Finger Board easterly .....	100 00
The Finger Board westerly .....	50 00
Liverpool cross easterly .....	50 00
Liverpool cross to County line.....	80 00
Lawrencetown bridge.....	100 00
South Margaretville road.....	50 00
South Margaretville road, from post road to back road .....	20 00
Benjamin Phinney's road. ....	30 00
District No. 3, near Port George .....	20 00
Victoria road, from back road to top of mountain .....	20 00
Lander's road, from C. Ruggles' house easterly.....	30 00
North section of the Ritchie road.....	20 00
South section of the Ritchie road.....	20 00
New road from Gates' mountain road to McInnes' road.....	40 00
Post road to the foot of Handly mountain .....	20 00

Nictaux falls to Martyn's corner.....	\$30 00
Thorne Mill road to Paradise brook.....	40 00
Wm. Anderson's to Dalhousie road.....	20 00
Thorne's mill to Wm. Anderson's .....	50 00
John Clark's corner to C. Marshall's road.....	30 00
James Bent's easterly—North mountain.....	20 00
Wm. Crawford's to Gates' mountain road.....	20 0
Lunenburg road through Allan settlement .....	20 00
	<hr/>
	\$980 00
Balance hereafter to be appropriated by A. Longley.....	2222 09
	<hr/>
	\$3202 09
	<hr/>

## TOWNSHIP OF ANNAPOLIS AND CLEMENTS, UP TO EAST GRANVILLE.

To repay advance to Harris Hall, Allen's Creek bridge.....	\$173 63
To repay expenditure, Victoria bridge, as part 1865.....	50 59
To repay advance to James Morehouse, River road.....	106 83
Road from Dalhousie to Westhaver road .....	20 00
Thorne's mill road, from Morse road to Paradise brook.....	30 00
Wm. Scofield's, north, to Annapolis road.....	50 00
Neive's road, north, to Wm. Scofield's.....	40 00
Thorne mill road, north, to Neive's road ...	20 00
Thorne mill road to Westhaver's road.....	40 00
Range of Granville line to Morse road.....	40 00
Morse road to 15 Mile Tree.....	40 00
15 Mile Tree to 13 Mile Tree.....	40 00
13 Mile Tree to 11 Mile Tree.....	40 00
11 Mile Tree to 9 Mile Tree .....	40 00
9 Mile Tree to Perott road .....	40 00
Spurr road from Round Hill, half way to Dalhousie .....	40 00
Spurr road from Dalhousie, half way to Round Hill.....	80 00
Wagstaff's to James Wright's bridge.....	30 00
Wagstaff's to Thomas Devir's.....	30 00
James Wright's bridge to McLaughlan's south line.....	50 00
McLaughlan's south line to John Poor's.....	30 00
James Poor's west line half way to John Wyle's .....	30 00
John Wyle's half way to J. Poor's.....	30 00
Township road past Buckler's.....	20 00
Thos. Ritchie's to back road .....	30 00
Fraser road.....	40 00
Guinna road.....	30 00
Fraser road from D. A. Fraser's to Birch Tree brook.....	20 00
Birchtown corner to E. Godfrey's .....	30 00
Edward Godfrey to Guinna bridge .....	40 00
Birchtown corner to G. F. Bealer's.....	30 00
G. F. Bealer's to Virginia road.....	30 00
The Shaw road.....	50 00
Lake Hill road to Thomas' mill.....	100 00
Ringwood's east line to Division rock on the J. C. Millner road.....	20 00
F. Millner cross road.....	20 00
Fraser road to Back road.....	30 00
Middlesex road.....	30 00
Ringwood's east line to F. Lock's.....	20 00
J. C. Millner's to Negro line road.....	50 00
Jefferson road.....	20 00
Wm. Beale's to Elijah Harris'.....	30 00
Waldeck road to Wm. Beale's.....	20 00

Trimper road to Charles Pinckney's .....	\$20 00
New road from Victoria road along Bear River to Rice's mills.....	200 00
Victoria road from J. C. Millner's to Potter road.....	50 00
east of Potter road.....	30 00
Potter road from Hessian line, half way to Negro line.....	50 00
Negro line, half way to Hessian line.....	50 00
Saw mill creek road half way to Dalhousie.....	30 00
from Dalhousie road to Annapolis road...	30 00
The Tupper Abiteaux... ..	40 00
Pick-up road.....	30 00
Deep Brook hill, Waldeck road.....	20 00
	<hr/>
	\$2301 05
To be appropriated for Clements and Annapolis, by Mr. Whitman.....	1208 17
	<hr/>
	\$3509 22
	<hr/> <hr/>

TOWNSHIP OF GRANVILLE.

Cross road between Granville and Wilmot.....	50 00
Saunders' road.....	30 00
Church road.....	60 00
Saunders' bridge, Lower Clarence.....	40 00
Church bridge Hampden settlement. ....	50 00
James' Bay road limits of Bridgetown to lake.....	30 00
from lake to Bay Shore.....	30 00
Troop's Abiteaux post road.....	80 00
Wade's Bay road from post road to top of mountain.....	30 00
top of mountain to cross road.....	20 00
Young's Bay road from post road to lake.....	50 00
Lake to Covert road.....	20 00
Covert road to lower cross road.....	40 00
Lower cross road west from Young's road.. ..	30 00
Upper cross road west from Young's road.....	20 00
Covert road.....	20 00
Lower cross road east from Young's road.....	30 00
Phinney's Bay road from post road to top of mountain.....	40 00
top of mountain half way to Bay Shore.....	30 00
Bay shore half way to top of mountain.....	30 00
Cross road west leading to Durland's.....	30 00
Lower cross road from Phinney's road.....	30 00
Foster road west from Phinney's road.....	20 00
Eagleson road from Chute road to J. Clark's west line.....	30 00
Walker's Abiteaux post road.....	30 00
Gesnor's Abiteaux post road.....	20 00
Chute's Bay road from post road to top of mountain.....	50 00
top of mountain to Bay Shore.....	30 00
Bay Shore road from Lake Brook to Elias Hudson's.....	30 00
E. Hudson's to Parker Bay road.....	30 00
Parker Bay road. ....	50 00
Bay Shore road from Parker's road to Mill's road.. ..	30 00
Mill's Bay road from top of mountain to post road.....	40 00
Bay Shore.....	30 00
Mill's Bay road west to Stephen Johns.....	20 00
Stephen Johns to McKenzie's Bay road.....	20 00
Millner new road.....	50 00
McKenzie's Bay road from post road to top of mountain.....	30 00
top of mountain to Bay Shore.....	25 00
Mill's bridge post road.....	30 00



McCaul hill.....	\$30 00
McCaul's house to Thorn Bay road.....	20 00
Thorn Bay road.....	40 00
Kenneday's bridge post road.....	20 00
Weather's bay road from cross road to bay shore.....	30 00
post road to cross road.....	30 00
Shore road from Johnston's point to Duke York's battery.....	40 00
To be hereafter appropriated for the township of Granville by Mr. Ray,.	540 29
	<u>                </u>
	<u><u>\$2105 29</u></u>

## COUNTY OF ANTIGONISH.

*Resolved*, That the sum of seven thousand eight hundred and seven dollars, granted for the service of roads and bridges in the county of Antigonish for the year 1867, together with the sum of one thousand eight hundred and eighty-five dollars, ordinary and special grant; and the further sum of thirty-seven dollars and two cents, undrawn moneys, making a total of nine thousand seven hundred and twenty-nine dollars and two cents, be appropriated as follows:

To repay bank of Nova Scotia.....	\$1324 92
Union bank.....	572 60
Glen road.....	615 00
Hollowell Grant road.....	12 60
Malignant Brook bridge.....	18 79
Monastery road.....	10 60
B. S. L. Tracadie road.....	12 00
Cape road.....	40 81
Main post road.....	26 86
Back S. road from St. Andrew's.....	45 52
Pomquette bridge.....	127 71
Manchester road.....	309 17
New Keppoch road.....	40 00
Pleasant Valley road.....	18 99
Black River road.....	6 60
Road to Stuart's mill.....	35 45
Bridge at N. Grant.....	11 00
Fraser's Grant road.....	16 06
Black River road.....	60 09
bridge.....	523 16
bridge and road.....	508 53
Old Manchester road.....	110 00
New street, Antigonish.....	382 00
South river bridge.....	6 30
New street, Antigonish.....	75 00
Yankee Grant to Big Mountains.....	180 60
Bridge across Grant's Lake.....	3 88
Bridge at Tracadie.....	9 00
Brown's mountain road.....	10 10
Bridge at Cape George.....	25 20
Bridge at Antigonish.....	123 37
At the disposal of Government.....	4447 99
	<u>\$9729 02</u>

## COUNTY OF CAPE BRETON.

*Resolved*, That the sum of nine thousand and ninety-five dollars granted for roads and bridges in the county of Cape Breton; also, special grants, amounting to two thousand one hundred and ninety-six dollars, and two hundred and eighty-four dollars and sixty-two cents, undrawn in 1866, besides one thousand one hundred and fifty-six dollars and twenty-seven cents from the crown land fund,—making in all twelve thousand seven hundred and thirty-one dollars and eighty-nine cents, be appropriated as follows:

Balance due bank of Nova Scotia in full of all loans.....\$161 90

## OVER-EXPENDITURES IN 1866.

Bridge at N. W. Arm. ....	31 78
Long Island.....	20 00
Leitch's Creek to Barrasois.....	120 00
Pond R. Mines to Little Bras d'Or.....	100 00
Low Point road.....	40 00
Lingan road.....	50 00
Point Aconie to Mill Brook.....	30 00
Bras d'Or to Sydney Mines.....	80 00
Sullivan's road to Back Lands.....	39 45
Frenchvale road.....	36 75
George's R., Point road.....	139 98
Martin's barren, Cow Bay.....	40 00
Reducing Long Hill.....	200 00
Repairing bridges, Escasoni.....	12 00
Sullivan's road.....	100 00
Leitch's Creek and Bourinot road.....	125 00
Back Settlement, Ball's Creek.....	50 00
North Sydney road.....	95 40
Due on Louisburg bridge.....	32 00
Bridge on Little Bras d'Or road.....	20 00
Due on McPhee's bridge.....	15 50
Repairing road.....	30 00
bridge, Low Point.....	11 00
Boularderie road.....	130 30
Back Settlement to Beaver's Cove.....	40 00
Road at Gabarus.....	30 00
Completion of McRae's bridge.....	171 76
McLeod's bridge.....	967 42
Indian lands to Banacadie bridge.....	100 00
Shunacadie bridge.....	176 30
Over-expenditures on several roads.....	249 85
Long Island road.....	10 00
South side Mira, road repairs.....	29 00
McKinnon's to Banacadie.....	60 00
Roderham's bridge.....	539 00
Due on Shunacadie bridge.....	3 50
Gabarus road.....	22 50
Main post road.....	42 00
Catalogne bridge.....	10 00
Back land road, East Bay.....	200 00
New line from Cow Bay road.....	32 00
Road to Arnold's bridge.....	100 00
Balance due for reducing Long Hill.....	68 90

George's River bridge.....	\$27 50
Round Island road.....	50 00
Gillis' mill to Beazon's .....	40 00
French road to Gabarus.....	20 00
Bridge, Low Point road.....	43 00
Repairing Forks bridge.....	85 00
Alma and adjoining bridge.....	94 00
Repairs on main post road....	184 50
Repairing bridge.....	9 50
Bridge at Sydney Mines.....	143 00
Main road to Cow Bay.....	123 50
Repairing S W. Brook bridge.....	5 00
Marion bridge.....	100 00
Repairs on Sullivan's and Gillis' roads.....	47 00
at Sydney Mines .....	25 00
Barrasois to Boisdale.....	26 75
Robertson's bridge, Glace Bay.....	88 00
Beaver's Cove.....	15 25
Indian Lands to Sullivan's.....	60 25
Repairing Ryan's bridge.....	46 25
Sullivan's road.....	22 00
Cutting down Blackett's hill.....	52 00
Completion of Lewis Bay bridge.....	77 50
Repairs on Sydney road.....	81 80
Completion of Caddigan's bridge.....	50 00
Ferry service, Little Bras d'Or.....	22 00
George's River.....	30 00
Plan, estimate of proposed bridge over Little Bras d'Or .....	100 00
Escasoni road.....	18 60
Road repairs, north side East Bay.....	15 50
Repairing Frenchvale road.....	30 60
Road from breakwater, Cow Bay.....	120 00
Repairing bridges Coxheath.....	20 50
road from cross road to township line.....	20 00

## APPROPRIATIONS FOR 1867.

Completion of Wilson's bridge.....	400 00
Roderham's bridge.....	400 00
Bridge at Sydney Mines.....	50 00
south side of Mira Gut.....	140 00
Completion of McPhee's bridge....	40 00
Ryan's bridge.....	50 00
Bridge at Big Lorrain.....	72 00
Frenchvale.....	220 00
Little Bras d'Or.....	30 00
Jarrett's bridge, Louisburg.....	210 00
Beech Tree bridge, Salmon River.....	300 00
S. W. Brook bridge.....	250 00
Main post road to Forks bridge.....	400 00
Alma bridge to Victoria county line.....	300 00
Road to Cow Bay mines.....	200 00
Little Glace Bay.....	100 00
Big Glace Bay.....	100 00
Marion bridge.....	100 00
Burke's ferry.....	100 00
Bridgeport .....	100 00
Lingan .....	50 00
Kehoe's.....	60 00
Road from Forks to George Howie's.....	30 00

George Howie's to Sydney.....	\$40 00
New line at Forks.....	30 00
Studd's to Lorway's.....	30 00
Lorway's to Brookman's.....	30 00
Brookman's to Murphy's.....	30 00
Murphy's to McPhee's.....	40 00
McPhee's to Ryan's.....	40 00
Connell's to Carroll's.....	20 00
Leitch's Creek to Bourinot road.....	20 21
Barrasois to Boisdale.....	20 00
Leitch's Creek road.....	20 00
Beaver Cove to East Bay.....	20 00
Back Settlement to Beaver's Cove.....	20 00
Road to Boisdale Chapel.....	20 00
Christmas Island to Narrows.....	30 00
Road at Escasoni.....	30 00
Road leading to East Bay.....	20 00
McLeod's bridge.....	20 00
New Caledonia road.....	50 00
Albert bridge to Widow McDonald's.....	30 00
Widow McDonald's to Catalogne.....	30 00
Catalogne to Mainadieu.....	60 00
Catalogne to Louisburg.....	60 00
Road to old city Louisburg.....	30 00
Grand Lake road.....	40 00
Little Pond road to Bras d'Or.....	40 00
Point Aconi to Ferry.....	30 00
South side Boularderie.....	20 00
South side Boularderie to Ferry.....	20 00
Grand Narrow's to Piper's Cove.....	20 06
Boisdale to Shunacadie.....	30 00
Shunacadie to Goose Pond.....	20 00
Narrows to Banacadie Pond.....	30 00
South side Banacadie.....	20 00
Banacadie to Indian lands.....	30 00
South side Mira.....	70 00
Lewis Bay to Framboise.....	20 00
Lewis Mill to New Settlement.....	20 00
Glengarry to Gillis' mill.....	20 00
Shore to Glengarry.....	20 00
Loch Lomond to Ingraham's.....	20 00
Salmon River to Loch Lomond.....	40 00
Sullivan's road.....	60 00
Upper road to Beaver Cove.....	20 00
McKay's to Forks road.....	20 00
Mira Gut road.....	30 00
Main road to McCadrum's.....	30 00
McCadrum's to P. Spencer's.....	20 00
Main road to McColl's bridge.....	30 00
McColl's to Marion bridge.....	30 00
Marion bridge to McCadrum's.....	30 00
McCadrum's to Huntington's.....	30 00
Big Lorrain road.....	30 00
Little Lorrain.....	30 00
Shore road to Lorrain.....	30 00
Mainadieu to Lorrain.....	30 00
Kilkenny Lake road.....	20 00
Barrasois to Lingan.....	30 00
Martell's bridge to Spencer's.....	30 00
Spencer's to McAulay's.....	30 00

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Back road to Holmes' . . . . .	\$20 00
McAulay's new road . . . . .	20 00
Round Island road . . . . .	30 00
South side Cow Bay . . . . .	30 00
Gabarus to Fourche . . . . .	30 00
Meadow road . . . . .	20 00
South side Mira to Gut . . . . .	20 00
Morrison's road . . . . .	20 00
Morley's road . . . . .	20 00
Coxheath road . . . . .	20 00
Creek to Coxheath . . . . .	30 00
New line south side Mira to Catalogne . . . . .	40 00
Old French road leading to Gabarus . . . . .	90 00
At the disposal of the Government . . . . .	392 39
	<hr/>
	<b>\$12731 89</b>

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## COUNTY OF COLCHESTER.

*Resolved*, That the sum of nine thousand three hundred and forty-four dollars, granted for ordinary repairs of roads and bridges in the county of Colchester, in the year 1867; three thousand eight hundred dollars of extra grants, for that county in 1867, and seven hundred and fifty-four dollars and eighty cents, undrawn from 1866, and five thousand dollars authorized to be borrowed in 1867,—amounting in all to eighteen thousand eight hundred and ninety-eight dollars and eighty cents, be appropriated as follows:

To pay advances on bridge at Truro and on Pictou road, as follows—	
Paid A. S. Hingley, \$56.90, John Dickson, \$160 and \$48, and Wm. Johnson, \$34.45.....	\$299 35
Towards advance to H. Hyde, on road from Greenfield to Union station.....	1000 00
On Tatamagouche road, to James Blair, 4th.....	43 39
On bridge at R. J. Pollock's, Lower Stewiacke, \$88.65, and to repair abutment.....	110 00
On Board Landing Bridge, to Andrew Johnson, \$46.66 and \$116.00, and to pay do. advance thereon, \$15.18, and to finish painting thereof, \$22.16.....	200 00
Complete new road from Salmon River to Riversdale, and to repay advance of \$353.18 to J. M. Archibald thereon.....	1150 00
Open new road from Point Brule to Earltown.....	200 00
Towards completing new road from Pembroke to Riversdale, and to repay J. N. Archibald, over-expended thereon, \$26.58, and H. Hyde on road from Greenfield to Union station, \$593.29.....	1800 00
Open a section of the new road between Earltown and Salmon River....	400 00
Repair roads and bridges between Truro and Hants county line, and to pay advanced to Samuel Pollock, \$25.30, and Geo. Johnson, \$14.80,	200 00
Repair road from Truro to Clifford's, and to pay H. Hyde, \$33.50 and \$61.15 expended thereon, and Isaac McCurdy expended on Onslow bridge, \$2.87.....	200 00
Repair road from Clifford's to Pictou county line.....	60 00
Raise the road from Adam Dunlap's towards Board Landing Bridge.....	50 00
Repair road from Robert McCurdy's towards Hingley's.....	30 00
Build bridge at James McKay's mills, in aid of Commissioners of Streets,	200 00
To pay H. Hyde, expended on Young road, not drawn.....	26 86
George White's, Truro, to H. Hollingsworth's.....	30 00
H. Hollingsworth's to William McCallum's.....	20 00
Truro to Harmony, by Nelson's mountain.....	20 00
Old Tatamagouche road from Robson's towards Tatamagouche....	30 00
Onslow towards Tatamagouche, from E. H. Blair's bridge to F. McCallum's.	80 00
Truro to Greenfield, new line.....	20 00
Robert Whippy's to Donald Green's.....	10 00
William Johnson's, Greenfield, towards Middle Stewiacke.....	20 00
Greenfield road to Cameron's.....	10 00
Charles Moore's to Upper Brookfield.....	20 00
R. Carter's to Daniel Carter's.....	20 00
Jacob Ehler's to John Archibald's.....	8 00
Daniel Carter's to John Fisher's road.....	20 00
John Fisher's road to Green's Creek.....	15 00
Black Rock to Boar's Back, one-half between Gray's and Rock.....	35 00
New church, Sand Bank, to Baxter's, shore road.....	40 00
Base line road, from Beaver's brook to Shubenacadie, past J. Creelman's.	30 00
Green's creek to Job Dart's.....	40 00
Old Beaver Brook road to Philip's Settlement.....	8 00

Road from main road past John Fisher's .....	\$6 00
John Gorie's lime kiln to Halifax road .....	10 00
John Gorie's lime kiln, past Irvine's to Allan Longhead's .....	30 00
William Hingley's to Halifax road .....	10 00
Open road from James Kennedy's towards James Lemon's .....	20 00
Main road to John Brown's .....	6 00
R. S. Hill's .....	8 00
Halifax road to Brookfield, by Kennedy's .....	12 00
Pleasant Valley mills towards Polly Bog .....	15 00
Polly Bog towards Pleasant Valley mills .....	15 00
Andrew Christie's to John Clifford's, by Jacob Lynd's .....	25 00
Finish new road from George Curtis' to Francis Lorrain's .....	40 00
Asa Hoar's to Samuel McNutt's .....	12 00
Make road round hill at River, on road from Samuel Bartlett's to McLeod's, North river .....	60 00
David Hoar's to old road, East mountain .....	20 00
From Pictou road past James Archibald's .....	10 00
To pay Ebenezer Lynds and others, in proportion to their contribution toward bridge near E. Lynds', he dedicating to public a road to join old road at S. McNutt's .....	80 00
Make road to James Clifford's .....	6 00
Hamilton's mills to Wall's road .....	10 00
Bridge at Wall's to Riversdale .....	20 00
Post road, near Johnston's, to bridge at Wall's .....	20 00
Wilson Lynds' to William Lynds', South Branch .....	6 00
Build bridges over North River and Branch, near Barna Lynds' .....	175 00
Repair road from John Lynds' to town line of Onslow .....	30 00
bridge and protect road near C. H. Marshe's .....	50 00
Build bridge over North River at Kemptown road .....	110 00
Repair road past James Hyslop's .....	10 00
Open road from old to new Tatamagouche road, past McCallum's mills ..	30 00
Kemptown to Earltown, old road .....	20 00
Old road from Upper Stewiacke to New Larig, and to repair bridges ....	80 00
Build bridge over Stewiacke river, at Eastville .....	200 00
Creelman's mill to Musquodoboit .....	20 00
Springside to Pembroke, and to pay Wm. Logan expended thereon last year, \$12.70 .....	20 00
Alexander Johnson's to Eastville road .....	40 00
Newton mill road towards Geo. Fulton's .....	15 00
E. B. Dickey's to Dunlap's mills .....	15 00
J. D. Kennedy's to Thomas Dickey's, new line .....	12 00
Repair or rebuild bridge at M. Stewiacke and Breakwater .....	240 00
Complete new road from near R. Frame's to T. Dickey's .....	25 00
J. D. Kennedy's to South Branch road .....	10 00
Wm. Dunlap's towards T. Dickey's old road .....	10 00
Whidden Settlement to Greenfield .....	20 00
George Taylor's to Upper Brookfield .....	10 00
A. Rutherford's towards Truro .....	30 00
Raise road at Meadow Brook .....	30 00
Pembroke to Otter Brook .....	30 00
Towards cost of bridge over Pembroke brook .....	60 00
Samuel Upham's to Ad. Fulton's .....	40 00
Make road round hill at Springfield meeting-house .....	30 00
Opening road from Goshen Valley towards Musquodoboit .....	150 00
Alexander Lydiard's to John Henry's .....	20 00
Road past E. W. Dyarmond's .....	6 00
S. Nelson's to Millar Settlement .....	20 00
Building bridge at Newton mills .....	80 00
Repairing road to Millar Settlement .....	20 00
Build bridge across Gully near John W. Kennedy's .....	100 00



Finish River bridge, near Wm. Fulton's.....	\$40 00
Build bridge at Rutherford's mills.....	50 00
Wm. Creelman's to Pembroke line road..	6 00
John Gammell (4th) to Putnam Creelman's.....	15 00
James Dyarmond's to Halifax county line, by John Fleck's.....	20 00
Daniel Moore's to Middle Stewiacke.....	80 00
Church at Stewiacke by Fort Ellis.....	20 00
Main road to George Simpson's.....	6 00
Forest Glen to Polly Bog.....	20 00
Build bridge over Little River at Forest Glen.....	80 00
Main road to Wm. Dickey's, and into Johnson's, and to pay \$10 over- expended thereon.....	20 00
To pay money advanced to Samuel Frame.....	201 68
From — to Green Creek.....	40 00
To pay half of money advanced to build Gay's River bridge, \$347.11..	173 59
McKay's mills to Shubenacadie bridge.....	40 00
To pay money advanced to John Annand.....	166 37
Gay's River meeting-house to John McKay's.....	30 00
Matthew Frame's to Halifax county line.....	10 00
Old Gay's River road to Shubenacadie, past Gay's mills.....	80 00
Thomas Johnson's towards Dickey's mills.....	20 00
Bridges past James Cotton's, north of Stewiacke River.....	20 00
Middle Stewiacke to Starritt's.....	15 00
Old road at Starritt's to Lower Stewiacke station.....	15 00
Repair new road from old road at H. Andrew's bridge to L. Stewiacke..	20 00
Open road south of Sibley's road to Gay's River.....	20 00
R. Bailie's to Burke's.....	30 00
Walter Murray's to Brecchin's.....	10 00
Open road from John McKay's (Caithness) to John McNutt's, and to pay over-expenditure by Hugh McKay, \$15.10.....	30 00
Repair road from cross road at Bailie's to Falls.....	30 00
To pay James Urquhart expenditure on building bridge at Falls.....	26 00
Hugh Bailie's road.....	15 45
Widow Sutherland's to Widow McLeod's.....	35 00
Widow Sutherland's to Church.....	20 00
John McKay's mills to Gunn's bridge, and to pay Nick Sutherland \$15.10 expended on repair of Earltown bridges.....	40 00
John McKay's to Bentley's, Truro road, and to pay George McIntosh over-expended thereon in 1866, \$20.....	50 00
Gunn's bridge to cross roads at E. Bailie's.....	30 00
Cross roads to A. Fraser's.....	15 00
Bentley's to George Hatches.....	20 00
McKay's corner to county line, via Berekin.....	30 00
To pay Hugh Gunn for money expended on new line of road from William Ross' to John McIntosh's, \$20.60, and on road from Spain road to Donald McBain's, \$8.00.....	28 60
William Ross' to A. McBain's.....	30 00
William Ross' to Hugh Munro's (Colin's son).....	6 00
A. McBain's to county line, West Branch.....	20 00
Rossville to John McKay's mills.....	30 00
A. McBain's to county line.....	30 00
By Hugh Bailie's.....	20 00
McKay's mills to the Falls.....	20 00
Wm. Faulkner, for reports and plans of bridges in 1865-66-67.....	40 00
Road above Gilbert Sutherland's.....	40 00
Open road south side river near G. Sutherland's.....	40 00
At disposal of Government.....	1059 51

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\$11598 80

## NORTH DISTRICT.

French river bridge.....	\$2155 14
Balfroun mill bridge.....	50 00
Murdoch's bridge.....	213 49
Truro road to Bell's.....	20 00
Bridge at Semple's.....	7 30
at Henderson's creek.....	13 54
head of North river.....	41 00
at Moore's mill.....	12 15
at New Annan.....	4 50
Over expenditure on Murdoch's bridge.....	29 77
Bell's bridge.....	28 97
French River bridge.....	40 00
Block House bridge.....	30 00
New Annan road.....	3 00
Bridge near Donaldson's, and solid bridge over creek.....	500 00
To build Block House bridge.....	40 00
County line to Henderson's creek, and to pay the following amounts :	
— Kennedy, blacksmith work, \$2.00 ; Geo. Tuttree, repairs on bridge, \$1.00 ; Wm. Hall, over-expenditure, \$0.98 ; George Slade, repairing bridge, \$1.50.....	30 00
Building bridge at McIntosh's mill, and repairing road.....	200 00
Tatamagouche to Porteus's.....	33 00
Bell's bridge to county line.....	20 00
Bridge at A. Langille's and road.....	10 00
Miller's mill to end of new road.....	20 00
End of new road to Willow Church.....	20 00
Lockerby's to county line line, and build bridge at Semple's.....	50 00
Build bridge at John Ross'.....	20 00
Murdoch's to county line.....	15 00
J. Urquhart's to Wm. Mattatall's, including bridge.....	30 00
Road from Dickson's store by Blackie's.....	12 00
Porteus' bridge to Bell's bridge.....	12 00
Drysdale's to new road.....	16 00
Hingley's mill to Studivan's.....	12 00
Lake road to New Annan road.....	20 00
Brule to Earltown.....	20 00
On Lake road, McDonald's to county line.....	20 00
L. McMillan's to McIntosh's road.....	16 00
Over-expenditure on Folly and Debert bridges.....	20 00
Charles McCully, expenditure on bridge.....	81 27
Charles Sutherland, expenditure on road.....	9 4
George McLean, expenditure on McElman's hill.....	15 75
James Wilson, on account of expenditure on road mines to Westchester..	200 60
James Crowe, expenditure on bridge.....	126 14
Andrew McKinlay, Esq., on account of expenditure on road from Chiganois to New Annan.....	40 00
To repay Government advance to Morrison & Chisholm on Chiganois bridge.....	386 54
Onslow meeting-house to Crowe's mills.....	20 00
Crowe's mills past Beard's.....	20 00
Chiganois upper bridge and road leading to Debert River.....	60 00
Road and bridges near John Dyarmond's.....	20 00
Munro's to New Annan cross road.....	30 00
Bridge and road near Thomas Lyndsay's.....	20 00
Chiganois to New Annan.....	20 00
Ephraim Staples' to Debert River.....	30 00
Debert River to Thomas Cottom's.....	12 00
Thomas Cottom's to Peter Totten's.....	12 00

Peter Totten's to Daniel Totten's.....	\$12 00
To pay Joseph Totten over-expenditure on bridges in 1866, and to repair road.....	40 00
Repair Folly Mountain bridge.....	160 00
Fletcher's to Philip Reed's .....	16 00
Reed's to Debert River.....	12 00
Debert River bridge.....	30 00
Chiganois bridge to Samuel McCully's.....	30 00
Samuel McCully's to Folly River.....	50 00
Up Folly River.....	20 00
Robert Dill's to William Archibald's .....	40 00
William Archibald's to Laughead's, and pay Robert Grant for repairs of road in 1866, \$3.25.....	20 00
Joseph Spencer's to county line.....	15 00
Joseph Spencer's to Portaupique road .....	15 00
Road and bridges from Steel Knight's to George Crowe's .....	15 00
To pay John N. Spencer expenditure on bridge in 1866, and finish bridge	45 00
James McElman's to Slack's.....	65 00
Slack's to county line.....	40 00
Dickey's mills to R. Stevens' .....	10 00
Portaupique to Castlereigh .....	50 00
Bass River road and bridge.....	60 00
Aid in opening road from Bass River to Economy.....	40 00
H. McLaughlin's to main road .....	20 00
Crowe's to Back Settlement .....	16 00
Road near James Densmore's .....	16 00
Open road up Economy River.....	80 00
Cut down hill near Harris Harrington's .....	16 00
Harrington's to P. Doyle's .....	40 00
P. Doyle's to county line .....	20 00
Rebuild East River bridge .....	120 00
Bass River, in Five Islands, to Little York .....	16 00
J. Fulmore's to Thomas and Robert Fulmore's .....	16 00
East Macan road .....	16 00
D. Morrison's to W. Morrison's .....	16 00
Finish North river bridge and repair road.....	60 00
Morrison's past Jacob Peppeard's.....	20 00
East end of Beaver brook road.....	20 00
Road to Prattville.....	10 00
R. Chisholm, over-expenditure on bridge near McCully's.....	4 00
Central Economy to Back Settlement.....	20 00
D. Cochran's to the river.....	40 00
George Murray's to shore.....	15 00
Main road to Fort Belcher.....	10 00
Mines to S. Campbell's hollow.....	20 00
McLean's corner to Campbell's.....	20 00
Onslow to Crowe's mills.....	20 00
Cover in and complete Chiganois bridge.....	90 00
Repair Folly bridge.....	50 00
R. Dills to mines.....	90 00
Make alteration round Gerrishe's mountain.....	400 00
Repair road to Carroll's.....	10 00
J. Dotten, extra labor on Mines bridge.....	38 79

North ..	\$7000 00
South ..	11598 80

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\$18598 80

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## COUNTY OF CUMBERLAND.

*Resolved*, That the sum of nine thousand three hundred and forty-four dollars, granted for the road and bridge service in the county of Cumberland, for the year 1867; and the special grant of five thousand dollars, and one thousand six hundred dollars, borrowed per Act of 1866; also, one thousand three hundred and ninety-two dollars and eighty-four cents, unexpended and returned by commissioners of Palmerston bridge, and eight hundred and fifteen dollars and twenty-six cents, undrawn moneys of 1866—making in all eighteen thousand one hundred and fifty-two dollars and ten cents—be appropriated as follows:

To repay advances by Government.....	\$3692 84
Palmerston bridge .....	300 00
River Philip bridge ... ..	4000 00
	\$7992 84

## EASTERN DISTRICT.

To repay advances to E. J. Purdy.....	71 00
C. Kerr and J. Battie.....	208 46
Andrew Taylor .....	36 12
A. McNab.....	433 92
Bank of Nova Scotia on account loan.....	425 00
John Reid, over-expenditure.....	116 00
Chas. Oulton do. ....	76 00
J. H. G. Tuttle do. ....	16 22
Hazen McMutt do. ....	20 00
On account bridge at Fraser's mill .....	600 00
County line to River Philip.....	400 00
Atkinson's to Myers' .....	40 00
David Purdy to county line.....	30 00
Purdy's to Angevine's.....	30 00
Angevine's to Wallace harbor.....	30 00
Palmer bridge .....	40 00
Brown's bay bridge .....	40 00
Main road past McDonald's to Robertson's.....	20 00
Road past Montross' .....	30 00
McDonald's, and build Brook bridge.....	30 00
Fulton's from Tait's .....	30 00
Cross road Malagash .....	40 00
Road and bridge past Lefurgess .....	40 00
Bridge at Fox Harbor.....	30 00
McDonald's corner past McNab's .....	16 00
Westchester cross road.....	40 00
Bennett's mill past Mickle's .....	30 00
Bennett's mill to six mile road .....	40 00
Wallace harbor to county line. ....	50 00
East Branch to Economy.....	40 00
Conn's mills to Victoria settlement.....	40 00
Wm. Page's to Pugwash.....	20 00
East Branch to Britton's .....	30 00
Oxley's to Taylor's .....	30 00
Foshner's past Conn's mills and Eaton bridge.....	80 00
Watson's to Bartlett's .....	30 00
Stewart's past McLeod's .....	60 00
Wallace harbor to Levi Stevens' .....	50 00

Main road past Benjamin Stevens' old place.....	\$40 00
Pugwash to Wallace.....	50 00
Road past Kerr's mills by Howard's.....	20 00
Slip road.. ..	30 00
Purdy's to Rushton Settlement .....	20 00
Victoria Settlement through Grey's road.....	30 00
Wallace River to Victoria Settlement.....	20 00
Victoria to Lake Settlement .....	20 00
Reserved for eastern district.....	600 67
	\$4214 39

## CENTRAL DISTRICT.

To pay expenditure in 1866 by Stephen Tabor.....	\$20 00
Richard Black.....	40 20
Stephen Ruscoe .....	26 30
G. W. Forest.....	9 60
Bank Nova Scotia interest.....	11 04
Thomas R. Pipes.....	21 11
Charles Laurence.....	555 20
Kiver Hunter.....	148 49
Thomas Blakeney.....	100 00
Andrew Taylor.....	36 12
N. Chappell.....	34 65
A. MacNab.....	433 92
Bank Nova Scotia on account of loan.....	425 00
James Cove, Salt Spring bridge, and over-expenditure.....	32 20
Thomas Bass, do. road.....	22 00
George Gillavery, Little River bridge.....	78 00
R. Donkin, advances to River Philip bridge and Apple River bridge....	27 00
River Philip to Stewart's.....	150 00
Stewart's to C. Donkin's.....	100 00
C. Donkin's county line.....	100 00
Fraser's to Duck creek .....	30 00
McLellan's to Costin's.....	40 00
Delorey's to Spring Hill road .....	30 00
On Leicester road .....	64 00
Post road to Salt Springs .....	60 00
On McNutt's hill.....	130 00
River Herbert road.....	80 00
Brag's to Maccan.....	24 00
Leicester to Eel Creek.....	30 00
Leicester to Bingley's .....	28 00
Black's to Livingston's .....	100 00
Laver's to Brown's.....	30 00
Forks to Pugsley's.....	100 00
Amherst point to Nappan .....	100 00
Five Island road.....	30 00
McNutt's to Forks.....	40 00
Ragged Reef to Shuilee.....	100 00
Bird's road past Read's .....	20 00
Amherst, road to.....	80 00
Fullerton's to River Herbert .....	30 00
Dawson's to Bent's.....	40 00
Truman's to River Philip bridge.....	40 00
Lower Cove to coal mines.....	30 00
Reserved in central district.....	164 17
	\$3791 00

## WESTERN DISTRICT.

Road past Gabriel's to C. Davison's.....	\$100 00
Sand River to Jenks' meadow.....	30 00
Jenks' meadow to W. Harrison's.....	30 00
W. Harrison's to meeting-house.....	20 00
Black Rock to T. D. Dickson's.....	40 00
Main road past Peter Welligar's.....	30 00
Black Rock to Diligent River.....	60 00
road to Indian lands.....	30 00
John Vickery's to Thomas Bentley's.....	20 00
Mills' to Welton's.....	16 00
Black Rock bridge to West Bay.....	20 00
New road from Swan creek road to C. Davison's.....	30 00
Shore at Swan creek to Five Island road.....	40 00
W. Smith's to school-house at Diligent river.....	30 00
Smith's mill past Law's to coal mine road.....	40 00
W. Morris' to Spicers'.....	24 00
Half-way river to coal mine road. ....	60 00
Batchford river to Ram's Head river.....	20 00
Parsons' past J. Hazel's.....	12 00
Main road past Pleshaw's.....	20 00
Batchford's river to C. Hatfield's.....	30 00
C. Hatfield's to W. Morris'.....	30 00
Advocate to Apple river.....	60 00
Bridge at Apple river.....	50 00
Advocate to Yarmouth.....	30 00
Black Rock to new Five Island road.....	40 00
Spencer's island bridge.....	200 00
W. Skidmore's to Five Islands.....	40 00
Mill Village to Smith's.....	40 00
G. Newcomb's to Swan creek.....	30 00
New road to Five Islands.....	800 00
Unappropriated in Western district.....	131 87

\$2153 87

## COUNTY OF DIGBY.

*Resolved*, That the sum of seven thousand eight hundred and eight dollars, granted for the service of the roads and bridges in the county of Digby, and five hundred and fifteen dollars and forty-three cents, undrawn moneys, be re-appropriated as follows. Also—one thousand eight hundred and eighty-five dollars, special grants :

To repair road at Gates' bridge, north side.....	\$30 00
south side.....	40 00
Weymouth bridge, south side.....	80 00
north side.....	80 00
bank at Gilbert's cove.....	40 00
road from Robinson's corner to the mill.....	28 00
Gilbert's cove to Mistake.....	60 00
bridge and road, Gilbert's cove.....	40 00
road and bank past Simon Robichau's.....	25 00
Lewis settlement towards Melanson's.....	25 00
road to Doty's shore.....	24 00
from Brook's to Geo's.....	24 00
Cornelius Brooks' to Jacob Wyman's.....	40 00
Barrens to C. Brooks' corner.....	24 00
Weymouth Barrens.....	30 00
new road back of Weymouth.....	40 00
Henry White's to Edward John's.....	28 00
Como's hill to Haley's brook.....	25 00
road past widow McConnell's.....	32 00
Burton's to Haley's brook.....	28 00
Corner to McBride's.....	30 00
Mistake bridge past Mockler's.....	28 00
Jeffrey Mockler's past Quin's.....	25 00
McBride's past Brophy's.....	32 00
Hatfield's corner towards Dousett's.....	30 00
Hatfield's corner towards South Range.....	36 00
Hatfield's corner towards the mill.....	30 00
cross road past F. Amero's near Usah's.....	28 00
North to South Range through Cook's farm.....	30 00
Samuel Devoc's to Usah Melanson's.....	40 00
Payson's corner to township line.....	40 00
Lewis settlement to the post road.....	24 00
Dousett's settlement to the corner.....	28 00
Bay Church towards North Range.....	30 00
Mumford's to Tooker's mill.....	80 00
corner past Washington Dunbar's.....	20 00
road from James Mullen's to Barrens.....	50 00
road near Gilbert Lent to shore.....	28 00
Bell's corner to Tim Amero's.....	80 00
Mistake River to Mumford's.....	40 00
William Haines to Zeigler's.....	32 00
cross road past Edwin Jones'.....	28 00
road to the Meadow.....	24 00
Bloomfield to South Range.....	32 00
road near Henry Green's.....	36 00
Bloomfield towards Green's.....	28 00
Flour Cove road, Long Island.....	32 00

To repair Joe Cook's to the French road.....	\$32 00
Charles McNeil's to South Range.....	50 00
swamp and road past Joe Cook's.....	32 00
Thomas settlement to Bloomfield.....	32 00
road from Melanson Meadow.....	25 00
Edwin Jones' to Marr's.....	28 00
swamp and road past Hains'.....	28 00
road between Jones' and Hogan's.....	30 00
Nicholas T. bo's to Mumford's.....	30 00
road near Lankford settlement.....	28 00
road in David Dousett settlement.....	28 00
hill at Porter's, south range.....	25 00
North Range road.....	30 00
corner toward's North Range.....	36 00
fronting and past Hait's.....	28 00
towards north-east Branch.....	28 00
Jessie Kinney's past Melanson's.....	25 00
road near James Smith's.....	25 00
township line road leading to Gates' bridge.....	40 00
from corner towards Duck Pond... ..	28 00
towards Provost Brook.....	25 00
Dalgreen's towards the Falls.....	30 00
Duck Pond to Lankford's mills.....	40 00
road by Marr's to South Range.....	32 00
connecting north, south, and middle ranges.....	32 00
Mink cove to Little river.....	36 00
S. W. Angle to Joseph Seabin's.....	28 00
to White's.....	28 00
to Ben Waggoner's.....	25 00
road past William Lent's.....	25 00
Barrens towards Steel's.....	25 00
Build bridge back of Bay Church.....	500 00
Mumford's corner to French settlement.....	30 00
Road from Sissiboo Barrens to the church.....	30 00
To repay over-expenditure—Gilbert Lent.....	19 70
Henry Brooks.....	2 00
Cecil Melanson.....	5 00
John Welsh.....	517 64
Henry Blakslee.....	5 25
J. J. Raymond.....	92 35
Jo. Deveau.....	2 75
No. 248.....	13 55
To repay advances—H. Therio.....	36 72
R. Sanderson.....	378 00
P. Belliveau.....	150 00
A. Therio.....	40 00
Dennis McGrath.....	89 00
William F. Rice.....	41 25
Robert Dousett.....	28 00
Joseph Thibdeau.....	140 00
William Haines.....	43 68
William Short.....	30 00
A. Comeau.....	49 84
A. Thibdeau.....	100 00
M. C. Saulnier.....	84 20
A. Longbar.....	100 00
Q. Robichau.....	100 00
J. R. Comeau.....	305 71
G. Comeau.....	381 94
Charles Terfry.....	43 78



To repay advances—Frank Amero.....	\$30 00
James H. Morehouse.....	103 12
William F. Potter.....	50 00
William Short.....	60 00
To repair road leading to McNeill's mill.....	40 00
and cut out road leading to Falls.....	100 00
road from Little river to Petite.....	30 00
Parker road.....	30 00
Petjack road, Brier Island.....	30 00
South side N. E. Cove, Long Island.....	30 00
road across head N. E. Cove.....	30 00
Shelburne road, east.....	30 00
township line, Digby and Hillsburg.....	40 00
post brook over the mountain.....	25 00
James Morehouse's corner to the lake.....	25 00
west end of Sandy Cove road.....	30 00
William Hains' corner, easterly.....	25 00
Indian path road.....	25 00
Morgan road to Bear River.....	30 00
Abbot road, south.....	30 00
Abbot road, north.....	40 00
Elkanah Trask to Addington's.....	20 00
Along shore at Digby Gut.....	20 00
F Rice's to Morgan settlement.....	30 00
Shelburne road to Lee's mills.....	30 00
Seawall hill.....	30 00
Lake hill road.....	80 00
bridge and road past LeCain's.....	30 00
post bridge and road.....	30 00
past W. F. Marshall's store.....	60 00
Petite Passage to George Tibert's.....	40 00
Griffin's hill to J. Morehouse.....	30 00
Racket bank, Digby.....	50 00
Union road.....	75 00
new road, Petite, through the hollow.....	40 00
new road from Abbot towards Digby.....	30 00
road from corner to Abbot's.....	30 00
Bear river to Sissiboo.....	200 00
Bay road to Neck road.....	25 00
Neck road to Broad Cove.....	60 00
Budd's hay road.....	100 00
New road, Bear river.....	200 00
District No. 1, Freeport.....	50 00
road between Bent's N. line and Ellis'.....	20 00
bridge by John Rice's.....	20 00
O'Brien's road.....	28 00
John Gilliland's road.....	20 00
Little river to landing.....	25 00
road to James Payson's landing.....	20 00
To build bridge at Usab's mills.....	45 00
To repay advances—Salmon river bridge.....	542 25
Bridge N. E. branch Salmon river.....	10 00
road from Bonenfant's to P. Thibeau.....	28 00
bridge N. E. branch Meteghan river.....	81 84
by Joseph Melanson's.....	158 46
across lake by P. Saulnier's.....	35 07
Isadore Tebo's road.....	24 46
Schooner river bridge.....	30 71
Anselm Z. Como's line road.....	23 41
Victor L Blancs mill road.....	32 00

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To repay advances—post road by Charles Budro's.....	\$10 00
A. Comeau.....	1 60
G. L'Blanc.....	1 35
At disposal of the Government.....	984 80
	<hr/>
	\$10208 43
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Ordinary grant.....	\$7808 00
Undrawn .....	515 43
Special .....	1885 00
	<hr/>
	\$10208 43
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## COUNTY OF GUYSBOROUGH.

*Resolved*, That the sum of seven thousand eight hundred and eight dollars, granted for the service of the roads and bridges in the county of Guysborough ; and twenty-eight dollars and fifty-seven cents, undrawn monies ; and the further sum of one thousand eight hundred and eighty-five dollars, and two hundred dollars, special grants for the said county,—making in all the sum of nine thousand nine hundred and twenty-one dollars and fifty-seven cents, be appropriated as follows :—

To pay A. N. Whitman balance of loan, Canso road.....	\$1120 00
Advance to D. Sellers .....	300 00
E. J. Cunningham.....	350 00
William McKenzie.....	300 00
John B. Simpson .....	300 00
John F. Taylor.....	108 00
John Hattie .....	80 00
Joseph Tory.....	33 95
Over expenditure—on road to Canso, and interest .....	620 00
opening street, Port Mulgrave .....	22 70
road from Manchester to Port Mulgrave.....	34 25
embankment, west end bridge.....	63 00
road from Cole Harbor to Molasses Harbor .....	110 00
round Hadley's Point.....	46 00
Pirate Cove to Steep Creek.....	71 00
White Head road.....	22 00
Boles' to Salmon River .....	16 00
Giant Lake road.....	11 20
Scrantum's to Cross roads .....	30 00
repairs to bridge .....	10 00
King creek to Sand Point.....	20 00
New harbor road.....	9 00
Lake road.....	13 10
Balance on materials for bridge.....	38 34
Guysborough to Intervale.....	15 00
bridge and road to St. Mary's.....	64 00
Middletown road and bridge.....	146 46
bridge to Simpson's.....	58 50
Bruce's to Clam Harbor bridge.....	20 00
Clam harbor to cross roads.....	30 00
Rodgers' to Salmon river lake.....	17 00
Canada settlement.....	31 86
Roman Valley road.....	10 00
Ship yard to McKay's.....	40 00
Reserve road and bridge.....	30 00
St. Mary's road.....	100 00
Mill to post road.....	30 00
Stewart's to Isaac's Harbor.....	43 05
on Foster's bridge.....	31 50
Canso road.....	30 00
Goshen road.....	60 00
Canso road.....	60 00
building bridges.....	60 00

Over expenditure—bridge near Pirate cove.....	\$21 39
bridge at Intervale.....	19 85
at Whitehead .....	5 00
old Antigonish road.....	16 51
materials for bridge.....	41 63
Balance due James Atwater on former account.....	2 00
Angus Kirk, over expenditure.....	35 15
Repair road from Clam Harbor bridge to cross roads at J. Simpson's...	100 00
Rebuild bridge at Broad cove, Manchester.....	150 00
Repair new harbor road.....	150 00
Build bridge at Molasses harbor.....	200 00
Improve road from Port Mulgrave towards Tracadie.....	143 14
Repair road from Melrose post office over Cochran hill to D. Archibald's.	100 00
D. Archibald's to Sherbrook.....	200 00
Goshen to Country harbor.....	200 00
W. Pride's to Bear Brook.....	50 00
Bear Brook to cross roads.....	60 00
H. Archibald's to main road.....	25 00
Bridge on cross road.....	25 00
Road between Wallace bridge and Halifax county line.....	100 00
Road between Wallace bridge and Glenelg.....	150 00
From bridge near Stewart's to Isaac's Harbor.....	100 00
Improve road west side St. Mary's.....	30 00
Aid William Sinclair's road.....	20 00
Make road from bridge to county line, past McBain's and Cameron's, and over expenditure by A. Cameron.....	140 00
Improve road from East River church to school house near McBain's, and to county line.....	60 00
To repair road between Upper Cross roads and county line, Antigonish..	100 00
or street past end of Court House, Sherbrooke.....	30 00
from ferry and wharf to Goldenville .....	80 00
Improve road between Scanlan's and Ely's Cove... ..	60 00
To repair road from Joseph Rude's to Wine Harbor .....	80 00
Between Indian Harbor and Holland's Harbor.....	30 00
Road east side Indian Harbor Lake .....	30 00
West side Indian Harbor Lake .....	30 00
Between Tannery, Stillwater, and Indian Harbor Lake.....	40 00
Clay Head to Ecum Secum.....	80 00
East side Isaac's harbor.....	40 00
Cross road Country harbor to Stewart's bridge .....	80 00
Make road to James A. Mason's.....	50 00
between Milward's and Bezanson's.....	70 00
Build bridge at McIntosh's.....	30 00
Repair and make road from foot of Lochaber to Goshen, by Taylor's brook .....	40 00
Repair road from Hugh McNiel's to McNiel's at Giant Lake.....	40 00
Reserved to pay balance due to D. Sutherland, and for other con- tingencies .....	40 00
Build bridge at Country harbor, at old site .....	115 93
Repair road between St. Mary's and Country harbor....	20 00
	<u>\$7836 57</u>

## SPECIAL GRANTS.

Post road Guysborough to county line.....	\$400 00
Simpson's to Pirate's cove.....	291 50
A. D. Chisholm, over expenditure in 1866.....	108 95

Post road Guysborough to Country harbor .....	\$285 00
Build bridge at Forks, West river.....	800 00
Road from Cross road, Liscomb, to Ferry at Mullin's.....	200 00
	<u>\$9921 57</u>

Grant.....	\$7808 00
Special.....	2085 00
Reappropriated.....	28 57
	<u>\$9921 57</u>

## COUNTY OF HALIFAX.

*Resolved*, That the sum of eleven thousand seven hundred and seventy dollars, granted for the roads and bridges in the county of Halifax; with two thousand eight hundred and forty-eight dollars, special grant; and two hundred and twenty-eight dollars and eight cents, remaining undrawn,—in all fourteen thousand eight hundred and forty-six dollars and eight cents, be appropriated as follows :

## WEST HALIFAX.

To repay Government advances.....	\$2107 62
Monies advanced by the members, Messrs. John Tobin, Henry Pryor and S. L. Shannon .....	369 55

## GREAT ROADS.

Margaret's Bay road from N. W. Arm to John Fraser's.....	100 00
John Fraser's to Indian river, including bridge.....	70 00
Indian river to Ingraham's river.....	60 00
Ingraham's river to county line.....	60 00
Road from three mile house to seven mile house.....	30 00
seven mile house to Sackville bridge.....	30 00

## CROSS ROADS.

From Hubley's to French Village.....	30 00
Croucher's forks to Wooden's bridge.....	30 00
Village road to Covey's.....	20 00
Covey's to Peggy's Cove.....	40 00
Chester road to French village.....	30 00
Wright's to Indian river.....	30 00
Indian river to Davidson's mills.....	20 00
Hammond's Plains to Chester road.....	20 00
city line to Mackintosh's bridge.....	50 00
Margaret's Bay road to Charley Drysdale's .....	20 00
through Greenhead .....	20 00
Charley Drysdale's to Prospect.....	100 00
White's to Gaul's.....	20 00
Widow Drysdale's to head of Turn's Bay .....	20 00
Turn's Bay to Lower Prospect.....	20 00
road east side of Turns Bay .....	20 00
Old Margaret's Bay to Brunt's .....	40 00
Brunt's to Sambro bridge.....	40 00
Sambro bridge to Sambro.....	20 00
McIntosh's bridge to Herring Cove village.....	40 00
North-west Arm to Three-mile House.....	40 00
Henneberry's to Ferguson's Cove .....	30 00
Hammond's Plains to Windsor road.....	20 00
Coot Cove road.....	20 00
Ketch harbor to Duncan's cove.....	20 00
Kearney road .....	50 00
Purcel's Cove to Ferguson's Cove.....	20 00
N. W. Arm quarries.....	20 00
George Brown's in Herring Cove to Ketch harbor.....	20 00
Ketch harbor to Bald rock.....	20 00
Spryfield road to Lawson's mills .....	20 00
York Redoubt to Church hill.....	20 00

From Pennant bridge to Shaw's cove.....	\$20 00
Herring Cove to York Redoubt.....	20 00
Indian Point to main road, Prospect.....	20 00
Herring cove road to Ketch harbor.....	40 00
Ferguson's cove to Herring cove.....	40 00
John Drysdale's to main road.....	20 00
Sambro road to old Margaret's Bay road.....	100 00
Nickerson's to main road.....	20 00
Pennant to Sambro.....	20 00
At the disposal of the members of the Western district.....	20 47
	<u>\$3777 17</u>

## COUNTY OF HANTS.

*Resolved*, That the sum of nine thousand five hundred and eighty-seven dollars, granted for the road and bridge service for the county of Hants; also, two thousand three hundred and fifteen dollars, special grant, to cover over expenditure; and the further sum of seven hundred and eleven dollars and thirty-two cents, undrawn moneys for the year 1866—be appropriated as follows:—

## SOUTH RAWDON.

Beaver Bank road.....	\$60 00
Old Beaver Bank road.....	16 00
Rawdon road, past Mason's.....	12 00
Vaughn's mill to South Rawdon.....	16 00
Road past Aker's.....	16 00
Rawdon towards Newport.....	24 00
Small Meander bridge to Lakelands.....	20 00
Rawdon road.....	16 00
Bridge near Elmsdale.....	100 00
Hebert bridge (from undrawn last year year).....	334 00

## UNIACKE.

From Ahern's north gate to Beaver Bank road.....	24 00
Ahearn's north gate to railroad.....	60 00
Cleverdon's to Uniacke Station.....	60 00
County line road.....	12 00
Road past Pent's.....	32 00

## DOUGLAS.

From Ellis' road to district line.....	50 00
William Wallace's to A. Wallace's.....	32 00
Nelson's to William Wallace's.....	36 00
Road past Robinson's.....	16 00
Robinson's towards Teasdale's.....	12 00
Teasdale's towards Lively's.....	20 00
James Grant's to the Gore.....	16 00
Fraser's towards the Gore.....	16 00
Nine mile river.....	16 00
Andrew Horne's towards Grand Lake.....	40 00
James Grant's towards Rawdon road.....	24 00
Graham's to Donaldson's, or on new road.....	24 00
Nine mile river road to Blackburn school house.....	36 00
A. Wallace's to J. Parker's.....	16 00
James Parker's to district line.....	20 00
towards J. McPhee's.....	20 00
Gordon road past J. McPhee's.....	36 00
Road past Blois'.....	50 00
New road past Wardrop's.....	20 00
Road past Isenqr's.....	60 00
St. John's.....	16 00
New road near Brown Hill.....	160 00



From road past Bennett's.....	\$20 00
to Renfrew.....	20 00
Sneed's road towards North Salem.....	16 00
Nine mile river towards Renfrew.....	30 00
Road past Clarke's.....	12 00
Lively's to the Gore.....	32 00
New Windsor road.....	32 00
Brennan's to Georgefield.....	60 00
New Kennetcook road.....	20 00
Indian road, past McDonald's.....	50 00
Graham's to Elmsdale.....	60 00
Blois' road.....	80 00
Blois' road to Rawdon road.....	40 00
John Williams' to Brown's hill.....	20 00
D. McDonald's.....	16 00
Elmsdale road to Enfield road.....	20 00
road past Ryan's.....	12 00
McDougall's.....	12 00
Anderson's.....	20 00
Greeley's to Hanes'.....	16 00
road past McKay's.....	24 00
Allen's.....	20 00
Dimock's.....	20 00
To repay Government advance....	602 60
Nine mile river road towards McIntosh's.....	16 00
To pay bank of Nova Scotia.....	405 23
To be hereafter appropriated by James W. King.....	353 69
	<u>\$3567 52</u>

## CHESTER ROAD.

From Carson's to Swinhammer's.....	\$40 00
George Swinhammer's to county line.....	32 00
Somerville new road.....	50 00
to Fred Wile's.....	30 00
Falmouth road to William Carson's.....	50 00

## FALMOUTH.

Barkhouse road.....	30 00
Repairing Half-way river bridge.....	400 00
post road, from Avon bridge to county line.....	150 00
Mountain road, past John Manning's.....	16 00
post road to Hantsport.....	32 00
Old Horton road.....	40 00
Mic-mac road.....	
To pay over-expenditures.....	400 00

## WINDSOR.

From George DeWolf's to Richard Trenholm's.....	70 00
Samuel Palmer's to Falmouth bridge.....	
Richard Trenholm's.....	40 00
Finlay's corner to Richard Trenholm's.....	40 00
Old Ponhook road.....	16 00
Ardoise Hill, and to finish alteration on Thumb Hill.....	
Old Ardoise Hill.....	40 00
Prospect Hill through East Marsh.....	80 00

To repay bank of Nova Scotia.....	\$404 76
Advances by Government.....	808 80

## NEWPORT.

From bridge on Muddy Marsh road to Newport Station.....	70 00
Stephen and Ben Hervey's bridge.....	20 00
road past Stevens' to Acker's.....	20 00
Dimock's .....	16 00
To complete bridge near McKay's settlement.....	16 00
Road past Rooney's.....	30 00
McNamara's .....	30 00
On road from Brooklyn to the church.....	
Marten's to Meander bridge.....	40 00
To be hereafter appropriated by Lewis W. Hill.....	4 24
	<u>\$3015 80</u>

Advances and over expenditure—Bank of Nova Scotia.....	\$405 23
Jos. Mosher (of James) Newport....	69 80
I. Sanford, jr., Newport.....	170 00
Timothy Dimock, Rawdon.....	20 00
Daniel Anthony, Newport.....	45 00
E. Churchill, Esq.,.....	35 50
Timothy Parker, Walton.....	10 00
To repair road between North Salem and Five mile river.....	40 00
leading past Patrick Flahiff's.....	20 00
McDonald's to Hogan's east line.....	60 00
Hogan's east line to Alexander Rose's.....	60 00
Alexander Rose's to Five mile river bridge.....	60 00
Five mile river bridge to Monteith's.....	60 00
leading past John Smith's.....	40 00
from cross way at Sterling's.....	40 00
leading past Andrew Main's.....	40 00
Joseph Miller's to Latta's....	40 00
at Walter Burton's.....	60 00
Walter Burton's to George Miller's.....	40 00
George Miller's towards Kings .....	50 00
Georgefield to Logan's.....	40 00
Logan's to Shubenacadie road.....	40 00
leading past Geary's.....	30 00
Walter Burton's to McLearn's.....	30 00
McLearn's to Dunn's.....	30 00
from Dunn's to Noel (North Woods).....	100 00
New bridge across Kennetcook River (new road to Kings).....	240 00
From Dunn's towards Noel corner (Barron's).....	40 00
Barron's to Richard Green's, (Noel road).....	30 00
Richard Green's to the new road at the Lake.....	40 00
the Lake to Faulkner's mills, new road .....	40 00
Faulkner's mills to Moose Brook.....	30 00
road crossing the Marsh towards Burncoat.....	50 00
The hill on the east side of Tenecape bridge, new road.....	50 00
From Tenecape new bridge to Ritchie's .....	50 00
Moose Brook to Tenecape, new road.....	40 00
Ritchie's to Walton.....	40 00
Gore to Kennetcook bridge .....	40 00
Kennetcook bridge to Kilcup's .....	40 00

From Kilcup's to Birch Brook.....	\$30 00
Birch Brook to Withrow's .....	30 00
Isaac Withrow's to Benjamin Smith's.....	30 00
the mouth of Rawdon road to the township line.....	40 00
Tom-cod River to Kennetcook bridge, north side.....	40 00
New road on the south side of Scotch Village .....	200 00
From cross road at the Church to the Township line.....	40 00
Road leading past Archibald Ettenger's .....	50 00
Atwood road.....	30 00
From the line below John Sims', by the way of old Rawdon road.....	30 00
Road past John Gordon's.....	30 00
From Murdock's to Gore road.....	30 00
road past John Benry's .....	30 00
Richardson's .....	30 00
cross road near Murphy's to Newport line.....	40 00
the church, past McGinnis' .....	30 00
road past Thomas Fenton's .....	30 00
O'Cahill's shop to Moxon's mills.....	50 00
Gore to Rawdon corner, by way of Beaver Bank road.....	40 00
Corner to district line, by way of Beaver Bank road.....	40 00
McGinnis' to cross road, near Wilson's.....	40 00
road past John Greeno's mill.....	30 00
Hanes' to Sim's.....	30 00
road past Hutchinson's old farm, and to repair bridge .....	30 00
McNeil's past Angus McDonald's.....	30 00
Henry Blois' to John McDougall's.....	30 00
Moxon's mills to Douglas' line.....	30 00
Wier's to cross road near the church.....	30 00
road leading to Isaac Colbert's.....	30 00
Walton to Pembrook .....	50 00
Pembrook to Rainey cove.....	50 00
Rainey cove to Cambridge.....	40 00
Cambridge to Cheverie.....	40 00
cross way at Cheverie bridge.....	50 00
Cheverie to Isaac Lake's .....	50 00
Isaac Lake's to Black rock.. ..	40 00
Black rock to Cogmagun bridge.....	40 00
back road towards Cogmagun.....	30 00
Cogmagun towards Cheverie .....	30 00
road passing Abel Harvie's.....	30 00
Cogmagun bridge to Israel Sanford's.....	50 00
I. Sanford's to Upper Kennetcook bridge.....	50 00
new road I. Sanford's to the Walton road.....	40 00
the old Lacy farm to Upper Cogmagun bridge.....	30 00
Upper Cogmagun bridge and cross way.....	60 00
Robert Burgess' to Walton road, south side of river.....	50 00
Cogmagun bridge to Wade's.....	40 00
Wade's to Walton.....	30 00
Walton towards Wade's.....	40 00
Wade's to Gotion.....	30 00
Upper Kennetcook bridge to Fish's shipyard .....	40 00
Fish's shipyard to Constantine's.....	40 00
Lower Kennetcook bridge to Alexander Cochran's.....	40 00
Constantine's to Elisha Fish's.....	40 00
Elisha Fish's to Avondale.....	30 00
Samuel Chambers' to Avondale.....	50 00
new road at Maitland ferry, and to repair the hill.....	30 00
To repair bridge over Great Dyke Creek.....	40 00
To repay advances.....	563 57
Bridge at Wier's, Rawdon.....	500 00

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Road from Maitland to Joseph Miller's.....	\$40 00
leading past Terence Smith's.....	20 00
from S. Densmore's towards Dunn's.....	100 00
Five mile river to Georgefield.....	110 90
	<hr/>
	\$6030 00
	<hr/>

	Total.	North.	South.	South.
Grant .....	\$9587 00	\$4793 50	\$2396 75	\$2396 75
Special Grant....	2315 00	1157 50	578 75	578 75
Re-appropriated ..	711 32	79 00	40 30	592 02
	<hr/>	<hr/>	<hr/>	<hr/>
	\$12613 32	\$6030 00	\$3015 80	\$3567 52
	<hr/>	<hr/>	<hr/>	<hr/>

## COUNTY OF INVERNESS.

*Resolved*, That the sum of ten thousand five hundred and sixty dollars, granted for the road and bridge service in the county of Inverness for the present year; also, the sum of two thousand two hundred and fifty dollars, special grant; the sum of two thousand nine hundred and eighty-four dollars, crown land moneys; and the sum of two thousand two hundred and twenty-five dollars and twenty-one cents, undrawn money for the year 1866, making in all the sum of eighteen thousand three hundred and nineteen dollars and twenty-one cents, be appropriated as follows :

## MAIN POST ROADS.

From Port Hawkesbury to Plaister Cove.....	\$80 00
Plaister Cove to Norman McIsaac's.....	120 00
Norman McIsaac's to Long Point.....	200 00
Long Point to Little Judique, and on embankment at Intervale bridge.....	300 00
Little Judique to S. West, and repair bridge.....	350 00
South-west bridge to Mabou bridge... ..	150 00
Mabou bridge to Alexander Campbell's.....	150 00
Alexander Campbell's to Gillie's Black Glen.....	100 00
Black Glen to half-way cross-roads, Broad Cove.....	125 00
Cross-roads, Broad Cove, half-way to Black Glen.....	125 00
Broad Cove cross-roads to bridge at chapel .....	60 00
bridge at chapel to Forks.....	60 00
cross-roads, Broad Cove, half-way to Broad Cove harbor.....	60 00
Margaree harbor, half-way to Broad Cove cross-roads.....	60 00
to Ghost brook.....	80 00
Ghost brook to James Doyle's.....	60 00
James Doyle's to county line.....	60 00

## CROSS ROADS.

From Lower bridge, River Inhabitants, to Dowling's bridge.....	50 00
Dowling's bridge to Archibald Cameron's brook.....	30 00
Archibald Cameron's brook to Red bridge .....	40 00
Red bridge to cross roads, River Dennis.....	40 00
Cross roads, River Dennis, to Allan McIsaac's brook.....	50 00
River Dennis road to Victoria road, near Boyd's.....	20 00
River Inhabitants road to Victoria road .....	20 00
River Inhabitants road down West side of river.....	20 00
Allan McIsaac's brook to Rear Intervale .....	80 00
cross-roads Intervale to Little Judique.....	20 00
Intervale, Judique, to S. W. Mabou, and build bridge.....	40 00
cross-roads Intervale, Judique, to John McDonald's bridge, S. W.	20 00
cross-roads Intervale to S. W. at John Power's.....	20 00
Little Judique, at Angus Beaton's, to S. W. Mabou .....	20 00
Little Judique to Big Judique, shore road.....	30 00
River Dennis road at Cameron's to River Inhabitants.....	20 00
Main road at Judique to cross-roads River Inhabitants.....	50 00
cross-road River Inhabitants to cross roads River Dennis, and build bridge .....	60 00
cross-roads River Dennis to Charles Cameron's, east line.....	30 00
Charles Cameron's to McLean's bridge.....	30 00
Junction Victoria road and Judique road.....	70 00

Road rear Judique.....	\$70 00
From main road Judique to rear line .....	120 00
John McDonald's, Judique, to River Inhabitants.....	20 00
cross roads at Walker's to beginning of McKenzie's line.....	30 00
landing at the shore, Long Point, to cross roads rear of A. McDonnell's.....	20 00
Low Point to brook, Blue Mount.....	30 00
brook, Blue Mount, to Long Stretch, north line.....	30 00
cross roads rear Low Point to River Inhabitants, south line.....	30 00
Plaster cove to Long Stretch .....	30 00
Ship Harbor road to Long Stretch road.....	20 00
Clough's mills to Lake Horton.....	20 00
Long Stretch bridge to junction, West Bay and Big Brook road .....	20 00
McMillan's point to Victoria road.....	20 00
H. McDonald's fourth range to L. McKinnon's.....	20 00
Stephen King's towards River Inhabitants.....	20 00
head West Bay to Big brook.....	20 00
McKinnon's brook.....	20 00
McKinnon's brook to junction, near River Inhabitants.....	20 00
head West Bay to Dallas' brook, expend on north end .....	50 00
Dallas' brook to George McKenzie's.....	70 00
Geo. McKenzie's to Seeley's brook, and repair bridge and embank- ment at Seeley's cove.....	80 00
Seeley's brook to S. McLean's bridge.....	50 00
McLean's bridge to Chisholm's bridge, north side .....	40 00
road at Cameron's towards Big Marsh, new line .....	20 00
Charles Cameron's to Big Brook road.....	20 00
McLean's bridge to Seal Cove, and repair bridge.....	40 00
Blue Cove to Victoria line, by Wycocomah .....	50 00
River Dennis to Big Marsh.....	50 00
main road to church at Little Narrows.....	20 00
Indian rear towards River Dennis.....	20 00
McIsaac's No. 1 to Broad Cove Intervale.. ..	20 00
Broad Cove Intervale to Loch Ban.....	20 00
main road to John Kennedy's, old line.....	20 00
Broad Cove chapel to S. W. Margaree, upper line.....	30 00
Intervale to Sight Point.....	20 00
top of Cape.....	20 00
Alexander Campbell's, Black River, to top of Cape.....	20 00
Port Hood to main road, Mabou, by Indian Point... ..	89 00
Hugh the tailor's.....	20 00
Hugh the tailor's to Indian Point.....	30 00
S. W. bridge to John Power's.....	20 00
Cameron's mill .....	20 00
main road at Sugary's farm to Power's.....	20 00
John Power's to John McDonald's.....	20 00
John McDonald's to River Dennis road.....	20 00
Loch Ban to Walker's, east side....	40 00
Walker's to John McIsaac's.....	40 00
John McIsaac's to James McDonald's.....	30 00
James McDonald's to Head lake.....	50 00
Lake Ainsley to Sky Glen.....	20 00
Head lake to McMillan's point.....	30 00
McMillan's point to Outlet lake, and build bridge.....	40 00
main road east side lake to Doherty's brook, west side .....	40 00
outlet, Lake Ainsley, to McFarlane's, west side .....	20 00
east side.....	20 00
Doherty's brook to Loch Ban .....	20 00
Loch Ban to S. W. Margaree .....	20 00

From Alex. Gillie's, S. W. Margaree, to main post road at Bradford, expended on both sides .....	\$30 00
McFarlane's upper bridge to bridge at chapel, west side.....	30 00
to chapel, east side .....	60 00
bridge at chapel to ....., west side.....	25 00
Forks to ....., west side.....	25 00
cross roads, Broad cove, to shore.....	30 00
main road, Broad cove, to forks, Margaree.....	20 00
at Mowatt's to Big Brook .....	20 00
Big Brook to S. W. Margaree.....	20 00
Big Brook up east side on new line.....	20 00
Martin Coady's, Big Brook, to main road at Wall's.....	20 00
mouth Margaree to chapel.....	40 00
chapel to James Doyle's bridge.....	20 00
John Ross's to Ingraham's brook.....	20 00
Sugar Loaf towards Ingraham's .....	30 00
New bridge at Sugar Loaf to head of Big Intervale, West side .....	30 00
Indian rear to James Smith's .....	60 00
James Smith's to Big Ronald's .....	20 00
Big Ronald's to Adam's bridge.....	20 00
Adam's brook to main road .....	40 00
Big Ronald's to A. Campbell's.....	30 00
New Canada .....	20 00
John Ferguson's to John Campbell's.....	20 00
Beaton's, Sky Glen, to Chisholm's .....	20 00
James Smith's by Beaton's to Lake Ainsley.....	20 00
Indian rear to Blue's mill.....	20 00
John McDonald's to Briggand's. ....	20 00
bridge at Cameron's mill to post road.....	30 00
Mabou bridge to the north east.....	40 00
N. E. Mabou to mouth of harbor, and build N. E. bridge.....	100 00
Dyeing Mill to Mount Young.....	20 00
W. McKeen's to Black river .....	20 00
main road to Lambert Smith's.....	40 00
Lambert Smith's to Lake Ainsley .....	30 00
post road to dyeing mill.....	20 00
David Smith's to post road .....	20 00
Mabou bridge to Turk's.....	40 00
Murray's bridge .....	30 00
Murray's bridge to McFarlane's .....	30 00
Beaton's to Black Livingston's.....	30 00
Stoney brook to Wm. Keen's.....	30 00
Wm. McKeen's to Lake Ainsley.....	40 00
James Doyle's to Ainsley's township line.....	20 00
junction coal mines road to coal mines.....	20 00
Red brook to John Fraser's.....	20 00
Red Brook to Banks', Broad Cove... ..	20 00
main road to Cape by Campbell's mill on new line.....	40 00
D. McMasters' to A. McPhie's.....	20 00
A. McPhie's to McDonald's mill.....	20 00
Junction north of McDonald's mill to Ronald McArthur's.....	20 00
Top Cape Malcom to Port Ban.....	20 00
N. E. to Cape Mabou.....	20 00
Port Ban to Main road.....	20 00
John McEachren's to Ronald Beatin's, and from John McEachren's to shore, new line.....	80 00
East side D. Beatin's brook to Sight Point.....	30 00
Sight Point to main post road.....	40 00
Crowais bridge to upper bridge, west side.....	30 00

From Ingraham's Brook to Big Intervale, by McDonald's mill.....	\$40 00
bridge at Doyle's to Philips'.....	20 00
Philips' up North East .....	20 00
Margaree to Big Pond.....	40 00
Big Pond to Cheticamp.....	30 00
McLellan's mill to Lake Ainsley.....	20 00
Dunbar's mill to Broad Cove.....	20 00
Archibald Gillies', Glenmore, to county line.....	20 00
Plaister Cove to McInnes' mill.....	140 00
McInnes' mill to River Inhabitants, and pay over expenditure, \$10.00 .....	200 00
River Inhabitants to cross roads, River Dennis.....	350 00
cross roads, River Dennis, to Ronald George's.....	250 00
road to new wharf at Port Hood.....	250 00
Militia point to main road.....	20 00
Ferry at Kennedy's, to River Dennis, to Main road, South side .. .. .	20 00
S. W. Mabou to Whycocomagh.....	2000 00
Ronald George's, Whycocomah, to Little Narrows.....	400 00
Big Intervale, half-way to Cheticamp.....	40 00
Cheticamp, half-way to Big Intervale.....	40 00
Grand Ance.....	50 00
Grand Ance half-way to Cheticamp .....	50 00
to Cape North... ..	50 00
River Dennis half-way to Turk....	40 00
Norman Patterson's, half-way to River Dennis, new line.....	40 00
Black Livingston's bridge to Norman Patterson's.....	35 00
River Dennis road to Turk.....	50 00
Turk road to road at Duncan McLeod's.....	20 00
Lower bridge, River Dennis, to Whycocomagh... ..	40 00
Whycocomagh to Lake Ainsley, mountain road, through Lewis set- tlement .....	50 00
Indian rear, by Campbell's mount, to Big Ronald's.....	50 00
Donald's Nicholson's to McLellan's, west side Briggand... ..	20 00
Head Lake Ainsley to Whycocomagh, by Ainsley Glen.....	384 00
Chaise River half-way to Lake Ainsley.....	40 00
Lake Ainsley half-way to Chaise River.....	40 00
North mountain to River Dennis, back road.....	20 00
McFarlane's mill to Middle river.....	30 00
Lake Ainsley towards Middle river, lower road.....	30 00
main road at Judique to Barren road.....	30 00
Long John's bridge to Turk.....	30 00
N. E. Margaree to Silver Spring, by Murphy's.....	30 00
Lake Ainsley towards Middle river, upper road.....	30 00
Shore at Graham's to River Dennis road.....	30 00
R. McNeil's, Craignish, to River Inhabitants.....	40 00
Little Narrows to Lake Ainsley.....	40 00
Plaister Cove towards Duff's mill.....	40 00
Brook at J. McEachern's to main road, Cape Mabou, at R. McArthur's.....	150 00
Ship Harbor to county line, near Richmond mines.....	50 00
Saw mill, south side Whycocomagh to county line.....	40 00
Junction, West bay and Big brook road, to R. Dennis .....	60 00
Red bridge to Victoria line.....	20 00
McLean's, at Seal's Cove, to county line.....	50 00
Norman Patterson's to New Canada.....	20 00
Alexander Beaton's to widow McKinnon's bridge, and build bridge .....	50 00
To Margaree bridges.....	4000 00



## OVER-EXPENDITURES.

George C. Lawrence.....	\$111 00	
F. W. McKenzie.....	99 75	
F. W. McKenzie.....	84 65	
Hugh McDonald.....	13 06	
Benjamin Smith.....	6 25	
James Doyle... ..	125 05	
John Graham.....	8 50	
Angus Cameron.....	1 47	
To amount of advances.....	1803 84	
Unappropriated .....	2 64	
		<u>2256 21</u>
		<u>\$18019 21</u>

Grant .....	\$10560 00
Special Grant.....	2250 00
Crown Land.....	2984 00
Re-appropriated .....	2225 21
	<u>\$18019 21</u>

## COUNTY OF KINGS.

*Resolved*, That the sum of eight thousand six hundred and forty dollars, granted in 1867 for the road and bridge service of Kings county; with two thousand and eighty-seven dollars, special grant; and one thousand three hundred and forty dollars and sixty-six cents, undrawn money from grant of 1866—making in all twelve thousand and sixty-seven dollars and sixty-six cents, be appropriated as follows:

## SOUTH KINGS (EAST).

To repay advances omitted in 1865:	
Thomas Young.....	\$356 87
Edward Vye.....	40 00
Henry McAuley.....	22 00
Main post road from county line to W. Porter's.....	80 00
From W. Porter's to John Porter's.....	60 00
Fitzgerald's to county line, new Hantsport road.....	60 00
old Fuller mill to John Miles'.....	40 00
Daniel Crowel's towards John Miles'.....	50 00
John Miles' towards Daniel Crowel's.....	50 00
Old telegraph road.....	30 00
From John Vaughn's to Curry brook.....	20 00
John Bishop's to Greenfield.....	50 00
Old post road by J. L. Pelton's.....	15 00
Main post road by Handley Kelley's.....	30 00
From Daniel Bishop's to Simson's bridge.....	30 00
New Fielding road, south end.....	30 00
From Asa Pick's to Spinney's.....	30 00
John Atwell's to Vaughan's mill.....	30 00
Bishop's mill by James Pick's, new road.....	50 00
Cleveland corner to John Paysant's.....	20 00
Stephen Benjamin's to Bezanson's mill, including Pulteney road ..	20 00
Paysant's mill to Peck meadows, and repay Chas. Miner \$1.50...	30 00
John Payzant's by Michael Benjamin's.....	20 00
Hudson's by Bishop Atwell's to James E. Pick's.....	20 00
Bezanson's mill to Davison's corner.....	20 00
New Black River road.....	40 00
From Milan's to Five roads.....	20 00
Bishop's bridge to Obed Benjamin's and back Canaan road.....	20 00
Deep Hollow road.....	40 00
From James Pick's to Spinney's mills.....	20 00
John Porter's to Mrs. Dimock's, unappropriated.....	100 00
Jacob Jessop's to Martin bridge.....	20 00
On London bridge and causeway.....	20 00
From James Irving's to James H. Caldwell's by Ebenezer Benjamin's...	20 00
Unappropriated at Dr. Brown's disposal.....	1207 47
	<u>\$2711 34</u>

## SOUTH KINGS (WEST.)

To repay Henry Gates' expenditure, Annapolis river bridge.....	\$167 47
Emerson Gates for plank for Harris bridge.....	11 20
For two bridges in Aylesford, and repay B. Palmer \$4.34.....	100 00
To rebuild Sharp's bridge.....	500 00
new Avery bridge, post road.....	60 00

From post road to New Canaan, new road.....	\$200 00
Aaron Schofil's bridge, by McInnis' mill to Canaan road .....	200 00
Aaron Schofil's mill to Condon's mill.....	20 00
Sherbrook road to Nelson Jarvis'.....	20 00
Casey's corner to Neville's, and repay Jacob Walton \$1.00.....	40 00
Neville's by McGarry's.....	40 00
McGarry's to county line.....	30 00
To rebuild Forsyth bridge, South mountain.....	60 00
Repair causeway near Lovett's bridge.....	60 00
From Lake George towards Dalhousie, and repay W. Brennan \$1.05...	50 00
Dalhousie towards Lake George, and repay H. Barteau \$3.05.....	80 00
Pelton road to Palmer road, and repay J. N. Bowles \$2.70, and Benjamin Palmer \$1.00.....	40 00
Samuel Parker road to John Taylor's Hall road.....	20 00
Road and bridge near Elisha Spinney's.....	40 00
Waterville road to Glebe road, and repay Jas. E. Robinson \$1.10.....	20 00
Lake George to Canaan road.....	40 00
Mountain southerly by Elijah Taylor's, and repay Thos. Palmer \$2.70..	24 00
Benjamin Palmer's road to township line.....	20 00
Neily road to Spinney road.....	20 00
John S. Palmer's to Jackson road, Palmer road.....	20 00
County line Dalhousie to Aylesford road.....	40 00
Alton road.....	20 00
On the Canaan road, District No. 4.....	20 00
Spinney road, Aylesford.....	20 00
Road passing Tufts' mills .....	30 00
Richard Woodworth's road .....	20 00
From post road near Pineo's to South Mountain .....	20 00
Jackson turn to Canaan road.....	20 00
George Rainsforth's by Ingraham Dodge's .....	20 00
Gates' mill by W. R. Nichols'.....	50 00
Wm. Sanford's by Jonathan Woodman's.....	20 00
Winkworth Woods by Casey's corner to William Bishop's .....	20 00
Sherbrooke road by Edward Cox's .....	20 00
Unappropriated at Mr. Moore's disposal .....	329 68
	<u>\$2532 35</u>

## SPECIAL GRANT.

To rebuild Kentville bridge.....	\$700 00
Shaw bridge .....	60 00
Collins' bridge .....	50 00
On the Ormsby road .....	200 00
Givan wharf road.....	300 00
From post road to Woodworth road, south end, alteration.....	75 00
On the New Germany road.....	100 00
Unappropriated at Dr. Brown's disposal.....	248 74
At the disposal of Mr. Bill and Dr. Hamilton.....	348 74
From the Woodworth road to post road, north end, alteration.....	75 00
	<u>\$2157 48</u>

## NORTH KINGS.

Advances and over-expenditures—James J. Hale.....	\$19 90
Thomas B. Coffin.....	32 34
John Turner.....	33 40
William West.....	215 35
John M. Taylor.....	30 00

Advances and over-expenditure—Elias P. Graves.....	\$6 00
Lot P. Jacques.....	128 00
B. B. Woodworth.....	25 37
William Fennesey.....	7 75
Terrance O'Connor.....	1 85
Chipman Griffin.....	1 65
G. N. Rockwell.....	1 65
Abraham Bligh.....	1 35
Joseph Porter.....	70
Richard Power.....	1 00
Timothy Sullivan.....	5 75
William Foote.....	1 00
Enoch Arnold.....	1 00
William Searsfield.....	3 65
Nathan Schofield.....	1 40
Isaac H. Newcomb.....	1 65
.....	2 30
George Bowles.....	1 75
Wm. H. Woodward.....	1 30
Jonathan Sandford.....	20 15
Michael O'Connor.....	3 65
Alfred McBride.....	1 15
William Lutz.....	4 10
John Clem.....	1 50
Ephriam Weatherly.....	2 18
Botsford Freeman.....	1 10
Marsden Foster.....	1 85
Ambrose Clowrey.....	1 90
On new road at Cape Blomedon.....	50 00
Road from Mill Creek to White waters.....	30 00
Old Scot's bay, mountain road.....	20 00
Scot's bay road.....	70 00
mountain road, upper end.....	60 00
lower end.....	40 00
Road past Wm. Fennasay's.....	25 00
Gospel road.....	20 00
Cross road, and to repair bridge at Metzler's.....	30 00
Road from James Welch's to Bay shore.....	70 00
On new road from the Porter road to Nugent's.....	25 00
New road from Oak point to Medford.....	50 00
Scot's bay road to Shuttlenog.....	50 00
To complete alteration on Scot's bay road.....	70 00
To complete new road up Pero Mountain.....	150 00
To repair bridge at Thomas B. Coffin's.....	20 00
over Habitant river.....	20 00
On road past Wm. Meeks.....	30 00
from Rufus Borden's to Picket landing.....	20 00
past W. M. Stephens'.....	20 00
Daniel Cogswell's.....	20 00
from Kentville bridge to B. B. Newcomb's.....	30 00
past James Norton's.....	20 00
On Grand Dyke road south side of river.....	35 00
north of Canard river.....	40 00
On road up Wood Hollow.....	20 00
mountain.....	35 00
from front of mountain to P. Rogers'.....	20 00
P. Roger's to Bay shore.....	35 00
Baxter to Black Hole road.....	30 00
To rebuild bridge and repair road at Baxter's mills.....	40 00
On road from Leonard Illsley's to shore.....	25 00

On road past Oliver Thorpe's.....	\$20 00
On east end of new road from Baxter's to Black Hole.....	25 00
West end ditto.....	30 00
Road in new settlement .....	20 00
New road past D. E. Burgess's.....	30 00
Delaney Sheffield's.....	50 00
Road from Steam mills to Centerville .....	30 00
past D. Mosher's.....	20 00
over Sheffield vault.....	20 00
past John Palmeter's.....	20 00
To repair bridge near Jacob Wheaton's.....	20 00
On road past Joseph Newcomb's.....	20 00
Road up Rockwell Mountain to J. B. Porter's.....	25 00
Road over vault at W. B. Masters' .....	20 00
Up Masters' mountain .....	25 00
Road past H. Patten's .....	20 00
John Murphy's.....	35 00
John Bill's.....	20 00
from John Margeson's to Mrs. Struthers.....	20 00
To improve Big hill pine woods.....	30 00
Repair bridge in Bill Town.....	50 00
on cross-road near H. Porter's.....	20 00
and road past J. Foote's.. ..	25 00
Bridge at David Skinner's.....	25 00
Clarke bridge and reimburse G. Cogswell.....	20 00
Bridge at Edward Finche's.....	20 00
To complete alteration at Chipman's brook.....	40 00
New road from W. West's to H. Bolser's road.....	100 00
Alteration at Canada Creek.....	30 00
Road from Bowles' to Porter road.....	25 00
Up Bentley mountain.....	20 00
Pelton mountain.....	25 00
Burgess mountain.....	80 00
Ashael Rockwell mountain.....	70 00
Past Joseph Porter's.....	20 00
Hunting point road.....	30 00
Cross-road from Hunting point to Hall's harbor.....	30 00
Chipman brook.....	30 00
Kelly road.....	20 00
Cross-road past Enoch Arnold's.....	20 00
Chipman brook to Kelly road.....	30 00
Road past Wm. Foote's.....	20 00
Searsfield road.....	20 00
Chipman brook road.....	20 00
Cross-road from W. W. Lovelace's to Canada Creek.....	20 00
Hiram Bolser road.....	20 00
Canada Creek road.....	30 00
To open new road from C. V. Rawding to Bolser road.....	40 00
On road from Buckley to front of mountain.....	100 00
Past G. Bowles'.....	20 00
J. Shaw's.....	20 00
Shaw's to Morton road.....	40 00
Up Condon mountain.....	20 00
Bridge at John Band's.....	70 00
Complete road up mountain, past Daniel Kellum's.....	40 00
Bridge at Somerset.....	20 00
D. M. Patten's.....	20 00
Givan wharf road on mountain to T. Graves'.....	20 00
Graves' to base line road.....	30 00
Base line to shore.....	40 00

Hamilton road from Cahill's to shore.....	\$50 00
South end of Hamilton road.....	25 00
Long point road to meeting-house.....	30 00
Long point road from meeting-house to shore.....	20 00
past John Armstrong's.....	20 00
South end Cove road.....	20 00
Cove road from Gould to Baker road.....	30 00
Baker road to shore.....	20 00
Shore road past John Dannelan's.....	20 00
Cross-road past H. L. Baker's.....	20 00
William Fitzgerald's.....	20 00
Jeremiah Meekins.....	30 00
Hamilton to Long point road.....	30 00
New road from Barley street to Clem road.....	30 00
Clem road to Barley street.....	30 00
Cross road past Israel Gould's.....	20 00
Silas Thomas'.....	20 00
East end of base line road.....	20 00
Ditto west.....	20 00
Road past M. Brown's.....	20 00
E. Weatherby's.....	30 00
Cross road past Baptist meeting-house, Canada creek.....	20 00
Road from Margeson's shop to Canada creek.....	20 00
Moses Brown's to Black rock light-house.....	25 00
Repair bridge at T. H. Chute's.....	25 00
Bishop road up mountain, and to repay A. Jacques the sum of \$5.....	35 00
from front of mountain to shore.....	20 00
Clemont road.....	30 00
Morden road up mountain.....	30 00
from front of mountain to shore.....	85 00
Ormsby road from front of mountain to new wharf.....	100 00
West end of Woodworth road.....	20 00
Ditto east.....	20 00
Road past James Harris'.....	30 00
Ditto R. Patterson's.....	20 00
From Clemont to Morden.....	50 00
Morden to Clemont road.....	40 00
cross road from Clemont to Bishop road.....	25 00
Bishop to county line.....	20 00
West end of Clarke road.....	80 00
Ditto east.....	60 00
Australia road.....	20 00
Road past Clowrey's.....	20 00
New road from the post to Woodworth road.....	20 00
Improve the hill in back street at Aylesford line.....	20 00
Bishop's road from foot of mountain to post road.....	20 00
At disposal of members for north district.....	11 65

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\$5015 34

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## COUNTY OF LUNENBURG.

*Resolved*, That the sum of nine thousand six hundred dollars, voted for the road and bridge service in the county of Lunenburg; also, the sum of two hundred and fifteen dollars and fifty-eight cents, unexpended money for 1866; also, two thousand three hundred and eighteen dollars, supplementary grant in 1867—in all twelve thousand one hundred and thirty-three dollars and fifty-eight cents—be appropriated as follows:

To pay Government advances .....	\$346 00
Conrad Wentzel, over-expenditure, commission 121, 1864.....	20 00
John Poor, over-expenditure 1866 .....	6 93
Wm. McRaith, over-expenditure 1866.....	13 47
Joseph Langille, over-expenditure 1866, No. 91.....	29 75
Zenas Fancy, No. 237, over-expenditure 1866.....	32 60
To be expended on roads and bridges—	
From Martin's River to Mahone Bay, new road.....	80 00
Mahone Bay to Casper Eisenhaur's.....	40 00
Casper Eisenhaur's to Westhaver's corner.....	50 00
W. Corners' to Fener's mill.....	50 00
Fener's mill to Weinaet's bridge.....	50 00
Weinaet's bridge to Bridgewater.....	50 00
Foster's corner towards Dalhousie.....	100 00
Dalhousie road to Foster's corner .....	100 00
new bridge to Simon Knack's.....	40 00
Martin's River to Clear Land road .....	30 00
Clear Land road to Mader's cove.....	20 00
Mader's cove to Martin's brook.....	40 00
Martin's brook and bridge to Lunenburg common.....	50 00
Lunenburg to Jacob Hirtle's.....	50 00
Jacob Hirtle's to LaHave river.....	40 00
LaHave road to Spectacle lake.....	40 00
Spectacle lake to C. Rudolf's.....	40 00
C. Rudolf's to Bolivar's.....	20 00
Bolivar's to Bridgewater.....	20 00
LaHave road to Crouse mill, and to pay Henry Crouse over expenditure \$1.16.....	20 00
Lunenburg to Kaulback gate.....	30 00
Steverman's corner to Leonard Beck's and Berrigan's.....	40 00
Nicholas Acker's to Jacob Kolp's.....	30 00
Kolp's to the cross roads.....	40 00
Cross roads to Kingsburg.....	20 00
Mahone Bay road to Stevermann's corner.....	20 00
Jacob Kolp's to Samuel Conrad's.....	25 00
Samuel Conrad's to Ovens.....	20 00
Charles Rudolf's to James McKean's.....	25 00
James McKean's to the creek.....	20 00
Bridgewater to Hell brook.....	20 00
Hell brook to school house, Wagner's.....	30 00
school house to west end branch bridge.....	30 00
branch bridge to Jacob Wile's.....	20 00
Jacob Wile's to Wm. Wagner's gate .....	30 00
Wm. Wagner's gate to Ben Ritcey's.....	30 00

From Ben Ritcey's to Simpson's and county line (new road).....	\$200 00
Bridgewater to Frederick Koch's.....	50 00
Frederick Koch's to Henry Tarr's.....	60 00
Henry Tarr's to Kedy's.....	40 00
Kedy's to Nelson Chesley's.....	40 00
Chesley's to John Feindall's.....	40 00
John Feindall's to Jacob Meisiner's.....	40 00
Jacob Meisiner's to county line.....	30 00
Jacob Langill's (new bridge) to county line.....	40 00
main road to river (past George Robert's).....	100 00
Stevermann's corner to the meeting house.....	30 00
meeting house to Casper Eisenhauer's.....	40 00
To complete road round Eisenhauer's hill.....	40 00
From Casper Eisenhauer's to Mader's mill road.....	40 00
Mader's mill road to Robert's mill-dam.....	40 00
Robert's mill-dam to P. Eisenhauer's lower line.....	40 00
Eisenhauer's lower line to Hallimore's river.....	30 00
Hallimore's river to John Vienot's.....	30 00
John Vienot's to Jacob Feindall's.....	30 00
Jacob Feindall's to Wm. Nichol's.....	30 00
Wm. Nichols' to Chesley's corner.....	30 00
George Hawkesworth's to Lewis Arenberg's.....	40 00
meeting house to Diemon's upper corner.....	30 00
Diemon's upper corner to post road.....	20 00
past C. Kaulback's.....	30 00
post road to George Barry's.....	40 00
George Barry's to George Vienot's mill.....	30 00
George Vienot's mill to John Ramey's.....	40 00
John Ramey's to Dauphiney's lower bound.....	40 00
Dauphiney's lower bound to Koch's upper bound.....	30 00
Koch's upper bound to John Ramey, junr.....	30 00
John Ramey, junr., to North river.....	20 00
North river to New Germany.....	30 00
Varner's bridge to West brook, including new bridge.....	170 00
West brook to Smith's mill.....	30 00
Delong's corner to Lantz's bridge.....	30 00
Lantz's bridge to Joseph Langille's.....	30 00
Joseph Langille's to Henry Foster's.....	50 00
Delong's corner to James Morton's.....	30 00
James Morton's to Samuel Moore's.....	30 00
Samuel Moore's to Dalhousie.....	100 00
main road to Bezanson's.....	30 00
Henry Webber's to Wentzell's settlement.....	20 00
James Morten's to Fleming's.....	30 00
Fleming's to New Germany lake.....	30 00
Delong's to Jacob Feindall's, new road.....	40 00
New Germany road to Cape marsh bridge.....	60 00
Cape marsh bridge to Vienot's corner.....	40 00
Joe Vienot's (of James) corner to river.....	50 00
Vienot's corner to J. W. Vienot's.....	20 00
J. W. Vienot's to Wentzell's.....	30 00
Henry Wentzell's to Narrows.....	40 00
North river to Wentzell's.....	50 00
Wentzell's to Rafuse's.....	30 00
Joseph Lantz's to F. Lohness'.....	20 00
Long's corner to J. Rafuse's, N. Cornwall.....	20 00
John Vienot's to Paul Joudrey's.....	30 00
Paul Joudrey's to Northfield.....	30 00
LaHave river to Reubin Dauphiney's.....	20 00
James Dauphiney's.....	30 00



From Himmelman's corner to Brine's road.....	\$40 00
Brine's road to Peter Crouse's.....	40 00
Peter Crouse to Snyder's bridge.....	50 00
Snyder's bridge to Simons' cross road, and to pay Christopher Snyder \$1.20 over expenditure.....	40 00
Cross road to Tomkins' lower bound.....	40 00
Tomkins' lower bound to the cross.....	40 00
cross to Smith's mills ... ..	40 00
main road Ohio to George Hirtle's.....	20 00
Ohio road across to New Canada road.....	30 00
LaHave river to Koch's corner.....	40 00
Church to Joe Silver's lower bound.....	30 00
Jonas Zwicker's to Fauxburg.....	20 00
Casper Vienot's to Diemon's corner .....	30 00
Diemon's corner to Mulock's road.....	20 00
Langille's mill corner to G. Vienot's corner.....	20 00
post road to Langille's mill corner.....	20 00
Rhodes' corner to new post road.....	30 00
Henry Weihnacht's to LaHave river.....	30 00
Weinacht's corner to G. Vienot's mill.....	30 00
G. Vienot's corner to Northfield road.....	40 00
Huble's corner to Aulenback mills .....	20 00
Aulenback's mills to church, N. Cornwall .....	40 00
Christian Nause's to John Ramey's .....	30 00
Mahone bay to Trout-hole bridge .....	20 00
Trout-hole bridge to Eawolt's mill road.....	30 00
Eawolt's mill road to Frederick Ham's.....	40 00
Frederick Ham's to Aaron Fronk's.....	40 00
Aaron Fronk's to Sherbrooke lake.....	30 00
branch road to Ohio road.....	30 00
Ohio road to George Wiles.....	20 00
Pleasant river road to George Wiles (branch) .....	30 00
Wentzel's New Germany road to branch road .....	30 00
North-west street to Martin's brook .....	20 00
Rose Bay to Samuel Moser's.....	20 00
cross roads to Casper Lohness.....	20 00
Rose bay to Leslie's.....	20 00
Ritcey's cove and bridge to creek.....	120 00
creek to David Koch's.....	20 00
Lunenburg to Rye-field.....	40 00
Rye-field to Heckman's island.....	25 00
Glebe corner to Blue rock.....	20 00
school-house to John Silver's.....	20 00
Martin river bridge to Rocky lake.....	20 00
Clear land road to Michael Daurey's .....	20 00
James' mill to Abraham Zink's.....	20 00
Blue Rocks to Black Rocks.....	20 00
Kaulback's gate to first Peninsula and town .....	20 00
Lunenburg to Schwart's .....	20 00
Poor's bridge to Lawson's farm.....	100 00
New bridge LaHave to Branch bridge .....	200 00
Diemon's corner to the Lake.....	20 00
Frederick Slauenweit's to back streets .....	30 00
Middle road, New Germany, to LaHave river .....	60 00
— Ramey's to New Germany road (new road).....	40 00
In rear of Maitland towards Northfield.....	50 00

## CHESTER TOWNSHIP.

To pay Thomas Halcher over-expenditure on Com. No. 195 .....	\$142 68
Anthony Webber           "           "           181 .. .. .	5 25
Frederick Lantz         "           "           196 .. .. .	34 20
From Halifax county line to Simms' road.....	40 00
Simms' road to George Rafuse's.....	60 00
George Rafuse's to big East river.....	80 00
Big East River to Frail's bridge, inclusive.....	60 00
Frail's bridge to Chester .....	30 00
Halifax county line to Middle Fox point.....	40 00
Middle Fox point to LeBrocque's .....	40 00
LeBrocque's to Henry Verge's .....	40 00
Henry Verge's to North-west cove .....	40 00
North-west cove to Sandy beaches .....	80 00
Sandy beaches to Deep cove .....	50 00
Deep cove to little East river.....	40 00
Little East river to Thomas' East river.....	50 00
Mill cove towards Blandford road.....	40 00
Blandford road towards Mill cove .....	80 00
Halifax road to Richardson's settlement .....	20 00
Chester to Ezekiel Eisenhauer's.....	40 00
Eisenhauer's to Levy road.....	40 00
Levy road to Jacob Swinehimer's .....	40 00
Swinehimer's to county line.....	30 00
Windsor road to Levy settlement.....	20 00
Swinehimer's.....	20 00
Bradshaw's mills.....	30 00
Marriet's cove.....	20 00
Canaan .....	25 00
the Grant.....	200 00
Middle river.....	40 00
Robinson's corner to Basin.....	40 00
Basin to Gold river bridge.....	40 00
Gold river bridge to Barkhouse's bridge.....	30 00
Barkhouse's bridge to Martin's river.....	30 00
post road to Murder's point.....	20 00
Gold river to Stillwater, Beech-hill road.....	30 00
Stillwater to Beech hill.....	30 00
Basin to Bougald's point.....	20 00
Grant to Middle river and road.....	80 00
Basin to Grant.....	40 00
Grant to Stoney hill.....	60 00
Stoney hill to church.....	100 00
Church to Kings county line, and to avoid Wamball's hill.....	400 00
Dearder's to George Alder's.....	20 00
George Alder's to county line.....	20 00
Church to main road via Rosebank bridge.....	30 00
Skerry's through Glengary settlement.....	20 00
Mill road to nine mile lake.....	25 00
Kentville road and new bridge.....	140 00
John Kedden's.....	20 00
John Kedden's to Indian lake.....	20 00
Indian lake to Richard Finley's.....	26 00
Richard Finley's to County line... ..	26 00
old Halifax road to Lewiston, via John Laybolt's.....	40 00
Church to Michael Keddy's.....	30 00
Michael Keddy's to Corbin's.....	40 00
Corbin's to Samuel Brown's.....	40 00

From Samuel Brown's to Sherbrook bridge.....	\$40 00
Sherbrook bridge to county line.....	20 00
road round Corbin's lake.....	20 00
Annapolis road towards T. Quinlan's.....	20 00
William Corkum's.....	20 00
John Brown's 2nd division.....	20 00

## NEW DUBLIN.

From Bridgewater to Hebb's mills.....	50 00
Hebb's mills to Brady's cross.....	120 00
Brady's cross to county line.....	120 00
Bridgewater to the foundry.....	40 00
Foundry to Junction, post road... ..	40 00
Vogler's cove to new post road.....	100 00
post road to Italy, via Fronk's .....	40 00
Camperdown .....	40 00
Foundry Sebastopol to Rye Rice hill.....	40 00
Rye Rice hill to Waterloo road, and to avoid hill.....	140 00
Waterloo road to J. Vienot's gate.....	30 00
Vienot's gate to Baker's brook.....	30 00
Baker's brook to Selig's old farm.....	40 00
Selig's to county line.....	60 00
Pleasant river road to John Smith's, Ninevah.....	50 00
John Smith's, Ninevah, to cross Ohio.....	90 00
Falkenheim's corner towards Ohio road.....	20 00
Centreville road to D. Fransel's, and onward.....	30 00
Pleasant river road to Chelsea, and to avoid hills.....	200 00
Chelsea road to Butler's branch .....	30 00
J. Mahlman's gate.....	130 00
Pleasant river road to G. Wile's shingle mill, Waterloo.....	40 00
G. Wile's shingle mill to end of Waterloo road.....	20 00
Waterloo road to Lapland, via Thompson's.....	40 00
Pleasant River road to Bull Moose hill.....	30 00
Blue Moose hill to John Ramey's road.....	40 00
John Ramey's road to Smeltzer's .....	40 00
Smeltzer's to Lapland mills.....	40 00
Lapland road to Floyd's settlement.....	30 00
Lapland schoolhouse to Leonard Wambolt's .....	30 00
Wambolt's to Hebb's crossing.....	30 00
Hebb's crossing to Conquerall bridge .....	40 00
Conquerall bridge to Corkum's road .....	60 00
Corkum's road to McKean's corner.....	50 00
Brady's cross to Crouse Town road, through Italy.....	40 00
Crouse Town road to Petite Reviere.....	30 00
Peter Zwicker's to Brady's cross.....	20 00
Bridgewater to Conquerall bank .....	30 00
Conquerall road to Corkum's school-house .....	20 00
Corkum's school-house to Getson's corner .....	30 00
Getson's corner to Bell's corner .....	30 00
Bell's corner to Church road .....	30 00
Church road to Petite Reviere .....	30 00
Corkum's school-house to Meisinger's mills.....	40 00
Meisinger's mill to Corkum's corner.....	30 00
Old post road to Saddle Bay Hill .....	20 00
C. Corkum's corner to old post road, via Mount Pleasant.....	20 00
old post road to N. Dublin shore.....	40 00
Doyle's corner to the old post road.....	20 00
Pernette's ferry to the church, Mount Pleasant.....	30 00
church to Heckman's, Petite Reviere.....	30 00

From Petite Reviere to Broad cove, and to pay over-expenditure, \$10.12.	\$40 00
Broad cove to Vogler's mills.....	40 00
Vogler's cove to county line....	30 00
Broad cove to Apple-tree bridge.....	30 00
Apple-tree bridge to post road.....	30 00
Broad cove to Round Island (on shore).....	30 00
Petite Reviere to Round Island (on shore).....	30 00
bridge to Crouse town, new road.....	30 00
George Casper Conrad's to the beach.....	30 00
post road (through Brunt).....	20 00
LaHave river to Hebb's mills.....	20 00
post road (Allen's).....	20 00
Lapland road to Waterloo road, new road.....	30 00
Conquerall mills to the crossing, and onward.....	30 00
To pay Joshua Hebb, over-expenditure, 1866.....	3 50
N. Smeltzer                    do.,.....	2 20
	<u>\$12133 58</u>

## COUNTY OF PICTOU.

*Resolved*, That the sum of eleven thousand five hundred and twenty dollars, granted for the road and bridge service of the county of Pictou, for the year 1867, with two thousand seven hundred and eighty-two dollars, special grant, and six hundred and twenty-one dollars and five cents, undrawn moneys of 1866, with three thousand dollars borrowed, per Act of 1867—making in all seventeen thousand nine hundred and twenty-three dollars and five cents—be appropriated as follows :

## WEST PICTOU.

*Over-expenditure.*

Bridge at Mount Thom.....	\$44 00
Botany Bay road.....	21 06
Bridge at Mount Thom.....	23 90
Road at six mile brook.....	40 00
Cross road to hill.....	33 60
Road at West River.....	36 50
Two small bridges at Gairloch.....	23 20
Road at Mill brook.....	17 70
Gairloch.....	6 50
Brooklyn road.....	17 95
At Middle River.....	13 40
Suspension bridge at Millar's.....	3 45
Bridge at Green hill.....	23 20
Dalhousie new road.....	41 00
Suspension bridge at Miss Smith's.....	12 00
Bridge at West River.....	4 00
South Dalhousie road.....	40 00
Road from Toney's to Bailie's cove.....	23 90
Bridge at Dalhousie mountain.....	21 60
Road from Plainfield to Scotsburn.....	10 60
Gordon's to Dalhousie.....	23 90
at Black river (Logan's).....	10 00
Johnston's road at Cape John.....	30 50
Gravel hill road to Pictou.....	31 70
Cross road at mount Dalhousie.....	40 00
Victoria bridge.....	14 65
Mining brook bridge.....	35 37
Loch Broom bridge.....	26 67
Bridge at Smith's point.....	44 10
river John.....	49 23
McKenzie's road.....	22 26
McKiel's road.....	20 25
Holmes' road.....	24 35
Creek bridge.....	6 70
Road from Plainfield bridge.....	21 00
at Dalhousie, cross.....	68 20
from McDonald's mills.....	57 80
New road from mills to McKay's.....	120 96

*To issue commissions for—*

Post road at West river.....	\$36 00
From Reid's to Barry's mills.....	20 00
District line to county line, New Larig.....	30 00
On McKiel's road.....	20 00
Black river to River John.....	20 00
Cross road from Durham to Scotsburn.....	20 00
James McKay's to Murray's bridge.....	20 00
Toney's river to church.....	20 00
West branch to Plainfield.....	40 00
From A. Campbell's to Murray's.....	20 00
McKenzie's to D. Holmes'.....	20 00
Sawmill bridge to Scotsburn Forks.....	50 00
bridge at church to Gairloch lake.....	30 00
church to McLeod's.....	30 00
McGregor's road, at Fisher's Grant.....	20 00
On bridge at Wier's mills.....	220 00
River John bridge.....	120 00
From Sandy Cove to A. D. Gordon's.....	20 00
Lesly's to A. D. Gordon's.....	20 00
To repair Wilson's road.....	20 00
Hardwood hill road.....	20 00
From Shore's to Johnston's, by McRae's.....	40 00
Murray's to school-house.....	20 00
On Alma road.....	20 00
From Hebburn's to Matheson's.....	20 00
River John road to Little Carriboo river road.....	20 00
Carriboo river road.....	20 00
McDonald's road.....	20 00
From Mill brook to Middle river.....	20 00
Ferguson's, S. house, to Neil Sutherland's.....	30 00
Mill brook to Gairloch.....	20 00
Maxwell's to Archibald's.....	30 00
main road to Dr. Henderson's.....	20 00
Gass' to Six Mile brook.....	30 00
Pleasant valley to Green hill.....	20 00
post road, by Rev. Mr. Patterson's, to Green hill.....	20 00
Bigney settlement to Murray's.....	20 00
Saltsprings to D. McKenzie's.....	20 00
new road at Simon Fraser's to Mill brook.....	40 00
West river to George Sutherland's.....	40 00
Sutherland's to D. Fraser's.....	30 00
D. Fraser's to Gairloch road.....	30 00
Bridge at Dalhousie.....	94 00
Boat Harbor bridge.....	200 00
From Barry's mills to West river.....	40 00
main road to Ross'.....	20 00
Barry's mills to Gordon's.....	20 00
post road, Mount Thom, to McKenzie's.....	30 00
On street road.....	20 00
From mill brook to Sutherland's.....	20 00
Bridge at Eight Mile brook.....	120 00
From Grant to west branch.....	20 00
Fraser's mills to Sutherland's.....	20 00
McDonald's to the railway.....	30 00
West river, at Miss Smith's, to lime rock.....	20 00

On Pleasant Valley road.....	\$20 00
From Eight Mile brook to Dalhousie ...	30 00
Six Mile Brook to Dalhousie.....	20 00
Dalhousie road at McKay's to McDonald's.....	20 00
Forks to county line, at Squire McKay's.....	20 00
Baillie's brook to McLean's.....	20 00
Munro's gate to McLeod's.....	20 00
D. McKenzie's to Cameron's.....	20 00
West river to Gairloch.....	20 00
Archibald's mills to Fraser's .....	30 00
post road to Mackintosh's .....	40 00
West river road to Saltsprings.....	20 00
On McBeath's road .....	20 00
From Fraser's road to Cameron's .....	20 00
On Anchencairn road.....	20 00
From Rae's to Robertson's.....	30 00
Fraser's hill to the railway .....	50 00
Millar's hill and road.....	20 00
From McKay's to McDonald's.....	40 00
McKenzie's to McKay's.....	40 00
Bridge on West river road.....	20 00
From mill brook to Sutherland's .....	20 00
Lime rock to mill brook.....	30 00
McKenzie's bridge to wood bridge.....	30 00
Road at Campbell's brook .....	10 00
From Cameron's brook to D. Campbell's.....	20 00
New bridge, W. B., to Sutherland's.....	40 00
McKenzie's to wood bridge.....	20 00
Gass's gate to Grave Yard road.....	20 00
McKay's to Stewiacke road.....	20 00
Moore's line to Baillie's bridge.....	20 00
main road to McDonald's.....	20 00
Scotsburn Forks to Scotsburn Church.....	50 00
Rae's to McDonald's mills.....	40 00
Main road to McLeod's.....	10 00
McKay's to Plainfield .....	20 00
Mackintosh's to Campbell's road.....	20 00
Plainfield bridge to Graham's.....	40 00
On Crairig road.....	20 00
From West River to New Larig.....	40 00
Station W. R. to county line.....	20 00
McDonald's mill to McKay's.....	50 00
Scotsburn church to W. Grant's.....	30 00
Battery Hill to county line.....	40 00
McLeod's to the railway.....	70 00
Wellesly bridge, River John.....	20 00
Bridge on McGilvary road.....	20 00
McDonald's to Baillie's.....	30 00
Donald McKay's (S.) house to ———.....	20 00
Plainfield, saw mill road.....	20 00
From Toney River to Chisholm's.....	30 00
Bridge and road at Black river .....	20 00
on new road on Black river.....	50 00
at Black river, east branch.....	30 00
From Paul McDonald's to back meadows.....	20 00
Saltsprings to MacDonald's .....	40 00
Hebburn's to Munro's forks .....	20 00
Little Carriboo river road.....	40 00
McKay's road.....	20 00

From county line to Thomas Gunn's.....	\$20 00
Underwood's to River John.....	40 00
From Saw mill bridge to Gut bridge.....	40 00
River John mountain road.....	30 00
New road at Style's.....	30 00
From West river to Green hill.....	40 00
Charles Fraser's to Caledonia bridge.....	40 00
On McQuarry's road at Scott's hill.....	20 00
From Saltsprings to Maxwell's.....	40 00
Roddick's mills to Fraser's barns.....	30 00
New road at Carriboo river.....	20 00
On lime quarry road.....	20 00
Cape John road.....	60 00
On McKay's road at Cape John.....	10 00
From S. house to Black river.....	30 00
On Holm's road.....	20 00
From saw mill bridge to Leithead's.....	70 00
On Loch Broom new road.....	30 00
Three brooks road.....	20 00
Mining brook road.....	30 00
From Durham bridge to McDonald's shop.....	30 00
Scott's hill to Hardwood hill.....	20 00
A. Ross' to west branch.....	20 00
Barry's mills to Underwood's.....	70 00
On Morrison's road.....	20 00
From Carriboo river to River John road.....	40 00
Samuel Ross' to Moore's road.....	30 00
On west branch road.....	20 00
Redpath road.....	30 00
From Three-mile house to Gros brook.....	30 00
Roderick McKenzie's to A. McKay's.....	30 00
On Toney river cross road.....	20 00
Carmichael's road.....	30 00
New road at Scott's hill.....	30 00
From Duncan McKay's to Graham's.....	40 00
South Mount Dalhousie road.....	30 00
Mount Dalhousie road.....	30 00
From Angus Campbell's to William Grant's.....	20 00
Donald Munro's to McKiel's.....	20 00
On road through college grant.....	20 00
By Walter Campbell's road.....	20 00
From Toney River cross road to McRae's.....	20 00
Back Meadows, S. H., to Black River.....	30 00
On River John Cape road.....	30 00
From Plainfield to Scotsburn Church.....	30 00
On Campbell's road.....	20 00
From Plainfield to River John.....	40 00
On College Grant road.....	20 00
From Four-mile brook to Scotsburn.....	30 00
West River to Four-mile brook.....	30 00
Mill Brook to Green Hill.....	30 00
To build bridge at Brookland.....	20 00
To pay Nova Scotia Bank.....	893 48
From Six-mile brook road to Sillar's.....	20 00
Six-mile brook to Eight-mile brook.....	30 00
Road west side Cariboo River.....	24 00
From Back Shore to River John.....	30 00
Repairing Black River new bridge.....	20 00
On McKenzie's road, Carriboo River.....	10 00



From Four-mile brook to Dalhousie .....	\$30 00
To repay advances.....	534 81
At disposal of Government for Western District.....	1118 34
	\$8975 77

## EAST PICTOU.

*Advances and Over expenditures.*

Amount due bank of Nova Scotia.....	\$1140 21
Advance to John Cameron.....	32 10
Robert Murray .....	51 00
John Cameron .....	70 82
To be hereafter appropriated .....	988 00
From Little Harbor to New Glasgow.....	38 74
Advance to Alex. McDonald.....	74 50
Marsh to Sutherland's river and Garden of Eden.....	1349 00
Balance due on bridge at Mill brook Gulf.....	40 30
Repairing bridge on McCulloch brook, Middle river.....	105 00
Balance due on bridge at Baley's brook .....	66 72
From Middle river to New Glasgow .....	47 92
Repairing bridge at Little harbor .....	10 50
Bridge at Upper Bailey's brook.....	41 57
Repairing road Gauld's line.....	12 00
Road at Blue mountain .....	56 89
Bridge at Smith's brook, Merigomishe .....	21 20
on French river, Merigomishe .....	97 59
Road at Green hill, Middle river.....	34 50
Repairing bridge at west branch, East river.....	103 50
bridges at Albion Mines.....	228 69
Bridges at New Larig, Middle river.....	14 35
Repairing bridge at Narrows.....	16 84
Road at Blue mountain .....	40 00
Bridge at Bridgeville, East river.....	14 40
Road at East River, St. Mary's ...	21 27
Balance due on bridge at Barney's River.....	33 87
Road at French River .....	8 10
Gushet road, Baley's brook .....	30 00

*Commissions to issue this year.*

From New Glasgow to Robertson's mills .....	400 00
John Dunn's to George Inglis', Barney's River.....	20 00
John Dunn's to Rev. D. B. Blair's.....	30 00
Robert McDonald's to Cunningham's, Barney's River .....	20 00
Middle River towards Stewiacke.....	150 00
Bridge at St. Paul's Church, East River .....	30 00
William Thompson's, East River.....	30 00
From Thompson's brook upwards.....	20 00
Garden of Eden towards Marsh, East River.....	30 00
New Glasgow to Big Gut.....	80 00
McGregor's to Fish Pools, East River .....	50 00
Bridge at McLellan's Mountain.....	24 00
Road from Peter McDonald's to main road, Merigomishe .....	10 00
Bridges at East River, St. Mary's.....	80 00
Road at Big Brook, West Branch.....	30 00

Road at Forks, East River.....	\$30 00
Road from Donald Campbell's place to Alex'r. McDonald's, East River.	10 00
Road at McLellan's mountain .....	30 00
Bridge at Albion Mines.....	420 00
Road from Lewis McKenzie's to main road, Merigomishe.....	10 00
From Blue mountain to Barney's river.....	20 00
Road at Linisee settlement.....	20 00
Fraser's mountain road.....	20 00
Middle river to West branch.....	30 00
Road at Wentworth Grant.....	30 00
Wilson's Quarry to New Glasgow.....	80 00
Road at Little Harbor.....	10 00
Bridge at Merigomishe.....	20 00
Road at West branch, East river.....	100 00
Grant's mills to West branch.....	40 00
Repairing bridge, Cameron's brook.....	50 00
Middle river to West branch, marsh road.....	40 00
Road at Big brook, West branch.....	30 00
New Glasgow to marsh.....	220 00
Bridge at Boat harbor.....	150 00
Merigomishe .....	6 82
Repairing bridge at Bridgeville, East river.....	20 00
Moose river to Meikle's.....	20 00
Andrew Campbell's to main road.....	10 00
Bridge at Rocklin, Middle river.....	60 00
Gillease's meadows to William Irving's.....	10 00
Quarry Island to main road.....	30 00
McDonald's (B. S.) shop to township line.....	30 00
Orkney settlement road.....	20 00
From John McIver's to main road, Barney's river.....	10 00
James McDonald's to main road mountain, Baley's brook.....	10 00
John Foote's road, Merigomishe.....	20 00
Malcolm Ross' to Alexander McLeod's, Barney's river .....	30 00
Dunn's mills to head of settlement, Barney's river.....	50 00
Bridge at Wm. Arbuckle's, Gulf Shore .....	20 00
Road at Upper Barney's river.....	30 00
From school-house to Alex. Ross', Barney's river.....	20 00
Middle to telegraph road.....	60 00
Archibald's to Samuel McDonald's, Middle river.....	40 00
Bridge on Gordon's brook, Barney's river.....	20 00
From Fox brook to Hopewell.....	30 00
Fall brook, McLellan's mountain.....	40 00
From Samuel McDonald's to back settlement.....	20 00
Road and bridge, Chisholm school-house, to Big brook.....	50 00
Bridge on Caramone road.....	50 00
Road at Middle river.....	40 00
Barney's river to Harris'.....	30 00
Harris' to county line.....	50 00
McGee's to Back settlement road.....	30 00
Back settlement road, county line, to Barney's brook.....	40 00
Barney's brook to Baley's brook.....	30 00
Harris' to John McLean's mills.....	30 00
North Valley Mountain road.....	30 00
Bridge on Barney's brook.....	20 00
Bridge at East river.....	20 00
From John Robertson's to post road, Barney's River.....	20 00
Road at Blanchard's, East River .....	20 00
Road from main road to D. Sutherland's (cross) .....	10 00
Road at Wentworth Grant.....	20 00

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To repair bridge.....	\$40 00
To repair road and bridge .....	16 00
Road from East River to county line.....	40 00
To repair road from Wm. Wylie's and Irishtown .....	12 00
To repair road.....	10 00
Road above Green Settlement .....	20 00
Road at Keppoch.....	30 00
Barney's River bridge .....	22 50
Road on Big Island .....	60 00
At disposal of Government.....	295 50
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## COUNTY OF QUEENS.

*Resolved*, That the sum of seven thousand five hundred and sixty-five dollars, granted for the roads and bridges for the county of Queens,—together with the sum of nineteen dollars and seventy-eight cents of undrawn moneys,—be appropriated as follows:—

From Lunenburg county line to Mills Village .....	\$40 00
Lunenburg county line to Mack's Meadows .....	180 00
Mack's Meadows to Brooklyn bridge .....	120 00
Brooklyn to Sandy Cove, including bridge.....	90 00
Smith's, at Sandy Cove, to Chesley's corner.....	40 00
Liverpool to Thomas Payzant's, Beech Hill.....	160 00
Thomas Payzant's to Smith's, second Beech Hill.....	50 00
Smith's, second Beech Hill, half-way to Broad River.....	50 00
Broad River, half-way to second Beech Hill.....	50 00
Broad River to Port Mouton, including bridge.....	50 00
George McAdams' to Daniel Smith's.....	40 00
Port Mouton to Rocky Hill.....	40 00
Rocky Hill to Michael Robertson's.....	40 00
Michael Robertson's to Robert Robertson's.....	30 00
Robert Robertson's to Neal McDonald's.....	30 00
Neal McDonald's to county line.....	80 00
Cowie's tan-yard to Palfrey's brook and bridge.....	40 00
Palfrey's brook to Tupper's ship-yard.....	40 00
Tupper's ship-yard to Milton bridge.....	50 00
Milton towards Four miles.....	140 00
Four miles towards Milton.....	140 00
Four miles to Six miles.....	140 00
Six miles to Nine miles .....	140 00
Nine miles to Twelve miles.....	140 00
Liverpool towards Greenfield, by new road.....	30 00
Liverpool road to Hemlock Point.....	40 00
Milton Academy towards Randall's.....	20 00
Randall's towards Milton.....	12 00
Stephen Freeman's to Milton bridge.....	40 00
Upper bridge at Milton to post road.....	20 00
Nathan Freeman's to Herring Cove lake.....	90 00
Bristol to Turner's, at Milton .....	120 00
Main road to Dean Annis'.....	12 00
Dean Annis' road to Nickerson's.....	12 00
Main road to James Nickerson's.....	20 00
Moose hill road towards Bent's.....	10 00
Enos McLeod's to J. H. Dexter's.....	20 00
Joseph H. Dexter's to Fralig's. ....	20 00
Fralig's to Corcum's.....	20 00
William Corcum's to Wentzell's mills.....	20 00
Wentzell's mills to Leonard Wolf's.....	40 00
Leonard Wolf's to Port Medway road.....	60 00
Wentzell's mill towards Eagle Head.....	40 00
Mouser's towards Eagle Head new road.....	30 00
Eagle Head road towards John Bagley's.....	30 00
William Wentzell's towards Blueberry.....	15 00
Darrow's towards Eagle Head, new road.....	120 00
John C. Wolf's to Darrow's.....	16 00
Ragged Harbor.....	30 00

From Blueberry to Port Medway road.....	\$60 00
Port Medway to Half-way Brook.....	150 00
Half-way Brook to Rinard's.....	70 00
Port Medway road to Mill Village.....	100 00
towards light-house.....	20 00
John Briggan's to Mills Village.....	20 00
Clattenburg's.....	15 00
Dean's Brook to Bear Falls.....	100 00
Salter's Falls to Dean's Brook.....	100 00
To open new road to Temperance Hall.....	40 00
From Western Head road to White Point road.....	40 00
Waterloo road to African Chapel.....	40 00
African Chapel to Black Point.....	40 00
Black Point to Peach's, Scott's Beach.....	30 00
Peach's, Scott's Beach, to Western Head Church.....	30 00
Main road to shore near Moose Harbor.....	20 00
Tar's to Moose Harbor road.....	40 00
Western Head Church.....	40 00
To build a bridge over Moose Creek.....	40 00
From James Ritchie's to McAlpine's brook.....	100 00
McAlpine's brook to White Point.....	40 00
White Point to Mailman's.....	20 00
Broad River bridge to S. Mailman's.....	40 00
Hunt's Point to White Point.....	20 00
Beech Hill.....	30 00
Solomon Stuart's to James Carter's.....	16 00
Catharine's River to Port Mouton.....	40 00
Robert Robertson's to Cameron's.....	20 00
Alex. Cameron's towards Catharine's River.....	20 00
Catharine's River towards Port Jollie.....	20 00
Post road to Alex. McDonald's.....	32 20
William McDonald's.....	50 00
William McDonald's to Stuart's.....	16 00
Robert McDonald's to William McDonald's.....	20 00
Mills Village to Salter's Falls, east side of the river.....	20 00
Main road to Kempton's meadows.....	30 00
towards Turner's, Gull Island.....	16 00
to the shore, Port LeBear.....	10 00
Post road, east side Port Medway, to Camperdown.....	30 00
Middlefield to new road, Morton's mill.....	40 00
John Leslie's towards Eagle Head.....	20 00
Post road towards Charles Minard's.....	10 00
Liverpool road to Hibernia road, by Martin's.....	100 00
Twelve to Sixteen mile mark.....	80 00
Sixteen to Eighteen miles.....	200 00
Nineteen miles to Bear Trap brook.....	80 00
Brookfield corner to Dr. Crooker's.....	20 00
Dr. Crooker's to Baptist meeting-house.....	20 00
John Mahaar's road.....	15 00
Richard Mahaar's road.....	15 00
From Caledonia corner to Devonshire road.....	20 00
Devonshire road to Thomas Annis'.....	20 00
Thomas Annis' to Barney Dowling's.....	20 00
John Cannon's road.....	15 00
Gilfoy's road.....	15 00
Owen McGinty's road.....	15 00
Barney McGinty's road.....	15 00
Michael McGinty's road.....	15 00
Devonshire road, from Caledonia to Cole's.....	20 00
From Cole's to Butler's road, No. 2 District.....	20 00

From Butler's to Matthew Coad's.....	\$20 00
Matthew Coad's to Lowe's Lake.....	20 00
Lowe's Lake towards Matthew Coad's.....	20 00
Devonshire to Whiteburn, on new road.....	20 00
Devonshire road to Patrick McGinty's.....	20 00
Whiteburn road, from Caledonia to John Rhino's.....	20 00
From John Rhino's to Thomas Boyle's.....	15 00
Thomas Boyle's to William McGuire's.....	25 00
John McGinty's road.....	20 00
From Harmony to Port Medway River.....	20 00
New Albany road.....	15 00
Northfield road, No. 1 District.....	15 00
Henry Luxon's road.....	10 00
From Baptist meeting-house to Pleasant River school-house.....	20 00
Pleasant River school-house to Lunenburg county line.....	30 00
to Judson Ledbetter's.....	20 00
Ledbetter's to Annapolis county line, No. 1 section.....	30 00
No. 2 section.....	30 00
Alteration at William Cameron's.....	80 00
From James Middlemas' to Caledonia corner.....	20 00
Caledonia corner to Harmony mill.....	20 00
James H. Annis' to Northfield road.....	40 00
Alexander Smith's road.....	20 00
From Pleasant River towards Chelsea, on bridge.....	50 00
McKay's road, Pleasant River.....	20 00
From Pleasant River to Brookfield road, by H. Ledbetter's.....	20 00
Westfield road, from Brookfield road to F. Wambolt's.....	20 00
From F. Wambolt's to Port Medway river.....	20 00
Rosette road and bridge.....	20 00
From Rosette to Annapolis county line.....	20 00
Michael Cozine's road.....	15 00
John Cozine's road.....	15 00
End of new road to Greenfield.....	100 00
From Greenfield to Lunenburg county line.....	40 00
Buckfield road.....	20 00
Around Wellington Hills.....	80 00
Labelle road.....	20 00
Hibernia road.....	30 00
John Mahaar's road.....	15 00
Richard Mahaar's road.....	15 00
Caledonia corner to Devonshire road.....	20 00
Devonshire road to Thomas Annis'.....	20 00
Thomas Annis' to Barney Dowling's.....	20 00
John Cannon's road.....	15 00
Gilfoy's road.....	15 00
Owen McGinty's road.....	15 00
Barney McGinty's road.....	15 00
Michael McGinty's road.....	15 00
Devonshire road from Caledonia to Cole's.....	20 00
Cole's to Butler's road, No. 2 district.....	20 00
Butler's to Matthew Coad's.....	20 00
Matthew Coad's to Lowe's lake.....	20 00
Lowe's lake towards Matthew Coad's.....	20 00
Devonshire to Whiteburn, on new road.....	20 00
road to Patrick McGinty's.....	20 00
Whiteburn road from Caledonia to John Rhino's.....	20 00
John Rhino's to Thomas Boyle's.....	15 00
Thomas Boyle's to William McGuire's.....	25 00
John McGinty's road.....	20 00
Harmony to Port Medway river.....	20 00

New Albany road.....	\$15 00
Northfield road, No. 1 district....	15 00
Henry Luxon's road.....	10 00
Mount Merrit road.....	15 00
From Grafton main road to county line.....	20 00
to county line, by Wm. Cannon's .	15 00
Wheeler Minard's to Caledonia road.....	80 00
Amasa Fisk's road ...	20 00
William Brown's road.....	15 00
Whitman Foster's road.....	12 57
Daniel Cannon's road.....	10 00
To repair Bear Falls bridge.....	80 00
Reserved for Liverpool bridge.....	40 00
E. H. Burnaby road.....	15 00
From Bear-trap brook to Brookfield corner.....	50 00
John McBride's road .....	15 00
Brougham road.....	20 00

## ADVANCES.

Gaspar Brown.....	61 30
Simeon Hunt.....	264 60
Richard Knowles .....	150 00
B. P. Cristopher.....	222 91
R. H. Telfor.....	27 72
Elisha Cristopher .....	112 30
John McBride.....	18 75
Over-expenditures, 1866.....	112 43

\$7584 78

## COUNTY OF SHELBURNE.

*Resolved*, That the sum of seven thousand eight hundred and eight dollars, granted for the service of roads and bridges in the county of Shelburne, and the sum of seventy-one dollars and sixty-one cents, undrawn for said county,—together with the sum of one thousand eight hundred and eighty-five dollars, extra grant, for roads and bridges, be appropriated as follows:—

From Queens Falls to post road, including cover of bridge.....	\$60 00
post road by Wm. Greenwood's to Lyle's bridge.....	20 00
Lyle's bridge to Indian brook.....	20 00
Indian brook to Benjamin Perry's.....	40 00
Benjamin Perry's to Daniel Littlewood's, including bridge. . . .	120 00
Daniel Littlewood's to Round Bay bridge.....	20 00
Alex. Greenwood's south line to Indian brook, via Wm. Perry's..	40 00
Moses Perry's to main road.....	20 00
Round Bay bridge to Ferry road, near E. K. Perry's .....	25 00
Gunning Cove to Beaver Dam.....	150 00
post road to church.....	40 00
Church to Wm. Doan's, senr.,.....	65 00
Wm. Doan's, senr., to Dexter bridge, including the road to Shel- burne Harbor, by new church, near John Hamilton's.....	30 00
Round Bay bridge to B. Perry's, via Wilson's.....	20 00
Dexter's brook to Round Bay river.....	40 00
post road near Beaver Dam to Henry Bower's.....	25 00
Bowers' bridge to Port Roseway.....	20 00
post road to David Harris'.....	130 00
David Harris' to Jessie Bowers', and pay D. Harris over-expendi- ture \$8.75.....	150 00
Jessie Bowers' to Thomas McKay's, and pay Hugh McKay over- expenditure \$1.. ..	50 00
Main road leading to Cobscouch to Ensor's road, and to pay Conrad Ryer over-expenditure, \$7 70.....	80 00
From Ensor's road to George McKay's.....	90 00
main road to Cobscouch mill.....	20 00
post road to Robert Bowers'.....	50 00
Robert Bowers' to foot of bridge on Long Island.....	60 00
foot of bridge on Long Island to Robert McKay's, and to pay Robt. McKay, junr., over-expenditure, \$2 16.....	80 00
new road to Colin Bowers .....	30 00
John Dexter's to end of Oak hill road.....	30 00
Robt. McKay's to Philip Bowers.....	100 00
Cobscouch settlement to Thos. McGill's, on new road.....	40 00
post road to Jas. Lawson's bars.....	15 00
Thomson's to Jones Crushrow's.....	50 00
Sandy point .....	25 00
Sandy point to Shelburne.....	25 00
Thomson's to East point, and pay Nicholas Holland over-expendi- ture, \$1 22.....	15 00
Shelburne to Jordan ferry .....	30 00
Jordan bay.....	40 00
On Locke's Island, Jordan bay .....	20 00



Main road at James McLean's towards Shelburne, over swamp, and pay	
James McLean over-expenditure, \$6 50.....	\$15 00
From Jones Crushrow's to Wm. Peterson's.....	30 00
Wm. Peterson's to Jordan ferry .....	15 00
James Purney's to Joseph Holden's.....	20 00
David McKay's.....	20 00
David McKay's to Jordan Church.....	15 00
James Purney's to late Miss Dickie's.....	12 00
Main road to James Saunders'.....	12 00
James Purney's to Morvan road.....	15 00
William's corner to Barrack gate.....	15 00
Light-house, McNutt's Island, to Perry's.....	25 00
Post road to Hart's point.....	15 00
John Harvy's.....	60 00
John Harvy's to Spar hill bridge.....	70 00
Spar hill bridge to Green harbor east bridge.....	150 00
Green harbor east bridge to Locke's island.....	140 00
to Richard Wall's.....	20 00
Main road near James McKenzie's to John Williams'.....	12 00
John Williams' to Robert Firth's.....	12 00
Locke's Island to Thomas Crowell's.....	20 00
Freeman Crowell's to Locke's Island.....	25 00
Joseph Williams' to main road.....	15 00
Richard Wall's to main road leading to Locke's Island.....	75 00
main road to Canada hill.....	30 00
Widow Ringer's to Angus McAdams'.....	25 00
Fox Rock to widow Ringer's.....	25 00
Little harbor to Jonathan Craig's.....	25 00
Richard Wall's to Little harbor.....	25 00
Jacob Allen's to Wall's hill.....	80 00
Wall's hill to Richard Wall's.....	50 00
Tom Tidney bridge to Wm. Chivers'.....	20 00
Wm. Chivers to Lloyd's brook.....	25 00
Lloyd's brook to Johnson's pond beach.....	35 00
Johnson's pond beach to Tilly Richardson's.....	20 00
main road to Jones' harbor.....	15 00
Port LeBare to Sable river.....	50 00
Louis head breakwater to main road.....	25 00
Daniel Matthews to George Wall's.....	20 00
Andrew Decker's.....	20 00
John Dall's to main road leading to Shelburne.....	20 00
West river bridge to Samuel Williams.....	25 00
Fox rock to Settle harbor.....	20 00
Wm. Arnold's to Henry Hemeon's.....	15 00
Charles Firth's to main road.....	30 00
post road up Jordan river to Lake John, and pay Laughlin McKay over-expenditure, \$1.....	100 00
main road to Chas. McGill's by old Shelburne road, and pay Chas. McGill over expenditure \$4.....	50 00
main road to Robert Ensor's.....	20 00
Alex. Hamilton's to George McKay's.....	500 00
Geo. McKay's to Cobscouch.....	100 00
To pay advances to Gavin Lyle, for Lyle's bridge in 1866.....	78 65
From Lower Clyde bridge by Gavin Lyle's to post road.....	60 00
fork at Lyle's road to Clam creek.....	60 00
Clam creek to Samuel Smith's.....	20 00
Samuel Smith's to Elam Thomas'.....	20 00
main road to Cape Negro Island Ferry by James Perry's.....	20 00
Solid Rock Beach.....	20 00

From main road to James Obid's.....	\$20 00
Josiah Smith's to William Patterson's, including McDougal bridge,	50 00
main road to Enoch Smiths.....	20 00
William Patterson's to school-house at Green hill.....	20 00
main road to public landing, by Joseph Christie's.....	40 00
Green hill to Patten's corner.....	20 00
main road to Elkanah Nickerson's.....	30 00
Zephemiah Swain's to light-house.....	40 00
John Connor's to Port LaTour road.....	60 00
Patten's to Birch hill.....	125 00
Birch hill to Richard Kenney's.....	30 00
Richard Kenny's to Charles McLarren's.....	20 00
Coffin's corner to Kenny's ship-yard.....	20 00
Lawrence's to William Crowell's.....	70 00
main road to shore by Nathaniel Crowell's.....	100 00
by Moses Smith's.....	20 00
William Crowell's to David Wilson's, on new line.....	30 00
Heman Kenny's to Fresh brook, including bridge.....	40 00
main road to Doctor's cove.....	20 00
Aram Smith's west side Bear point.....	40 00
Isaac Stoddart's to Shag harbor bridge.....	40 00
Isaac Nickerson's to Shag harbor bridge, including bridge.....	50 00
Isaac Nickerson's to old township line, and to pay Joseph Nickerson over-expenditure \$1.....	40 00
Atwood's brook to Gideon Crowell's.....	70 00
Main road to shore by John Garon's.....	30 00
Old township line to Reuben Brannen's.....	40 00
Main road to Forbes' Ferry.....	30 00
Reuben Brannen's to head of Wood's harbor.....	40 00
Heman Nickerson's to west side of Ohio.....	60 00
West side of Ohio to David Wilson's.....	60 00
Wood's harbor road by Pope's.....	30 00
William Cunningham's by Heber Nickerson's.....	30 00
Heber Nickerson's to John McGray's.....	100 00
John McGray's to Penny's.....	80 00
main road to inlet by Leonard Penny's.....	60 00
Eleazer Penny's to Hawk road.....	40 00
main road to Hawk inlet.....	80 00
West Head to Mud Creek bridge.....	40 00
main road on Cape Island to ferry.....	40 00
main post road to Great Lake settlement.....	100 00
East side Wood's harbor to line <i>via</i> McCummistry's.....	70 00
Attwood's to Heman Kenny's.....	40 00
main road to Smith Atwood's.....	20 00
main road up river by William Watt's.....	20 00
Meeting house to West Head.....	50 00
On Cape Negro Island.....	20 00
From main road to Coffin's mill.....	40 00
Smoke House Point.....	16 00
To bridge over creek at Locke's Island.....	230 00
On Done's hill.....	30 00
From grist mill by E. Kendrick's.....	20 00
Queen's county line to Tom Tidney's bridge.....	215 00
Tom Tidney's bridge to David Hamilton's.....	215 00
David Hamilton's to Jordan bridge, and pay Jas. E. Mullins over-expenditure \$28.36.....	440 00
Jordan bridge to E. Martin's.....	120 00
E. Martin's to Joseph Holden's.....	120 00
Joseph Holden's to Shelburne.....	100 00

From Roseway bridge to Wier's .....	\$340 00
Wier's to Clyde's bridge, including bridge.....	360 00
Clyde's bridge to Boyd's .....	113 00
Boyd's to grist mill.....	365 00
Grist mill to Oak park school-house.....	120 00
school-house to county line.....	120 00
Aram Smith's, east side Bear Point .....	40 00
Shroe's island bridge .....	40 00
From meeting house to Indian brook.....	60 00
Unappropriated.....	23 96
	<u>\$9764 61</u>

## COUNTY OF VICTORIA.

*Resolved*, That the sum of seven thousand eight hundred and eight dollars, granted for the road and bridge service, for the year 1867; ninety-nine dollars and forty-nine cents, unappropriated for the year 1866; one thousand eight hundred and eighty-five dollars, special grant; and nine hundred and thirty-four dollars, due from Crown Lands for the year 1866,—making in all ten thousand seven hundred and twenty-six dollars and forty nine cents, be appropriated as follows:

To pay instalment of borrowed money.....	\$1240 00
Over expenditure—James McNeil.....	101 06
Donald McQuarrie.....	60 00
John S. McNeil.....	127 90
Duncan Morrison.....	40 65
John H. McNeil.....	68 30
Angus McAulay.....	295 20
Allan McLeod.....	210 00
Duncan Morrison.....	200 18
John McLeod.....	6 00
P. McLeod.....	40 00
C. N. Black.....	76 40
A. Morrison.....	492 28
C. N. Black.....	130 58
A. Munro.....	13 40
Angus McKay.....	29 30
Angus McKenzie.....	86 10
John McLennan.....	47 66
Donald Fraser.....	13 80
John M. Hull.....	39 53
Angus Cameron.....	62 96
Donald McDonald.....	17 85
Niel McEachern, Boularderie.....	4 60
Donald Munro, St. Anns'.....	23 90
Murdoch McLeod.....	5 05
John McLennan, Middle river.....	42 89
John McDonald, Ship-yard.....	24 00
John McRae, do.....	21 00
Alex. McDonald, Com. 45.....	3 60
F. W. McKenzie, Com. 70.....	1 11
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## SPECIAL GRANTS.

Wreck Cove to Smokey.....	200 00
New line to Kelly's Cove.....	400 00
Big Glen to Shaw's mill.....	200 00
Repairing road, Englishtown to South Gut, and bridge at McLeod's.....	200 00
Road South Gut to Baddeck.....	300 00
Baddeck to Lower bridge.....	100 00
Middle River bridge to Baddeck bridge.....	100 00
to Hume's brook.....	100 00
Hume's brook to county line.....	100 00
Baddeck to McRae's bridge.....	185 00
Road from Sugar Loaf to Bay St. Lawrence.....	20 00
Bay St. Lawrence to Cape St. Lawrence.....	20 00

North harbor to Sugar Loaf, C. North.....	\$30 00
Post line, South harbor.....	30 00
Ridge Road, C. North.....	40 00
Big Intervale, “.....	30 00
Southern Settlement road.....	30 00
From Cape North to Ingonish.....	200 00
From Niel's Harbor to post line.....	80 00
Southern Bay to Donovan's, Ingonish.....	40 00
Clytum's Brook to Roper's Brook.....	40 00
Smith to Roper's.....	30 00
Roper's to Burke's.....	40 00
French River to Wreck Cove.....	60 00
Binding Cove to French River.....	40 00
Breeding Cove to Little River.....	40 00
Plaister to Indian Brook.....	30 00
Indian Brook to Eel Cove.....	40 00
Eel Cove towards Ferry.....	90 00
New Branch, Back Land, Englishtown.....	40 00
North River bridge.....	40 00
Bridge, McLeod's brook.....	30 00
Road, North River towards Oregon.....	30 00
Continuation of Meadow road.....	40 00
Tarbot road.....	40 00
From Tarbot to Morrison's, postman.....	40 00
Bridge, Back Land, Barasois.....	60 00
Bridges, North River to McGregor's.....	60 00
From McGregor's to Mason's.....	40 00
John Smith's to Tarbot's.....	30 00
Mason's to Munro's Points.....	40 00
Munro's Point to Shaw's Mill.....	30 00
Bridges, North Gut.....	60 00
Road, North Gut to South Gut.....	40 00
South Gut towards Church.....	30 00
North Gut to McArthur's.....	40 00
McArthur's to Big Glen.....	50 00
New road from McKay's to Court House.....	200 00
Bridge at Crossing.....	50 00
Grand Narrows to D. Gillis's.....	100 00
Road from Grant's to Gillis's way office.....	300 00
Narrows to Gillis's Point.....	100 00
Gillis's Point to Washabuck.....	30 00
Washabuck Ferry to Grant's road.....	20 00
Ferry road to McAulay's.....	50 00
McAulay's to Washabuck bridge.....	50 00
Washabuck bridge to Grand Narrows.....	100 00
Kain's mountain.....	100 00
Birch Point.....	40 00
Birch Point to Grant's.....	40 00
Grant's to Narrows.....	40 00
Little Narrows to Bridge.....	60 00
Bridge to Grant's.....	25 00
Kain's mountain road.....	40 00
Big Glen settlement road.....	40 00
McKinnon's Intervale to Washabuck.....	20 00
Portage to Kain's mountain.....	40 00
Washabuck bridge to Grant's.....	60 00
Kain's mountain to McAskill's.....	40 00
Gillis's to C. Campbell's.....	25 00
Baddeck Bay to Peter's brook.....	70 00
McRae's bridge to McDonald's.....	100 00

McDonald's to Middle river.....	\$100 00
McAulay's mill to Campbell's .....	30 00
Road near Morrison's, Peter's brook.....	30 00
McCharles to Big hill.....	30 00
North branch, Big hill.....	30 00
Continuation of Big hill road.....	30 00
Shaw's bridge to McLeod's bridge.....	30 00
Buchanan's to McAulay's.....	30 00
North branch from Nicholson's to Buchanan's.....	50 00
Hunter's mountain to Buchanan's .....	30 00
Road towards McLean's, Hunter's mountain.....	20 00
Lake Ainslie road.....	20 00
Garloch mountain road.....	40 00
McKenzie's to McLeod's bridge.....	30 00
McLennan's to county line.....	30 00
Indian brook road.....	30 00
Livingston's mountain road.....	20 00
From McLennan's bridge to Farquharson's, W. side.....	30 00
Farquharson's bridge to McRae's mill.....	30 00
McRae's mill to Lawyer's .....	30 00
Lawyer's to McKenzie's bridge.....	30 00
McLennan's to John McDonald's.....	30 00
McDonald's to D. McLennan's .....	30 00
Garry Settlement road.....	20 00
From Kimball's to post road .....	30 00
Campbell's to Lower bridge.....	30 00
McKenzies bridge to Indian rear.....	30 00
McLeod's brook to McLennan's bridge .....	30 00
Matheson's Ferry to Kelly's Cove.....	40 00
Baddeck Bay.....	100 00
Stewart's towards Big Harbor.....	30 00
From Campbell's Mines to Ferry.....	20 00
Kelly's Cove to Ingraham Carey's .....	30 00
Carey's to Cape Dolphin .....	30 00
Clarke's to Fairy Hole.....	20 00
Repairing Kelly's Cove road.....	100 00
Bridge on Fader's brook.....	40 00
Landing at McNiell's Ferry.....	20 00
Big Bras d'Or to Turner's.....	100 00
Turner's to Ross's Ferry.....	100 00
County line to Island Point.....	30 00
Island Point to Point Clear.....	40 00
Point Clear to Boularderie Head.....	30 00
Ferry to Kempt Head.....	40 00
Cross road near Corbet's.....	20 00
Cross road, McKenzie's to Church.....	30 00
Big Bras d'Or towards Battleman's.....	30 00
Landing, Big Bras d'Or ferry .....	30 00
Cross road near Boularderie head.....	40 00
McKenzie's to county line, South side.....	30 00
McAskill's mountain, Middle river.....	24 00
Gilander's mountain towards Beaton's.....	22 19

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\$10746 49

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## COUNTY OF YARMOUTH.

*Resolved*, That the sum of seven thousand eight hundred and eight dollars, granted for the road and bridge service for the present year; also, the special grant of eighteen hundred and eighty-five dollars, and the sum of three hundred and forty-five dollars and eighty-nine cents, undrawn money for the county of Yarmouth, be applied as follows :

To pay advances by Government.....	\$400 00
To pay over-expenditures—George Hurlburt.....	2 89
Joseph Durkee.....	1 10
Benajah Tedford.....	1 00
Abner Vickery.....	1 30
Prosper Surett.....	3 77
Timothy Allen.....	1 55
Robert Trask.....	1 10
Harvey Cann.....	6 50
James Roberts.....	1 80
Aaron Jeffery.....	8 80
James C. Cann.....	9 00
Alteration, past Tinkum's, Kempt road.....	400 00
Corbury road, from county line to South Hollows.....	200 00
To pay for over-expenditure on bridge, over drawn by Mr. Killam.....	22 00
From Burns' to Green Cove, new road.....	120 00
Roberts', past High Head, to Pitmar's.....	50 00
Post road to ship-yard of D. B. Corning.....	30 00
To build bridge over Chegogin Dyke.....	42 00
Round Wymon Hill, Carlton.....	300 00
From Thurston's corner to Argyle street.....	110 00
township line to Arcadia.....	380 00
Gardner's mill to William Whitehouse's.....	100 00
Lovett road to Stanwood's.....	25 00
Stanwood's to E. Rose's.....	30 00
causeway to sea shore.....	25 00
Amos Scott's to David Eldridge's, and move bridge.....	50 00
Kempt road to Gary mill.....	50 00
Churchill's to meeting-house.....	30 00
Beaver river, Richmond road, to Lake George.....	50 00
post road, past Lunday's, to Richmond.....	50 00
Jas. Churchill's to sea shore.....	50 00
Nathan Rose's to Ohio road.....	25 00
Cranberry Head road to Green Head cove.....	35 00
Great Lake to township line.....	35 00
Kempt road to Reynard's mill.....	20 00
Carlton bridge to old Kempt road.....	45 00
T. Crosby's to Valley road, east side river.....	40 00
Salmon river to Carlton road.....	40 00
W. W. Andrew's, past S. Crosby's, to river.....	50 00
Job Reynard's to bridge at falls.....	80 00
bridge at falls to Tusket road.....	30 00
Knowles Crosby's to Lake George mill.....	50 00
Samuel Sanders to Reeves' mill.....	30 00
Lake George to old Kempt road.....	40 00
Halstead's to Kempt road (new).....	40 00

From bridge to Kempt road, past Halstead's.....	\$30 00
John Scott's to Thurston's.....	30 00
Thurston's to Tuskett road.....	35 00
Roy's to Salmon river road.....	25 00
Cranberry Head road, past J. Jenkins', to sea shore.....	30 00
Chegogin Dyke past Benjamin Churchill's.....	30 00
Joseph Durkee's to Pleasant Valley road, past White's.....	40 00
Charles Tedford's to old Kempt road.....	35 00
Kempt road to George Gavel's.....	35 00
Samuel Bain's, across Chegogin river, to main road, and repair bridge.....	50 00
road to Wilson's Falls round Allen hill.....	45 00
Dyke bridge to John Cook's.....	40 00
Burgess Cove to Michael Surett's, and from Surett's to Andrew's.	75 00
Andrew's to Dyke bridge.....	25 00
John Brayn's to Dyke.....	30 00
John McCormick's to Cranberry Head road.....	40 00
William Whitehouse's to Valley bridge.....	70 00
Valley bridge to Smith Helton's.....	175 00
Knowles Crosby's to W. Whitehouse's.....	140 00
K. Crosby's to Whitehouse's.....	40 00
Robert Trask's to Wm. Whitehouse's.....	25 00
Lake George road to Cedar Lake, and thence to post road.....	80 00
Sea shore to junction of Lake George and Cedar Lake.....	30 00
Starr's road to Purdy's.....	70 00
Township line to Moods'.....	25 00
W. A. Trefry's to Plymouth.....	20 00
main road to Cranberry Head cove.....	25 00
W. Lawson's, past H. Sanders', to Cornelieus Mood's.....	70 00
Cut down hill near Enoch Crosby's.....	60 00
Wetmore road.....	30 00
From Zach Foot's to McCray's corner.....	30 00
Gardner's mill to county line.....	35 00
New road, J. P. Durkee's mill.....	70 00
From county line to Chegogin river.....	75 00
Middle district, Ohio road.....	60 00
From Anthony Hatfield's to Valley bridge.....	50 00
Walter Cook's to Argyle street.....	60 00
Repair Goudy hill.....	40 00
Cranberry Head road to breakwater, Port Nickerson.....	30 00
Richard Corning's to shore.....	20 00
post road, in shore, past Aaron Jeffery's.....	20 00
Mark Wyman's to Mood's.....	20 00
Thurston's to J. Crosby's road.....	50 00
new road near Robert Allen's to old Kempt road.....	45 00
Lake George road, past John Sanders' Yarmouth line.....	20 00
New road across from Pitman's, across the marsh.....	160 00
marsh from Chegogin road.....	120 00
At the disposal of the Government.....	1 23
	<u>\$5494 04</u>

## ARGYLE.

To pay advances.....	\$1006 00
Roads and bridges from the Barrington line to Carland's, and pay J. Carland for expenditure repairing bridge.....	350 00
From Carland's to Jeremiah Harding's.....	35 00
Hogg's over the new bridge to Joshua Porter's.....	70 00



From Hogg's to Simon Porter's, by old mill, including bridge.....	\$80 00
Joshua Porter's to Arbiteau.....	80 00
East side Arbiteau to Tusket.....	80 00
Forks road to Wilson's Falls and bridge .....	80 00
Court house to Eel Lake road.....	50 00
Willett's to Barrington line.....	20 00
Wood's harbor road to county line, and from D. Morrise's to do...	40 00
Haslin's to Pubnico lake... ..	60 00
Deon's to Nehemiah Goodwin's.....	20 00
Nehemiah Goodwin's to post road.....	30 00
Philip D'Entremont's to Pubnico Point.....	40 00
VanEmburch's to Goodwin's, across Point.....	40 00
Fork road to Frost's mill.....	40 00
To Simon Cavanah's, and to Abraham Cavanah's old place.....	20 00
From Elisha Hatfield's to David White's .....	100 00
David White's to Carlton road.....	80 00
Yarmouth line to Rundell's mill.....	30 00
Burnett's line past Hemeon's to Tusket river, do. to Crockers, do. to Little river.....	40 00
John Burk's to the head of Eel Lake.....	30 00
Head of Eel Lake to C. B. Muse's.....	100 00
fork road to William Cavanah's.....	20 00
school-house to W. White's.....	15 00
north side Coldstream to C. B. Muse's.....	100 00
Paul Doucett's to head of Abuptic.....	30 00
Frank Porter's to Wedge point.....	30 00
main road to John B. Muse's.....	20 00
post road to Robert's Island, and to rebuild the bridge.....	400 00
Big meadow road to Josiah Forbes'.....	40 00
Joel Gray's to Morton's.....	30 00
fork road to Absalom Hurlbert's.....	40 00
R. Killam's to Mangrum's road.....	15 00
Rundall's bridge to M. Forbes'.....	15 00
Four mile bridge to Pine hill.....	25 00
Joseph White's road to Abuptic road.....	30 00
Sluice point road to Muse's road .....	20 00
F. Muse's to Rocky point.....	15 00
S. Cavanah's road to Luke Keogh's.....	30 00
fork road to Mark Frontin's.....	25 00
roads on Surett's Island.....	30 00
B. Muse's, through to Mucoyua, to Abraham's.....	115 00
Job Williams' old place to Paul Doucett's.....	20 00
John Gavels, senr., to new bridge.....	50 00
J. A. Hatfield's to Pas de Pre .....	20 00
B. Muse's to Bourque road.....	20 00
Carland's to DeEon's.....	20 00
Over-expenditure near Willett's .....	40 00
From T. R. Smith's, junr., to R. Vanhorn's, senr.....	30 00
R. Vanhorn's, senr., to James DeViller's.....	40 00
Head of Eel Lake to Paul Doucett's.....	20 00
Tusket Parade to Elisha Hatfield's.....	140 00
B. Burke's road to Samuel Muse's .....	25 00
Israel Doan's to T. K. Smith's, junr.....	20 00
J. Carland's to shore .....	15 00
Big Meadow road to S. Goodwin's meadow.....	15 00
Fork road to Rushy Lake .....	15 00
Tusket to Salmon Lake, including bridge.....	140 00
Tusket Wedge to Little River.....	130 00
Head of Abuptic to Frost's mill.....	40 00
post road to David White's, Abram's River.....	20 00

From Richard's to Tusket River road, past Nicholas Porter's to Peter Surcct's road, John White's to Ceasar Porter's and Peter Doucett's road . . . . .	\$50 00
Lewis D'Entremont's to Lobster Bay, J. Amero's to Abbott's Harbor, Paul D'Entremont's across the Point, Philip D'Entremont's to J. D'Entremont's, B. Entremont's to Lobster Bay	60 00
Post road to Thomas Spinney's, and Isaac Ryder's road . . . . .	20 00
To shore between Walter Larkin's and Merrit Hipson's, and between Walter Larkin's and S. Larkin's . . . . .	20 00
I. Hatfield, to pay William Johnston over-expenditure . . . . .	1 00
A. R. Babine, over-expenditure . . . . .	1 80
W. White, over-expenditure . . . . .	1 60
Harnen Dousett, over-expenditure . . . . .	4 45

Argyle, . . . . . \$4544 85

Yarmouth . . . . . 5494 04

\$10038 89



## APPENDIX No. 47.

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# RECIPROCITY TREATY.

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### CORRESPONDENCE RESPECTING THE TERMINATION OF THE RECIPROCITY TREATY OF JUNE 5, 1854, BETWEEN THE UNITED STATES AND GREAT BRITAIN.

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(No. 1.)

*Downing Street, 6th July, 1866.*

SIR,—

I have the honor to transmit to you copies of a correspondence presented to Parliament respecting the termination of the Reciprocity Treaty of June, 1854, between the United States and Great Britain.

I have, &c.

(Signed)

CARNARVON

Sir W. F. WILLIAMS, &c. &c.

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No. 1.

[Mr. ADAMS to Earl RUSSELL.]

*Legation of the United States,  
London, March 17, 1865.*

MY LORD,—

Under instructions from the Government of the United States, I have the honor to transmit to your Lordship a certified copy of a joint resolution of the Congress of the United States, approved by the President on the 18th of January, 1865, in regard to the termination of the treaty concluded between the United States and her Britannic Majesty on the 5th of June, 1854, commonly known as the Reciprocity Treaty.

I have the honor further to inform you that I am directed to notify her Majesty's Government that, as it is consistent no longer for the interests of the United States to continue this treaty in force, it will terminate and be of no further effect, as provided by the terms of the instrument, at the expiration of twelve months from the date of the reception by your Lordship of this notice.

I pray, &c.,

(Signed)

CHARLES FRANCIS ADAMS.

(Inclosure in No. 1.)

PUBLIC RESOLUTION No. 5.

*Joint Resolution providing for the Termination of the Reciprocity Treaty of June 5, 1854, between the United States and Great Britain.*

Whereas it is provided in the Reciprocity Treaty concluded at Washington the 5th of June, 1854, between the United States, of the one part, and the United Kingdom of Great Britain and Ireland, of the other part, that this Treaty "shall remain in force for ten years from the date at which it may come into operation, and, further, until the expiration of twelve months after either of the High Contracting Parties shall give notice to the other of its wish to terminate the same;" and whereas it appears by a Proclamation of the President of the United States, bearing date 16th March, 1855, that the Treaty came into operation on that day; and whereas, further, it is no longer for the interests of the United States to continue the same in force; therefore—

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, that notice be given of the termination of the Reciprocity Treaty, according to the provision therein contained for the termination of the same; and the President of the United States is hereby charged with the communication of such notice to the Government of the United Kingdom of Great Britain and Ireland.

Approved, January 18, 1865.

No. 2.

[Earl RUSSELL to Mr. ADAMS.]

*Foreign Office, March 17, 1865.*

SIR,—

I have the honor to acknowledge the receipt of your letter of this day, containing a Resolution of the Congress of the United States, approved by the President, in regard to the termination of the Treaty of 1854, commonly known as the Reciprocity Treaty.

Her Majesty will instruct Sir Frederick Bruce on proceeding to Washington as her Majesty's Envoy Extraordinary, upon this subject.

I am, &c.

(Signed)

RUSSELL.

No. 3.

[Earl RUSSELL to Sir F. BRUCE.]

(Extract.)

*Foreign Office, March 24, 1865.*

There can be no doubt that the operation of the Reciprocity Treaty has been mutually beneficial to both the Contracting Parties.

Consulting first the statistical returns, we find that the Secretary of the Treasury of the United States reports that the total imports into the British Provinces from the United States were, in 1827, 445,118 dollars, and the exports from those provinces to the United States 2,830,674 dollars; total trade, 3,275,792 dollars.

It is stated by the Select Committee of the Chamber of Commerce of New York that the whole value of exports and imports between the United States and the

British North American Provinces was, in 1849, 6,000,000 dollars, and had grown slowly up to that amount. We find stated on the same authority—

1854.

Imports into Canada.....	\$15,583,098
Exports from Canada to the United States.....	8,649,002

1855.

Imports .....	\$20,828,676
Exports .....	16,737,277

1863.

Imports .....	\$23,109,362
Exports .....	22,534,075

There cannot well be a greater proof of the benefits of this commerce to both parties.

It is true that the Committee states that the balance of trade in regard to goods duty free was in ten years upwards of 42,000,000 dollars against the United States, and in regard to manufactured goods, upwards of 88,000,000 dollars in favor of the United States.

But there is no necessity of discussing views founded on the theory of the balance of trade. If the United States took in ten years goods duty free to the value of 42,000,000 more than they sent to Canada, it was that the inhabitants of the United States wanted these goods for their own use and enjoyment. So, likewise, if Canada took in ten years 88,000,000 dollars worth of duty-paying manufactures, &c., more than they exported to the United States, it was because the inhabitants of Canada wanted these goods for their own use and enjoyment, and were willing to pay the price demanded for them. Both countries have profited by this intercourse.

But other great advantages have been derived from the Reciprocity Treaty. Before the conclusion of that Treaty frequent disputes arose respecting the sea fisheries, and men of war, British and American, were employed to adjust those disputes. Those disputes will probably arise anew if the Treaty is abrogated.

The free navigation of the St. Lawrence by the Americans, and the use of the American railroads by the Canadians during winter, are also consequences of the Reciprocity Treaty.

Upon the whole, the States immediately interested and bordering on the British Provinces have come to the conclusion that, as a Treaty of Friendship and of Commerce, the Reciprocity Treaty has been eminently beneficial to both countries.

Thus, the New York Committee of the Chamber of Commerce say: "On the whole, then, the Committee has come to the conclusion that the large majority of the people of British North America, as well as of the States most interested in the subject, are in favor of a renewal and modification of the Reciprocity Treaty, in order to retain its benefits."

The Boston Report of a Special Committee of the Boston Board of Trade contains the following passages:—

"In the place of barred and bolted ports, the people of the United States and of the Colonies now, and under the Reciprocity Treaty, deal with one another at will, exchange without Customs even the 'wealth of seas' and the principal raw staples of the soil; mingle as if of the same nation on all fishing grounds, and as if of the same nation, too, use the St. Lawrence and the canals which connect it with the most distant of the great lakes and with the ocean. True, in this happy condition of things there are some grave evils to lament and to correct; yet we are still to rejoice that the inhuman restrictions which existed for nearly half a century have been removed. And now! are the misunderstandings of the

moment to be cherished, and to terminate at last in utter alienation and hatred? Is retaliatory legislation to be revived on both sides?"

\* \* \* \* \*

“ Finally, we are amazed at the efforts to abrogate the Reciprocity Treaty of June 5, 1854, without an overture for negotiation. We had supposed that in commercial freedom, and of consequence in the promotion of human brotherhood, there is no recession. Is the case before us to stand in history as an exception?"

Next we find in the Report of a debate at Detroit the following statements :

“ MICHIGAN.

“ Detroit Board of Trade, December 7, says : The only action necessary on the part of our Government is to allow the present Treaty to stand until Commissioners appointed by it and the British Colonies of North America agree on whatever alterations may be deemed advisable, and mutually just and beneficial.”

“ ILLINOIS.

“ Chicago Board of Trade, February 10, 1862, states that the ‘ Treaty has been of great value to the producing interests of the whole north-west.’ Says that ‘ we should not check the energy nor circumscribe the industry of our country ; but take a broad national view of the question, and firmly advocate the principle of the greatest good to the greatest number. Cannot recommend any measure that will in the least cripple the energies of our people, but cheerfully advocate the revision of the Treaty if any of its parts are unjust or oppressive.’ ‘ What we desire is to make our trade still more reciprocal, still more free with our Canadian neighbors.’ ”

“ WISCONSIN.

“ Chamber of Commerce at Milwaukie, January 13, 1864, desires ‘ such action as shall result in securing a new Treaty, founded upon the true principles of reciprocity between the two Governments and the people of both countries, and which shall obviate the objections and inequalities existing in the present Treaty, and be upon a more liberal and enlarged basis.’ ”

“ MINNESOTA.

“ Memorial of the Chamber of Commerce at St. Paul, referred to the Committee on Commerce, February 5, 1862, invokes the ‘ sober second thought ’ of the country on the subject of our continental policy ; reiterates the uniform utterance of the authorities and citizens of Minnesota ‘ in anticipating an adjustment of the relations of the United States and all the British Provinces on this Continent on a basis of mutual interest and goodwill ; ’ does ‘ not deny the expediency of a revision of existing stipulations, but always in the interest of further freedom, not additional restriction of commercial intercourse.’ . . . From these several expressions of sentiment touching our commercial relations with our neighbors, we look for an amended Treaty that shall correct any imperfections that time has shown to exist in the present Treaty, and at the same time secure and extend the real benefits that have already accrued to both countries under the existing Treaty.”

Her Majesty’s Government are quite willing to reconsider the Reciprocity Treaty in conjunction with the Government of the United States, to negotiate for a renewal of it, and so to modify its terms as to render it, if possible, even more beneficial to both countries than it has hitherto been.

But before any modifications of that Treaty can be considered, her Majesty’s Government must be informed whether the notice given by Mr. Adams, in terms so peremptory, is intended to put an end to the Treaty, or whether it leaves open the door to negotiation.

In the former case, her Majesty’s Government can only regret that relations which, by conciliatory communications, might be rendered more intimate, more friendly, and more beneficial, should be broken and interrupted by the Government of the United States.

In the latter case you will ask Mr. Seward to inform you in detail of the points upon which modification of the Treaty is desired. You will, in this case, communicate with the Governor-General of Canada, as well as report to her Majesty's Government, before you express any opinion to Mr. Seward upon the suggestions he may make.

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No. 4.

[Mr. BURNLEY to Earl RUSSELL.]

(Extract.)

*Washington, March 9, 1865.*

Mr. Seward requested me to say to your Lordship that, with a view of still further inaugurating a more friendly policy with her Majesty's Government, they were perfectly willing, as the season advanced, to enter into negotiations for a remodelling of the Reciprocity Treaty, on terms which might prove, he hoped, advantageous and beneficial to both parties.

I communicated by to-day's mail with the Governor-General of Canada on the subject.

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No. 5.

[Sir F. BRUCE to Earl RUSSELL.]

(Extract.)

*Washington, June 7, 1865.*

The illness of Mr. Seward and the pressure of business thrown upon this Government by the assassination of the President and the sudden collapse of the Confederate Government, have made it impossible to execute hitherto your Lordship's instructions to obtain a statement of the points in the Treaty which the United States wish to submit to fresh negotiation.

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No. 6.

[Earl RUSSELL to Sir F. BRUCE.]

*Foreign Office, July 8, 1865.*

SIR,—

I have to acquaint you that the Secretary of State for the Colonies has suggested, and I have expressed my concurrence in the suggestion, that the Governors of the Lower Provinces of British North America should be placed in communication with you, in order that they may furnish you with such information as you may require when the negotiation for a renewal of the Reciprocity Treaty takes place.

I am, &c.

(Signed)

RUSSELL.

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No. 7.

[Sir F. BRUCE to Earl RUSSELL.]

*Washington, September 23, 1865.*

MY LORD,—

I have the honor to inclose a copy of a valuable Report from Mr. Consul



Wilkins, on the proceedings of the Trade Convention at Detroit, and on the causes which have influenced this country in the course they have pursued with reference to the Reciprocity Treaty.

Your Lordship will see that they are mainly of a political character.

I have, &c.

(Signed) FREDERICK W. A. BRUCE.

(Inclosure in No. 7.)

[CONSUL WILKINS TO SIR F. BRUCE.]

(Extract.)

*St. Louis, September 7, 1865.*

I have endeavoured to ascertain the proper value to be attached to the Convention which met at Detroit in July last, and in which the deliberations regarding the Reciprocity Treaty with Canada assumed great prominence.

It has been my full intention to have reported, for your Excellency's information, the results of my observation, but I have been unable to do so because I have been disappointed in meeting those persons on whose information I thought I could rely in order to form a safe opinion.

Moreover, I had been promised copies of the proceedings of the Convention in a pamphlet form, which have not yet been issued. I therefore do not delay any longer in expressing to your Excellency my opinion that that Convention has assumed, both in the British and American press, an importance not due to it.

Your Excellency must clearly understand this last remark applies especially to those States west of Detroit, which, during the negotiations for, and ratification of the present Treaty, had little commercial influence, and whose representation in the Federal Congress was but small to what it is at present.

The present condition, therefore, of the valley of the Mississippi States is its normal condition as regards the present Treaty.

These States are composed of the cities which are the shipping points, and the agricultural districts tributary to them.

As regards either, I most confidently affirm that no opinion whatever has been formed on the merits of the question by the public.

A short time since I had a conversation with a member of Congress, and a remark which he made to me seems very pertinent, which was to this effect: "that people do not know what is good for their own interests until they have felt the want, and that it might be that the powerful interests in New York State might prevent a re-negotiation or a continuance of the Treaty, and that its abrogation would probably make the West think for themselves."

The best evidence I can give of the truth of this remark is that a member of the Chicago delegation complained to me of two things:—

1st. That he, for one, and he believed many of his colleagues, went to that Convention entirely unprepared to discuss the bearings of so important a question to the West as that presented by the abrogation of the Reciprocity Treaty; and,

2ndly. That if they had been prepared, no basis had been agreed upon on which the Representatives of the different sections of the country affected by the Treaty should vote. Therefore, it could scarcely be expected that national feeling should be correctly reflected by any resolutions which were then acceded to.

The Convention was originally called by the Board of Trade at Detroit, moved thereto partly, I am informed, by persons who had invested capital in Canada across the Detroit river, and who knew that the abrogation of the Treaty would affect their individual interests by probably causing the Canadian Legislature to impose a tax on the imported raw material used in the manufactories.

The mercantile and shipping interests at Buffalo and a portion of New York State believe that the existence of the Treaty is adverse to them.

Indeed, so strongly is this feeling marked, that for years past the cry of abolition of Treaty arrangements with Canada has been used by politicians for their own advancement.

It will therefore be perceived that whilst in the Detroit Convention the Chicago and Western Delegates went either indifferent or unprepared, those from New York State, made up of politicians and merchants, had been well educated in the school of opposition.

On behalf of the latter, it was argued that no Treaty should be made with unfriendly people, and hints were thrown out that annexation of Canada to the United States must follow the abrogation of the Treaty.

I found also that the merchants of New York State urged on the Chicago Delegates that even if the Treaty were a benefit to the West, the injury it inflicted on their best customers was of greater moment than the value it was to them.

But it must be understood that whilst I do not consider the proceedings of this Convention, as representing national views, are important, yet their value can scarcely be estimated as having had the effect of directing the public attention to the great importance of the question in the Western States.

I visited the Board of Trade several times, and saw the merchants in the city. It was one general topic of discussion at that time; and although I was by no means surprised to find a bitterness against Canada very general, I certainly was surprised to hear the abrogation of the Treaty defended on the ground that it was disadvantageous to the West.

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No. 8.

[Sir F. BRUCE to Earl RUSSELL.]

*Washington, November 6, 1865.*

MY LORD,—

On seeing the inclosed notification in the newspapers, I thought it advisable to ask Mr. Seward whether it was merely an administrative measure called for by the approaching expiration of the Reciprocity Treaty, or was intended to be a declaration of the Government against the renewal of the Treaty.

Mr. Seward stated that he was glad I had asked him the question, in order that the import of the notification might not be misapprehended. He said that the question of the Treaty remained exactly as it was, and that the notification was not based on any action of the Cabinet, but was issued by the Secretary of the Treasury as an administrative act which could not be legally deferred.

I have, &c.

(Signed) FREDERICK W. A. BRUCE.

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(Inclosure in No. 8.)

CIRCULAR TO COLLECTORS OF CUSTOMS AND OTHERS.

*Treasury Department, October 20, 1865.*

I have received information from the Secretary of State that official notice was delivered by our Minister at London, on the 17th March, 1865, at 2 o'clock, P.M., to the British Government, of the termination of the Reciprocity Treaty between the United States of America and her Britannic Majesty, concluded the 5th of June, 1854, in conformity with the provisions of the said Treaty, and of the joint Resolution of Congress, approved January 18, 1865

You are hereby instructed that the operation of the Treaty will cease on the expiration of twelve months from the time at which the notice was given.

(Signed)

HUGH McCULLOCH,  
*Secretary of the Treasury.*

APPENDIX No. 47.—RECIPROCITY TREATY.

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No. 9.

[SIR F. BRUCE to the Earl of CLARENDON.]

(Extract.)

*Washington, December 4, 1865.*

Mr. Galt arrived here from Canada, and passed three days at Washington, for the purpose of ascertaining the course it was best to pursue with reference to the Reciprocity Treaty.

It has been suggested, as this question would be brought before the Committee of Finance in connection with revenue arrangements, that the attempt should be made to obtain resolutions recommending the extension of the period allowed for the determination of the Treaty beyond the month of March, on the ground that the financial arrangements required by the new state of things would not be completed. These resolutions could be passed by a bare majority instead of a two-third vote; and as the subject would not be presented to Congress in a political shape by the Government, this course is thought more likely to be successful.

After mature consultation, Mr. Galt and myself agreed that it would be advisable to try the course above suggested, and he will attend at Washington, if requested to do so by the Committee, in order to give explanations tending to prove the expediency of delay before determining the present arrangements.

We further agreed that it would be inexpedient to make any official overture on the Reciprocity Treaty until the experiment of obtaining an extension has been tried, or until there is reason to believe that the United States Government would profess, in reply, a readiness to negotiate.

The Secretary of the Treasury appears to be hostile to the exemptions from duty secured by the Treaty. He argues that by mutual legislation the requirements of the trade between the United States and the Provinces could be met.

Mr. Galt observes, that if time were afforded to carry the Confederation, perhaps it might be effected; but that it was impossible, as long as the Provinces had distinct Legislatures, to expect similarity of legislation.

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No. 10.

[THE EARL OF CLARENDON to SIR F. BRUCE.]

(Extract.)

*Foreign Office, January 13, 1866.*

I have been in communication with the Secretary of State for the Colonial Department on the subject of your despatch of the 4th ult., regarding the course which it may be desirable for her Majesty's Government to pursue in view of the termination of the Reciprocity Treaty of 1854 between this country and the United States.

Mr. Cardwell has expressed an opinion, in which I concur, that it is not advisable that you should be instructed to propose to the Government of the United States the Articles of a fresh Treaty at the present moment; but that it would be desirable that you should take any measures in your power to obtain the continuance for a time of the present Treaty; or, failing in that object, that you should receive, for the consideration of her Majesty's Government, any proposals which the Government of the United States might wish to make.

I have accordingly to instruct you to take such steps as may appear most expedient to you for procuring a prolongation of the Treaty; and you will communicate with the Government of Canada on this subject, who will doubtless inform you of the nature of any suggestions which the Council appointed by the British North American Provinces may submit to her Majesty's Government in regard to it.

No. 11.

[Sir F. BRUCE to the Earl of CLARENDON.]

*Washington, February 11, 1866.*

MY LORD,—

Your Lordship is aware that in view of the opposition manifested in this country to the renewal of the Reciprocity Treaty, it was decided that an attempt should be made, by conferences with the Revenue Commissioners and the members of the Finance Committee of the House of Representatives, to come to an understanding on the fiscal and commercial questions that would arise on its abrogation. By this course it was hoped that such a basis might be laid for reciprocal legislation as would prevent the commercial interests which have grown up under the Treaty from material injury, and as the Legislatures of the different Provinces might be inclined to accept.

With this object, Delegates from Canada, New Brunswick and Nova Scotia proceeded to New York, and put themselves in communication with the Revenue Commission. The subject was discussed at considerable length, the chairman, Mr. Welles, being in favour of the negotiation of a new Treaty, and of such equitable and mutual arrangements as would tend to discourage smuggling, and would place on an equality the producers of the same articles on the opposite sides of the frontier between the United States and the Provinces.

On arriving at Washington the Delegates met with a friendly reception from Mr. McCulloch, the Secretary of the Treasury, and by him were placed in communication with the Finance Committee, of which Mr. Morrill is chairman. They were able to impart much valuable information on the magnitude of the commercial interests involved, and the impression produced by their statements led them to hope that the scale of duties to be imposed would be adopted with a view to revenue, and that the protection afforded to the American producer would not exceed what was required in order to place him on an equality with his provincial competitors. They considered that these objects would be attained by a scale of duties calculated at 10 per cent.

These hopes unfortunately were not realised, as your Lordship will gather from the inclosures to this despatch, and as the Delegates were of opinion that there was no immediate prospect of such an arrangement being made as they could expect to carry through their Legislatures, they preferred leaving the question to be dealt with by the Committee without coming under pledge as to the course that would be taken in the Provinces.

I am inclined to think that, independently of the strong party in Congress which adopts the Protectionist theory, the desire to impose exorbitant duties may be attributable in part to a feeling that the extent of the operation of the Internal Revenue Law on the industry of the country is very imperfectly understood. The Report of the Revenue Commission shows that even the present high tariff does not place the American producer on a level with the foreign manufacturer. I judge from conversations I have had with some of the leading financiers that they feel the disadvantage under which their uncertainty on this point placed them, and I am not without hopes that further investigation will be called for by the Committee, and more equitable arrangements adopted, if it turns out that the duties proposed will be prohibitory.

The exclusion of the Southern Representatives, however, throws an exceptional power in such matters into the hands of the Protectionists of the north and centre of the country, and their ranks are swelled by the agriculturists of the North-Western States, who dread the competition of the wheat and barley growers of Canada.

I have, &amp;c.

(Signed)

FREDK. W. A. BRUCE.

(Inclosure I in No. 11.)

[THE PROVINCIAL DELEGATION TO SIR F. BRUCE.]

*Washington, February 7, 1866.*

SIR,—

We have the honor to inform your Excellency that our negotiations for the renewal of a reciprocal trade with the United States have terminated unsuccessfully. You have been informed from time to time of our proceedings, but we propose briefly to recapitulate them.

On our arrival here, after consultation with your Excellency, we addressed ourselves, with your sanction, to the Secretary of the Treasury, and we were by him put in communication with the Committee of Ways and Means of the House of Representatives. After repeated interviews with them, and on ascertaining that no renewal or extension of the existing Treaty would be made by the American authorities, but that whatever was done must be by legislation, we submitted, as the basis upon which we desired arrangements to be made, the inclosed paper marked A.

In reply, we received the Memorandum from the Committee, of which a copy is inclosed (B). And finding, after discussion, that no important modifications in their views could be obtained, and that we were required to consider their propositions as a whole, we felt ourselves under the necessity of declining it, which was done by the Memorandum (also inclosed) C.

It is proper for us to explain the grounds of our final action.

It will be observed that the most important provisions of the expiring Treaty relating to the free interchange of the products of the two countries were entirely set aside, and that the duties proposed to be levied were almost prohibitory in their character. The principal object for our entering into negotiations was therefore unattainable, and we had only to consider whether the minor points were such as to make it desirable for us to enter into specific engagements.

These points are three in number. With regard to the first, the proposed mutual use of the waters of Lake Michigan and the St. Lawrence, we considered that the present arrangements were sufficient, and that the common interests of both countries would prevent their disturbance. We were not prepared to yield the right of interference in the imposition of tolls upon our canals. We believed, moreover, that the privilege allowed the United States of navigating the waters of the St. Lawrence was very much more than an equivalent for our use of Lake Michigan.

Upon the second point, providing for the free transit of goods under bond between the two countries, we believe that in this respect, as in the former case, the interests of both countries would secure the maintenance of existing regulations.

Connected with this point was the demand made for the abolition of the free ports existing in Canada, which we were not disposed to concede, especially in view of the extremely unsatisfactory position in which it was proposed to place the trade between the two countries.

On both the above points we do not desire to be understood as stating that the existing arrangements should not be extended and placed on a more permanent basis; but only that, taken apart from the more important interests involved, it did not appear to us at this time necessary to deal with them exceptionally.

With reference to the third and last point, the concession of the right of fishing in Provincial waters, we considered the equivalent proposed for so very valuable a right to be utterly inadequate. The admission of a few unimportant articles free, with the establishment of a scale of high duties as proposed, would not, in our opinion, have justified us in yielding this point.

While we regret this unfavorable termination of the negotiations, we are not without hope that, at no distant day, they may be resumed with a better prospect of a satisfactory result.

We have, &c.

(Signed) W. GALT,  
*Minister of Finance, Canada.*

W. P. HOWLAND,  
*Postmaster-General, Canada.*

W. A. HENRY,  
*Attorney-General, Nova Scotia.*

A. J. SMITH,  
*Attorney-General, New Brunswick.*

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(Inclosure 2 in No. 11.)

MEMORANDUM A.

The trade between the United States and the British Provinces should, it is believed, under ordinary circumstances, be free in reference to their natural productions; but as internal taxes exceptionally exist in the United States, it is now proposed that the articles embraced in the Free List of the Reciprocity Treaty should continue to be exchanged, subject only to such duties as may be equivalent to that internal taxation. It is suggested that both parties may add certain articles to those now in the said list.

With reference to the fisheries and the navigation of the internal waters of the Continent, the British provinces are willing that the existing regulation should continue in effect; but Canada is willing to enter into engagements with the view of improving the means of access to the ocean, provided the assurance be given that the trade of the Western States will not be diverted from its natural channel by legislation: and if the United States are not prepared at present to consider the general opening of their coasting trade, it would appear desirable that, as regards the internal waters of the Continent, no distinction should be made between the vessels of the two countries.

If the foregoing points be satisfactorily arranged, Canada is willing to adjust her excise duties upon spirits, beer and tobacco, upon the best revenue standard which may be mutually adopted after full consideration of the subject; and if it be desired to treat any other articles in the same way, the disposition of the Canadian Government is to give every facility in their power to prevent illicit trade.

With regard to the transit trade, it is suggested that the same regulations should exist on both sides and be defined by law. Canada is also prepared to make her patent laws similar to those of the United States.

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(Inclosure 3 No. 11.)

MEMORANDUM B.

In response to the memorandum of the honorable Mr. Galt and his associates, honorable Mr. Smith, honorable Mr. Henry, and the honorable Mr. Howland, the Committee of Ways and Means, with the approval of the Secretary of the Treasury, are prepared to recommend to the House of Representatives, for their adoption, a law providing for the continuance of some of the measures embraced in the Reciprocity Treaty, soon to expire, viz.: For the use and privileges en-

joyed now under the said Treaty in the waters of Lake Michigan, provided that the same rights and privileges are conceded to the citizens of the United States by Canada in the waters of St. Lawrence and its canals as are enjoyed by British subjects, without discrimination as to tolls, and charging rates proportional to canal distance; also for the free transit of goods, wares, and merchandize in bond, under proper regulations, by railroad across the territory of the United States to and from Portland and the Canada line; provided equal privileges shall be conceded to the United States from Windsor or Port Sarnia, or other Western points of departure to Buffalo or Ogdensburg, or any other points eastward, and that the free ports established in the Provinces shall be abolished; also that the bounties now given to American fishermen shall be repealed, and duties not higher imposed upon fish than those mentioned in Schedule A, providing that all the right of fishing near the shores existing under the Treaty heretofore mentioned shall be granted and conceded by the United States to the Provinces, and by the Provinces to the United States.

It is also further proposed that the following list of articles shall be mutually free, viz.: Burr millstones, unwrought; cotton and linen rags, firewood, grindstones, rough or finished; gypsum, or plaster, unground.

SCHEDULE A. Fish—Mackerel, 1 dollar 50 cents per barrel; herring, pickled or salted, 1 dollar per barrel; salmon, 2 dollars 50 cents per barrel; shad, 2 dollars per barrel; all other fish, pickled, 1 dollar 50 cents per barrel; provided that any fish in packages other than barrels shall pay in proportion to the rates charged upon similar fish in barrels. All other fish  $\frac{1}{2}$  cent per lb.

As to the duties which will be proposed upon the other articles included in the Treaty, the following are submitted, viz.: Animals living, of all sorts, 20 per cent. *ad valorem*; apples and garden fruit and vegetables, 10 per cent. *ad valorem*; barley, 15 cents per bushel; beans, except vanilla and castor oil, 30 cents per bushel; beef, 1 cent per lb.; buckwheat, 10 cents per bushel; butter, 4 cents per lb.; cheese, 4 cents per lb.; corn (Indian) and oats, 10 cents per bushel; cornmeal (Indian) and oatmeal, 15 cents per bushel; coal (bituminous), 50 cents per ton; all other coal, 25 cents per ton; flour, 25 per cent. *ad valorem*; hams, 2 cents per lb.; hay 1 dollar per ton; hides, 10 per cent. *ad valorem*; lard, 3 cents per lb.; lumber (pine), round or log, 1 dollar 50 cents per 1,000 feet; pine, sawn or hewn, 2 dollars 50 cents per 1,000 feet; planed, tongued and grooved, or finished, 25 per cent. *ad valorem*; spruce and hemlock, sawed or hewn, 1 dollar per 1,000 feet; spruce planed, finished, or partly finished, 25 per cent. *ad valorem*; shingle bolts, 10 per cent. *ad valorem*; shingles, 20 per cent. *ad valorem*; all other lumber—of black walnut, chestnut, bass, white wood, ash, oak, round, hewn, or sawed, 20 per cent. *ad valorem*; if planed, tongued, and grooved, or finished, 25 per cent. *ad valorem*; ores, 10 per cent. *ad valorem*; peas, 25 cents per bushel; pork, 1 cent per lb.; seed (timothy and clover), 20 per cent. *ad valorem*; trees (plant and shrub), ornamental and fruit, 15 per cent. *ad valorem*; tallow, 2 cents per lb.; wheat, 20 cents per bushel.

(Inclosure 4 in No. 11.)

MEMORANDUM C.

Washington, February 6, 1866.

In reference to the Memorandum received from the Committee of Ways and Means, the Provincial Delegates regret to be obliged to state that the proposals therein contained in regard to the commercial relations between the two countries are not such as they can recommend for the adoption of the respective Legislatures. The imposts which it is proposed to lay upon the productions of the British Provinces on their entry into the markets of the United States, are such as, in their opinion, will be in some cases prohibitory, and will certainly seriously interfere with the natural course of trade. These imposts are so much beyond what the

delegates conceive to be an equivalent for the internal taxation of the United States, that they are reluctantly brought to the conclusion that the Committee no longer desire the trade between the two countries to be carried on upon the principles of reciprocity. With the concurrence of the British Minister at Washington, they are therefore obliged respectfully to decline to enter into the engagement suggested in the Memorandum; but the present views of the United States may soon be so modified as to permit of the interchange of the productions of the two countries upon a more liberal basis.

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No. 12.

[Mr. ELLIOT to Mr. HAMMOND.]

*Downing Street, March 6, 1866.*

SIR,—

I am directed by Mr. Secretary Cardwell to transmit to you, for the consideration of the Earl of Clarendon, the accompanying copy of a despatch from the Governor of Canada, inclosing a copy of a Proclamation warning all citizens of the United States that their right to fish in the inshore waters of Canada will cease with the termination of the Reciprocity Treaty on the 17th of March.

I am, &c.

(Signed) T. FRED'K. ELLIOT.

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(Inclosure 1 in No. 12.)

[Viscount MONCK to Mr. CARDWELL.]

*Government House, Montreal, February 19, 1866.*

SIR,—

I have the honor to transmit, for your information, a copy of a Proclamation, warning all citizens of the United States that their right to fish in the inshore waters of Canada will cease with the termination of the Reciprocity Treaty on the 17th of March.

I have, &c.

(Signed) MONCK.

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(Inclosure 2 in No. 12.)

PROCLAMATION.

Province of Canada.

VICTORIA, by the grace of God, of the United Kingdom of Great Britain and Ireland Queen, Defender of the Faith, &c.

To all to whom these presents shall come, or whom the same may concern, greeting.

Whereas a certain Treaty was made between her Majesty and the United States of America on the 5th of June, 1854, providing for reciprocal trade:

And whereas the United States of America have, in accordance with the terms of the said Treaty, given notice for the termination thereof; and whereas in consequence of such notice the said Treaty will expire on the 17th day of March, 1866:

And whereas under the said Treaty many persons, citizens of the United States



of America, have invested moneys and fitted out ships for the purpose of carrying on the (inshore) fisheries within the territory of Canada under the said Treaty :

And whereas they may be unaware that their right to carry on such inshore fisheries will end on the said 17th day of March :

We, therefore, in our great desire to prevent injury or loss to our loving subjects, or to the citizens of a State with which we are happily in amity, do, in this our Royal Proclamation, caution and warn all persons not subjects of our realm, that after the said 17th day of March next no vessels owned and manned in the United States of America can pursue the inshore fisheries without rendering themselves liable to the confiscation of their vessels, and such other penalties, pecuniary and personal, as are by law imposed.

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No. 13.

[Sir F. BRUCE to the Earl of CLARENDON.]

*Washington, February 22, 1866.*

MY LORD,—

I have the honor to inclose a copy of a note I addressed to Mr. Seward, stating the course her Majesty's Government would be prepared to take if the Government of the United States were disposed to negotiate a fresh Reciprocity Treaty in the place of the one which expires on the 17th of next March.

Also a copy of Mr. Seward's reply, in which he dwells on the sentiment of Congress, and the constitutional objections to Treaties of this nature as the reasons which induce the United States' Government to decline negotiating, and to leave the question of reciprocal trade with the provinces to be dealt with as Congress may decide.

I have informed Lord Monck of the result of my communications with this Government on the subject.

I have, &c.

(Signed)      **FREDERICK W. A. BRUCE.**

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(Inclosure 1 in No. 13.)

[Sir F. BRUCE to Mr. SEWARD.]

*Washington, February 16, 1866.*

SIR,—

As the Reciprocity Treaty is about to expire, I am anxious to report in a formal shape the disposition of the Government of the United States with reference to the important question of its renewal, and I therefore submit for consideration the following proposals, which embody the views of Her Majesty's Government with respect to it.

Her Majesty's Government have seen with much satisfaction the increase of the trading relations between the United States and the British Provinces which has grown up under the Treaty, and the beneficial results of the stipulations it contains, by virtue of which each Contracting Party enjoys the uninterrupted use of the facilities of transport to the seaboard possessed by the other, and participates side by side in the fisheries, without restriction or interference.

Her Majesty's Government would be well content to renew the Treaty in its present form.

At the same time they are ready to reconsider the Treaty in conjunction with the Government of the United States, if such a course would be agreeable to them, and so to modify its terms as to render it, if possible, more beneficial to both countries than it has hitherto been.

If the Government of the United States should feel disposed to adopt the latter course, an arrangement of a provisional character might be entered into, with a view to afford time for fresh negotiations, and I should take pleasure in submitting to the consideration of my government any proposal to that effect which you might do me the honor to communicate to me.

I have, &c.  
(Signed) **FREDERICK W. A. BRUCE.**

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(Inclosure 2 in No. 13.)

[Mr. SEWARD to Sir F. BRUCE.]

*Department of State, Washington, February 17, 1866.*

SIR,—

I have the honor to acknowledge the receipt of a note which you addressed to me on the 16th instant, concerning a proposed extension of the Reciprocity Treaty. Perhaps I could not reply in any other manner more satisfactorily than I shall now do by stating anew the verbal explanations which I have had heretofore occasion to make to you upon that subject.

The character of the constitutional distribution of public affairs among the different Departments of the Government is well known. It confides commerce and national finance expressly to the Legislature.

The now expiring Reciprocity Treaty constitutes almost the only case in which the Executive Department has, by negotiation, assumed a supervision of any question of either commerce or finance. Even in that case the Executive Department did little more than to make a Treaty, the details of which had been virtually matured beforehand in the Congress of the United States, and sanction was given to the Treaty afterwards by express legislation.

The question of continuing that Treaty involves mainly subjects of the special character which I have before described.

Careful inquiry made during the recess of Congress induced the President to believe that there was then no such harmony of public sentiment in favour of the extension of the Treaty as would encourage him in directing negotiations to be opened. Inquiries made since the re-assembling of Congress confirmed the belief then adopted that Congress prefers to treat the subject directly, and not to approach it through the forms of diplomatic agreement.

In accordance with this conviction, all communications, verbal and written, upon the subject, have been submitted to the consideration of the proper Committees of Congress, and the question of extending a system of reciprocal trade with the British Provinces on our frontier awaits their decision.

I have, &c.  
(Signed) **WILLIAM H. SEWARD.**

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No. 14.

[The Earl of CLARENDON to Sir F. BRUCE.]

*Foreign Office, March 12, 1866.*

SIR,—

Her Majesty's Government approve the note, of which a copy is inclosed in your despatch of the 22nd February, and which you addressed to Mr. Seward, stating the course her Majesty's Government would be prepared to take if the Government of the United States were disposed to negotiate a fresh Reciprocity Treaty.

I am, &c.  
(Signed) **CLARENDON.**

## No. 15.

[The Earl of CLARENDON to Sir F. BRUCE.]

(Extract.)

*Foreign Office, March 17, 1866.*

It may be necessary for me to recapitulate very shortly the steps which have been taken by her Majesty's Government with respect to the Reciprocity Treaty between this country and the United States, which ceases to be in operation this day.

That Treaty was entered into by the two countries in order to avoid further misunderstanding between their respective subjects and citizens in regard to the extent of the right of fishing on the coasts of British North America, and in order to regulate and extend the commerce and navigation between their respective territories and peoples. The misunderstandings to which the Treaty alluded were of a grave character, and had more than once threatened to interrupt the friendly relations which it has ever been the desire of the British Government to maintain with that of the United States. They were happily put an end to by the Treaty, and for a period of nearly eleven years during its existence the subjects and citizens of the two countries have carried on their respective occupations, and have enjoyed the privileges which they have obtained under it, without any question having arisen to disturb the good understanding which had thus been established between the two Governments.

Her Majesty's Government had hoped that a state of things so advantageous to the political relations and to the commerce between the United States and Great Britain and her North American Colonies would have been allowed to continue, and that the Government of the United States would not have availed themselves of their right of terminating a Treaty which, in the opinion of her Majesty's Government, has so well fulfilled the object for which it was entered into, and has been so eminently beneficial to both the Contracting Parties. In this hope, however, her Majesty's Government have been disappointed. On the 17th of March of last year Mr. Adams transmitted to Lord Russell a certified copy of a joint Resolution of the Congress of the United States, approved by the President giving notice of the termination of the Treaty at the expiration of twelve months from that date, as it was considered no longer for the interests of the United States to continue the Treaty in force.

Mr. Seward, however, had informed Mr. Burnley, that with a view of inaugurating a more friendly policy with her Majesty's Government, he was willing, as the season advanced, to enter into negotiations for a remodelling of the Treaty on terms which might prove, he hoped, advantageous and beneficial to both parties.

Her Majesty's Government, whilst deeply regretting the step which the United States had considered it advisable to take, instructed you on your arrival at Washington to state to Mr. Seward their willingness to reconsider the Treaty in conjunction with the Government of the United States, to negotiate for a renewal of it, or so to modify its terms as to render it, if possible, even more beneficial to both countries than it had hitherto been. You were further instructed to invite Mr. Seward to inform you in detail of the points upon which a modification of the Treaty was desired.

Owing to events of urgent importance, which occupied the attention of the Government of the United States, and to the serious illness of Mr. Seward, you were unable to execute Earl Russell's instructions on your arrival at Washington, and you subsequently deemed it more prudent, and thought that we should be more likely to obtain the object we had in view, if you were to defer entering into official communication with Mr. Seward on the subject.

The Governors of the British North American Colonies were not less impressed than her Majesty's Government with the grave consequences that were to be expected from the termination of the Reciprocity Treaty, and were equally desirous either that it should be renewed, or that some fresh arrangement should be made having the same objects. Mr. Galt, a member of the Canadian Govern-

ment, with a view to assisting you in any negotiations which might take place for this purpose, proceeded to Washington at the end of last year, for the purpose of ascertaining the course it might be most advisable for her Majesty's Government to pursue with reference to the Treaty. Mr. Seward then declared that there were insurmountable objections to the renewal of the Treaty, which could only be effected by a vote of two-thirds from the Senate, which it was hopeless to reckon upon. He expressed himself at the same time not unfavorable to the negotiation of a Treaty, and he suggested that as the question would be brought before the Committee of Finance in connection with revenue arrangements, an attempt should be made to obtain resolutions recommending the extension of the period allowed for the determination of the Treaty. Mr. Seward appears to have subsequently expressed the same opinion to you.

It appeared to Mr. Galt and yourself that it would be advisable to take the course suggested by Mr. Seward, and you agreed that it would be inexpedient to make any official overture on the subject of the Treaty until the experiment of obtaining an extension had been tried, or until there would be reason to believe that the United States Government would manifest in reply a readiness to negotiate.

You were accordingly instructed by me to take such steps as might appear most expedient for procuring a prolongation of the Treaty, and you were directed to communicate on the subject with the Governor of Canada.

Mr. Galt and Mr. Howland, the Postmaster-General of the Province of Canada, proceeded to Washington for the purpose of conferring with you, and of urging through you on the Government of the United States the importance of postponing the termination of the Reciprocity Treaty, so as to afford time for negotiation.

The delegates from the British North American Colonies, after repeated interviews with the Committees of Ways and Means, of which Mr. Morrill was the chairman, in which they ascertained that no renewal or extension of the existing Treaty would be made by the American authorities, but that whatever was done must be done by legislation, submitted a Memorandum to the Committee as the basis upon which they desired arrangements to be made.

This Memorandum was not accepted by the Committee, which drafted a counter-Memorandum, declaring its readiness to recommend to the House of Representatives for their adoption a law providing for the continuance of some of the measures embraced in the Treaty. The delegates considered that the proposals of the Committee were unacceptable; and finding, after discussion, that no important modifications in the views of the Committee could be obtained, declined to accede to the counter-proposal, and the negotiations terminated.

As you considered, from the terms of this counter-proposal, that the Committee desired to break off negotiations and not to entertain any proposal for the continuation of the Treaty, you deemed it advisable to address a note to Mr. Seward, expressing the readiness of her Majesty's Government to renew the existing Treaty or to reconsider the Treaty in conjunction with the Government of the United States, if such a course would be agreeable to them, and so to modify its terms as to render it, if possible, more beneficial to both countries than it had previously been. You suggested at the same time to Mr. Seward, that if the Government of the United States felt disposed to adopt the latter course, an arrangement of a provisional character might be entered into, with a view to afford time for fresh negotiations, and expressed your readiness to submit to the consideration of her Majesty's Government any proposal to that effect which Mr. Seward might communicate to you. In reply, Mr. Seward stated that careful inquiry during the recess induced the President to believe that there was no such harmony of public interest in favour of the extension of the Treaty as would encourage him in directing negotiations to be opened, and that inquiries made since the re-assembling of Congress confirmed the belief that Congress preferred to treat the subject directly, and not to approach it through the forms of diplomatic agreement. All communications had accordingly been submitted to the consideration of the proper Committees of Congress, and the question of extending a system of reciprocal trade with the British Provinces on the United States frontier awaited their decision.

The attempts thus made, whether to renew the Treaty, to conclude a new one, or to extend the time for its expiration, in order to admit of negotiations, having failed, and the Treaty having now expired, it becomes the duty of her Majesty's Government to consider what course they should pursue. By the termination of the Treaty of 1854, two important and undoubted rights of this country, the enjoyment of which, through the operation of the Treaty, were temporarily ceded to citizens of the United States, revert absolutely to the British Crown. Those rights are, first, the exclusive right of fishing by its subjects on the sea-coasts and shores, and in the bays, harbors, and creeks of the British possessions of North America, except in so much as certain restricted privileges may have been conceded by the Convention of 1818 to American citizens; and, secondly, the exclusive right of navigation by its subjects of the River St. Lawrence, and the canals communicating between the great lakes and the canals in Canada.

With regard to the navigation of the St. Lawrence and the canals, it is not the intention of her Majesty's Government to interfere for the present with the privileges which the citizens of the United States have enjoyed during the time the Treaty has been in operation. As regards the privileges of fishing and of landing upon the shores and coasts of her Majesty's possessions for the purpose of drying their nets and curing their fish, which have been enjoyed by citizens of the United States under the Treaty, her Majesty's Government are very desirous to prevent the injury and loss which may be inflicted upon the citizens of the United States by the sudden withdrawal of their privileges. They are, however (now that the Treaty has come to an end), bound by the Act 59 George III., cap. 38, as well as by the Acts of the Legislatures of New Brunswick and Nova Scotia, which have obtained the Imperial sanction. By those Acts, which were only suspended during the existence of the Treaty, severe penalties, extending to confiscation of their vessels, with the cargoes, tackle, stores, &c., are inflicted upon all persons, not British subjects, who shall be found fishing or to have been fishing or preparing to fish within the distance of three miles of the coast of her Majesty's possessions in North America.

It becomes the duty of her Majesty's Government and of the Governments of the respective Provinces to enforce the law, and until those Acts are modified or repealed, citizens of the United States will be prohibited from fishing in British waters, from landing on British territory for the purpose of drying their nets and curing their fish, and will be subject to all the penalties which the violation of the law entails.

Under these circumstances, it has been the duty of Lord Monck to issue a Proclamation informing all persons who may be concerned of the state of the law, and warning them of the penalties that they incur by its violation.

Her Majesty's Government are not insensible to the great inconvenience and losses to which the exclusion of American citizens from privileges so long enjoyed by them, and in which capital to a considerable amount has been invested, and labor to a large extent has been employed, must unavoidably subject a great number of persons.

They fear that so long an enjoyment of those privileges may induce those who have been engaged in fishing ventures on the coasts of the British possessions to defy the law and carry on their operations, thus exposing their property to seizure and confiscation. A feeling of irritation may thus be engendered in the Northeastern States of America against the British Government and nation which her Majesty's Government would deeply regret, and which might lead to serious misunderstandings between the two Governments.

Her Majesty's Government have the satisfaction of feeling that they have done their utmost to prevent these consequences. They have declared their readiness, and they are still prepared, to come to any arrangement with the United States, either by a continuation or a renewal of the Reciprocity Treaty, or by entering into new engagements by which the privileges hitherto enjoyed by American citizens might be still secured to them. The Government of Washington has declined to accede to these proposals.

Her Majesty's Government cannot therefore accept any responsibility for the results which they fear may arise from the termination of the Reciprocity Treaty

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by the act of the United States Government themselves—results which they have done their utmost to avoid, and which, if they do occur, her Majesty's Government will most sincerely deplore.

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## No. 16.

[Sir F. BRUCE to the Earl of CLARENDON.]

(Extract.)

*Washington, March 9, 1866.*

Your Lordship is aware that a Bill has been introduced into Congress by Mr. Morrill, the Chairman of the Ways and Means Committee, which aims at imposing an exceptional scale of duties on provincial productions, with provisos making the duration of this scale contingent on the continuance of the privileges accorded by the Reciprocity Treaty to the inhabitants of the United States, and empowering the President, if enjoyment of them is withdrawn, to put an end to the special duties in whole or in part.

There is a strong opposition to this Bill, on the ground, among others, that a power of this kind should not be confided to the Executive, and I think it will probably not pass in its present shape.

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## No. 17.

[Sir F. BRUCE to the Earl of CLARENDON.]

(Extract.)

*Washington, March 14, 1866.*

The Bill introduced by Mr. Morrill into the House of Representatives for regulating trade with the British Provinces has been thrown out. The amendments introduced into it while under discussion showed that the Committee had proposed a lower scale of duties than the Houses were willing to accept. The tone of debate was in favour of protection to every branch of production, and opposed to any special tariff arrangements on the northern frontier.

The failure of this Bill is not to be regretted. The duties imposed on fish and on the principal productions of Canada would not have been considered in the Provinces as reasonable when compared with the advantages secured to American interests. The proviso, moreover, which empowered the President to suspend, in whole, or in part, these exceptional duties, and to leave the articles to be dealt with under the provisions of the general Tariff, in the event of the Provinces not continuing to the Americans the enjoyment of the rights conferred by the Reciprocity Treaty, coupled with the fact that the arrangement, being made by Bill, is capable at any moment of being altered or put an end to, introduced an element of uncertainty which would have operated prejudicially on the commercial interests affected by it.



## APPENDIX No. 48.

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### MINES AND MINERALS.

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#### REPORT OF THE COMMITTEE ON MINES AND MINERALS.

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The Committee on Mines and Minerals have recently had submitted to them the petition and papers of Mr. John Campbell, claiming to be the first discoverer of gold in the Province, and have also had their attention called to a similar claim on the part of Mr. John Pulsifer.

The report of the mines committee of 1865 shows that this matter was referred to them upon the application of Pulsifer and others, and in order to settle the rights of the contending claimants they desired the Gold Commissioner to collect the necessary information, so as to show who was the party really entitled to the merit of the discovery. Nothing appears to have resulted from this request, and the question seems to have slept until this advanced period of the session, when the committee feel that an enquiry so extensive as would naturally arise from the nature of the claims set up cannot now be gone into with any chance of doing justice to the subject; and therefore have determined to recommend that the matter be allowed to stand over to the next session, when an early application can be made, and time given to properly examine and report thereon.

ALEX. MACFARLANE, Chairman.





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OF

## NOVA SCOTIA.

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To appoint commissioners of streets for the town of Arichat, 15, 30, 37, 41; passed and sent to council, 42; see *pet.* No. 10.
- No. 27. Annapolis Sessions :  
To legalize the proceedings of the sessions of the county of Annapolis, 16, 29, 40, 41, 42, 51; governor assents, 88.
- No. 28. Halifax Polling District :  
To alter the boundaries of a polling district in western Halifax, 26; see *pet.* No. 10.
- No. 29. Lunatic Asylum :  
To amend chapter 152 of the revised statutes, "of the lunatic asylum," 16, 18, 57, 58, 61; governor assents, 88.
- No. 30. Dominion Gold company :  
To incorporate the Dominion gold mining company, 17, 20, 22, 28; governor assents, 88.
- No. 31. Blue Lead Gold company :  
To incorporate the Blue Lead gold mining company, 17, 20, 22, 28; governor assents, 88.
- No. 32. Union gold company :  
To incorporate the Union gold mining company, 17, 20, 22, 28; governor assents, 88.
- No. 33. Provincial Gold company :  
To incorporate the Provincial gold mining company, 17, 20, 22, 28; governor assents, 88.

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- No. 34. Eldorado Gold company :  
To incorporate the Eldorado gold mining company, 17, 20, 22, 28 ;  
governor assents, 88.
- No. 35. Revised Statutes :  
To amend certain chapters of the Revised Statutes, 18, 29, 53, 79 ;  
amended in council, 86, 87 ; governor assents, 88.
- No. 36. Grand Rousseau :  
To change the name of Grand Rosseau in the county of Richmond,  
19, 23, 26, 32 ; governor assents, 88 ; see *pet.* No. 10.
- No. 37. Glasgow Railway company :  
To incorporate the Glasgow and Cape Breton railway company, 19,  
23, 50 ; passed and sent to council, 51.
- No. 38. Intercolonial Coal company :  
To amend the act to incorporate the Intercolonial coal mining com-  
pany, 19, 23, 26, 32 ; governor assents, 88.
- No. 39. License Laws :  
For the appropriation of fines for violation of the license laws, 19,  
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- No. 40. New Caledonia Lodge :  
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35, 39, 41, 51 ; governor assents, 88.
- No. 41. Halifax City charter ;  
To amend an act concerning the city of Halifax, 19, 27, 68.
- No. 42. Highway Labor :  
To extend the operation of chapter 62 of the revised statutes, " of  
highway labor," 19, 53, 79 ; amended in council, 86, 87 ; gov-  
ernor assents, 88 ; see *pet.* No. 10.
- No. 43. City Railroad company :  
To amend the act to incorporate the Halifax city railroad company,  
19, 27 ; committed, 71 ; see *pet.* No. 11.
- No. 44. Grain and Coal :  
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4, 41 ; title altered, passed, and sent to council, 42.
- No. 45. Halifax City Assessment :  
To amend the act relative to assessments in the city of Halifax,  
19, 27, 66, 67 ; passed, and sent to council, 69.
- No. 46. License Laws :  
To amend chapter 19 of the revised statutes, " of licenses for the  
sale of intoxicating liquors," 19, 44 ; see *bills* No. 52.
- No. 47. Welsford Lodge :  
To incorporate Welsford Lodge of Freemasons, Windsor, 20, 26, 30,  
31, 33 ; governor assents, 88 ; see *pet.* No. 10.
- No. 48. Falmouth Dyke :  
Respecting the village dyke at Falmouth, 21, 53, 65, 79 ; amended  
in council, 87 ; governor assents, 88.
- No. 49. Sydney Court House :  
To authorise a loan for the erection of a court house and jail at  
Sydney, 21, 26, 30, 31, 33 ; governor assents, 88.
- No. 50. British Templars :  
To incorporate Grand Prè lodge of British Templars, Wolfville, 21,  
26, 30, 31, 39 ; governor assents, 88 ; see *pet.* No. 10.

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- No. 51. River Obstructions :  
To amend chapter 103 of the revised statutes, "of the conveying of timber and lumber on rivers, and the removal of obstructions therefrom," 21, 29; deferred on recommendation of law amendment committee, 56.
- No. 52. Licence Laws :  
Further to amend chapter 19 of the revised statutes, "of licenses for the sale of intoxicating liquors," 21, 44, 53.
- No. 53. Pictou Savings Bank :  
To incorporate the Pictou mechanics' institute savings bank, 21, 29, 37, 53, 54; amended in council, 71, 75; governor assents, 88.
- No. 54. People's Bank, Halifax :  
To increase the capital stock of the People's bank of Halifax, 21, 26, 29, 30, 31, 33; governor assents, 88.
- No. 55. School Section :  
Relating to Ragged Reef school section, Cumberland, 21, 26, 27, 30; sent to council, 31.
- No. 56. St. Lawrence canal company :  
To incorporate the St. Lawrence and Bay of Fundy canal company, 21, 26, 27, 30, 31; amended in council, 39, 45; governor assents, 88; see *bills* No. 132.
- No. 57. License Laws :  
To amend the act concerning the city of Halifax, in relation to licenses for the sale of intoxicating liquors, 23, 29; deferred on recommendation of sel. com., 60; see *pet.* No. 11 and *app.* No. 42.
- No. 58. British Templars :  
To incorporate the Grand Lodge of the order of British Templars, 23, 29, 35, 39; sent to council, 41.
- No. 59. Boot and Shoe company :  
To amend the act to incorporate the Truro boot and shoe manufacturing company, 23, 29, 35, 39, 41, 51; governor assents, 88.
- No. 60. Provincial Railway :  
To amend the act to provide for the construction of two other sections of the provincial railway, 24, 33, 37, 38, 85; governor assents, 89.
- No. 61. Supreme Court, C. B.:  
To amend the act to regulate the terms of the supreme court in the Island of Cape Breton, 24, 30, 31, 33; governor assents, 89.
- No. 62. Odd Fellows Lodge :  
To incorporate the Loyal Prince of Wales' lodge of Odd Fellows, 24, 35, 39, 41, 51; governor assents, 89; see *pet.* No. 10.
- No. 63. Cruelty to Animals :  
For the more effectual prevention of cruelty to animals, 24, 31; deferred on recommendation of sel. com., 56.
- No. 64. Consumers' Gas company :  
To incorporate the Consumers' gas company, 24, 30, 57, 58; amended in council, 76; house agree in part, with amendment, 78; council do not agree, 78.
- No. 65. Windsor and Annapolis Railway :  
To incorporate the Windsor and Annapolis railway company, 24, 33, 37, 38, 85; governor assents, 89.

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- No. 66. **Division of Lands :**  
To amend the Act relating to the division and partition of lands, 27, 29, 53, 54 ; amended in council, 59, 61 ; governor assents, 89.
- No. 67. **Polling District :**  
To alter the lines of a polling district in the county of Colchester, 27 ; see *pet.* No. 10.
- No. 68. **Halifax Market House :**  
Relating to the market house in the city of Halifax, 27, 29 ; deferred on recommendation of *sel. com.*, 34 ; see *bills* No. 97.
- No. 69. **Halifax Market :**  
To authorize bye-laws to regulate markets in the city of Halifax, 27, 29 ; deferred on recommendation of *sel. com.*, 34.
- No. 70. **Boot and Shoe company, (from Council) :**  
To incorporate the Amherst boot and shoe manufacturing company, 28, 32, 35 ; governor assents, 89.
- No. 71. **Liverpool bridge :**  
Relating to the new bridge at Liverpool, 28, 37, 40, 41, 42, 54 ; governor assents, 89.
- No. 72. **Chester Public Grounds :**  
To revest in the Crown certain public grounds in the townplot of Chester, 28, 37, 40, 41, 42, 51 ; governor assents, 89.
- No. 73. **Brookfield School :**  
To authorize the sale of a school house at Brookfield, 28, 30, 35, 39, 41, 51 ; governor assents, 89.
- No. 74. **Bishop of Arichat :**  
Further to amend the Act to incorporate the Roman Catholic Bishop in Arichat, 28, 30, 35, 39, 41, 51 ; governor assents, 89.
- No. 75. **Polling District :**  
To divide a polling district in the county of Victoria, 29, 30, 37, 41, 42, 51 ; governor assents, 89.
- No. 76. **Pictou Mining company :**  
To incorporate the Pictou Mining company, 31, 37, 55, 62, 69 ; amended in council, 80, 84, 85 ; governor assents, 89.
- No. 77. **Government Railroads :**  
Further to amend chapter 70 of the revised statutes, " of provincial government railroads," 31, 43, 46, 49, 61 ; governor assents, 89.
- No. 78. **Windsor Creek :**  
Relative to the town creek at Windsor, 31, 37, 41 ; sent to council, 42 ; see *pet.* No. 10.
- No. 79. **Cumberland Coal company, (from Council) :**  
To incorporate the Cumberland Coal Mining company, 32, 40, 50 ; governor assents, 89 ; see *pet.* No. 10.
- No. 80. **Rogers' Hill :**  
To change the name of Rogers' Hill, in the county of Pictou, 33, 37, 41, 42, 51 ; governor assents, 89.
- No. 81. **Polling District :**  
To add a polling district in the county of Digby, 33, 40, 55, 57, 58, 61 ; governor assents, 89.

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- No. 82. **School Sections :**  
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- No. 83. **Registration :**  
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- No. 84. **Albion Mines Church :**  
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- No. 85. **Sugar and Tobacco :**  
Relating to the refining of sugar and the manufacture of tobacco, 35, 44, 46, 49, 55 ; governor assents, 89.
- No. 86. **St George's Lodge :**  
To incorporate St. George's Lodge of Freemasons, Wolfville, 35, 46, 49, 50, 52, 55 ; governor assents, 89.
- No. 87. **Argyle Fire Engine :**  
To enable the Sessions of the district of Argyle to sell a fire engine, 35, 40, 49, 50, 52, 55 ; governor assents, 89 ; see *pet.* No. 10.
- No. 88. **Cornwallis Poor House :**  
To provide for the purchase of land and erection of a poor house in the township of Cornwallis, 35, 40, 49, 50, 52, 55 ; governor assents, 89.
- No. 89. **Home for Aged :**  
To incorporate the Home for the Aged, 36, 37, 40, 41, 42 ; amended in council, 51, 53 ; governor assents, 89.
- No. 90. **Joint Stock companies :**  
For the better protection of Shareholders in Joint Stock companies, 37 ; referred to select committee, 38.
- No. 91. **Dartmouth Cemetery :**  
To amend the Act relating to the Roman Catholic cemetery, Dartmouth, 38, 44, 49, 50, 52, 56 ; governor assents, 89.
- No. 92. **County Assessments :**  
To amend chapter 45 of the revised statutes, " of county assessments," 39, 44 ; deferred on recommendation of sel. com., 56.
- No. 93. **Supreme Court :**  
Relating to the fall term of the Supreme Court in the counties of Shelburne, Queens and Lunenburg, 39, 44, 46 ; sent to council, 49.
- No. 94. **Temperance League :**  
To incorporate the Temperance League of Kings county, 40, 44, 49, 52, 56 ; governor assents, 89 ; see *pet.* No. 10.
- No. 95. **Aliens :**  
For the naturalization of certain aliens, 40, 66, 67, 69, 73 ; governor assents, 89.
- No. 96. **School Houses :**  
To amend the act to authorize the sale of school houses in certain cases, 40, 44, 53, 54, 59 ; governor assents, 89.
- No. 97. **Halifax Market House :**  
Relating to the city market house in Halifax, 40, 59, 62, 63, 73 ; governor assents, 89.

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- No. 98. Pilotage Law :  
To amend chapter 79 of the revised statutes, "of pilotage, harbors, and harbor masters," 41; referred to sel. com., 46; deferred on recommendation of sel. com., 65.
- No. 99. Shipping Office :  
To establish a shipping office in the port of Halifax, 43; referred to sel. com., 46; see *pet.* No. 4 and 10.
- No. 100. Halifax Poors' Asylum :  
To amend the Act to regulate the poors' asylum and hospital in the city of Halifax, 43, 44, 66, 67, 69, 78; governor assents, 89.
- No. 101. Polling Place :  
To alter a polling place in the county of Pictou, 44, 46, 49, 50, 52, 56; governor assents, 89.
- No. 102. Sewers Commissioners :  
To amend chapter 72 of the revised statutes, "of commissioners of sewers, and the regulating of dyked and marsh lands," 44, 46, 53.
- No. 103. Telegraph Company :  
To incorporate the British and American telegraph company, 45, 72, 79; amended in council, 87; governor assents, 89; see *pet.* No. 10.
- No. 104. Guysborough Loan :  
To provide for improving the road between Guysborough and Canso, 45, 48, 62, 63, 71; governor assents, 89.
- No. 105. River Philip Harbor :  
Relating to River Philip Harbor, in the county of Cumberland, 45, 48, 55, 57, 61; governor assents, 89.
- No. 106. Good Templars :  
To incorporate the West End Lodge of Good Templars, Wallace, 46, 48, 55, 57, 61; governor assents, 89.
- No. 107. Petroleum Inspection :  
To provide for the inspection of Petroleum, coal oils and burning fluids, and to regulate the manufacture and sale thereof, 48, 64, 73, 74; amended in council, 80, 84, 85; governor assents, 90.
- No. 108. Supreme Court :  
Relating to the sittings of the Supreme Court in the county of Guysborough, 49; see *pet.* No. 10.
- No. 109. River Philip :  
To change the name of East Branch of River Philip, in the county of Cumberland, 51, 58, 61, 62, 63, 71; governor assents, 90; see *pet.* No. 10.
- No. 110. Richmond Districts :  
To divide the county of Richmond into districts for municipal purposes, 51.
- No. 111. Exportation of Goods :  
Further to amend chapter 15 of the revised statutes, "of the exportation of goods, and of drawbacks," 53, 59, 62, 63, 73; governor assents, 90.
- No. 112. Agricultural Exhibition :  
To provide for the holding of a provincial agricultural exhibition in the year 1868, 54, 68, 73, 74; governor assents, 90.

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- No. 113. Offences against Army and Navy, (from Council):  
To amend chapter 157 of the revised statutes of Nova Scotia, (3rd series), "of offences relating to the army and navy," 54, 63, 72, 73, 74; governor assents, 90.
- No. 114. Supreme Court, (from Council):  
To amend the practice of the supreme court, 54, 63, 65, 67; governor assents, 90.
- No. 115. Divorce, (from Council):  
Further to amend the law relating to divorce and matrimonial causes, 54, 63; deferred on recommendation of sel. com., 65.
- No. 116. Asylum for Blind:  
To incorporate the Halifax asylum for the blind, 55, 59, 66, 67, 69, 73; governor assents, 90.
- No. 117. Polling District:  
To establish a new polling district in the county of Inverness, 55, 58, 61, 62, 69, 81; governor assents, 90.
- No. 118. Lunatic Asylum:  
To alter and amend chapter 152 of the revised statutes, "of the lunatic asylum," 56; see *bills* No. 29.
- No. 119. River Philip Settlement:  
To change the name of the mouth of River Philip Settlement in the county of Cumberland, 56, 58, 67, 69, 78, 79, 80; governor assents, 90; see *pet.* No. 10.
- No. 120. Polling District:  
To divide a polling district in the county of Guysborough, 56, 61, 67, 73, 74, 78; governor assents, 90.
- No. 121. Gaspereau School company:  
To incorporate the Gaspereau school house and public hall company, 56, 58, 61, 62, 69, 73; governor assents, 90.
- No. 122. Conduct of Elections:  
To repeal chapter 19 of the Acts of 1859, and to substitute other provisions in lieu thereof, 57, 76, 77, 82; governor assents, 90.
- No. 123. Education:  
Further to amend the Act for the better encouragement of Education, 57, 59, 62, 63, 73; governor assents, 90.
- No. 124. Vinegar manufacture:  
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- No. 125. License Law:  
Further to amend chapter 19 of the revised statutes, "of licenses for the sale of intoxicating liquors," 57, 59.
- No. 126. Coroners:  
To amend chapter 41 of the revised statutes, "of coroners," 58, 62, 72, 79; sent to council, 80.
- No. 127. Medical Profession:  
Respecting the medical profession, 58, 62; deferred on recommendation of sel. com., 72.
- No. 128. Marine Insurance company:  
To incorporate the merchants' marine insurance company, 59, 62, 67, 69, 73; governor assents, 90.



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- No. 129. Rag and Junk shops :  
Relating to rag and junk shops in the city of Halifax, 59, 63, 70, 73, 74, 78 ; governor assents, 90 ; see *pet.* No. 11.
- No. 130. Dartmouth Water company :  
To incorporate the Dartmouth water and gas company, 60, 61, 62, 63 ; amended in council, 71, 73 ; governor assents, 90.
- No. 131. Preston Road School Section :  
To provide a site for a school house in Preston road school section, in the county of Halifax, 60, 64, 77, 85 ; governor assents, 90.
- No. 132. St. Lawrence canal company :  
To amend the Act passed during the present session to incorporate the St. Lawrence and Bay of Fundy canal company, 60, 63, 67, 70 ; amended in council, 87 ; governor assents, 90.
- No. 133. Liverpool Bridge :  
To provide for the construction of the new bridge at Liverpool, 60, 61, 67, 70, 73 ; governor assents, 90.
- No. 134. Bridgeport coal company :  
To amend the Act to incorporate the Boston and Bridgeport coal mining company, and the acts in amendment thereof, 60, 61, 67, 70, 78 ; governor assents, 90.
- No. 135. Encouragement of Agriculture :  
Further to amend chapter 96 of the revised statutes, " of the encouragement of agriculture," and the Act in amendment thereof, 60, 63, 67, 70, 78 ; governor assents, 90.
- No. 136. Presbyterian Church L. P. :  
To repeal chapter 68 of the Acts of 1862, entitled " an Act concerning the congregation of the Presbyterian church of the Lower Provinces of British North America," 61 ; deferred for three months on division, 71 ; see *pet.* No. 10.
- No. 137. Road Expenditure :  
To amend chapter 64 of the revised statutes, " of the expenditure of monies on the roads," 61.
- No. 138. Crown Lands :  
To amend chapter 28 of the revised statutes, " of crown lands," 62 ; deferred on second reading, 68.
- No. 139. Colchester Loan :  
To provide for improving certain roads and bridges in the county of Colchester, 62, 67, 70, 73 ; governor assents, 90.
- No. 140. Liverpool Road Loan :  
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- No. 141. Wallace Bridge :  
To provide for building a bridge across Wallace River, county of Cumberland, 63, 67, 70, 73 ; governor assents, 90.
- No. 142. Pier company :  
To incorporate the Victoria pier company at Brown Brook, Kings county, 63, 65, 67, 70, 73 ; governor assents, 90.
- No. 143. Mines and Minerals :  
To amend chapter 25 of the revised statutes, " of mines and minerals," 63, 65, 70, 80, 85 ; governor assents, 90.

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- No. 144. Sisters of Charity :  
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- No. 145. Petite Passage :  
To change the name of Petite Passage, in the county of Digby, 64, 67, 70, 73 ; governor assents, 90.
- No. 146. Supreme Court :  
To amend chapter 123 of the revised statutes, "of the supreme court and its officers," 65.
- No. 147. Inland Fisheries :  
To provide for the better protection of the inland fisheries of Nova Scotia, 65, 67, 73 ; sent to council, 74.
- No. 148. Halifax Pilotage :  
To amend chapter 79 of the revised statutes, "of pilotage, harbors, and harbor masters," so far as relates to the port of Halifax, 65 ; see *pet.* No. 19.
- No. 149. School Trustees :  
To legalize the appointment of certain trustees of schools for Kings county, 66, 67, 70, 73 ; governor assents, 90.
- No. 150. Archbishop of Halifax :  
Further to amend the Act to incorporate the Roman Catholic Episcopal Corporation of Halifax, 68, 73, 75, 78 ; governor assents, 90.
- No. 151. Polling Places :  
To alter the polling places in two electoral districts in the county of Halifax, 68, 73, 75, 78 ; governor assents, 91.
- No. 152. Pictou Road Loan :  
To provide for certain roads in the county of Pictou, 68, 73, 75, 78 ; governor assents, 91.
- No. 153. Appropriation of Supply :  
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- No. 154. Acadia Coal company :  
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- No. 155. Halifax Omnibus company :  
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- No. 156. Grant of Land :  
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- No. 157. Polling District :  
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- No. 158. Game Preservation :  
To amend chapter 92 of the revised statutes, "of the preservation of useful birds and animals," 72, 81, 83, 85 ; governor assents, 91.
- No. 159. Militia Law :  
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- No. 160. Copper Mining company :  
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- No. 161. Settlement of Poor :  
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and support of the poor," 72, 73, 75, 78 ; governor assents,  
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- No. 162. Election Lists :  
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assents, 91.
- No. 163. Railway Station :  
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- No. 164. Railroads :  
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- No. 165. Halifax Charter :  
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- No. 166. Digby Road Loan :  
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82 ; governor assents, 91.
- No. 167. Guysborough Bridge Loan :  
To provide for building a bridge in the county of Guysborough,  
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- No. 168. Antigonish Loan :  
To provide for improving certain roads and bridges in the county  
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- No. 169. Cruelty to Animals, (from Council) :  
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- No. 170. Supreme Court :  
To abolish the next July term, and to extend the December term  
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- Campbell, John ; see *pet.* No. 6, and *app.* No. 47.
- Canada, Nova Scotia and New Brunswick ; copy of Act for union of, presented, 64 ; see *app.* No. 19.
- Cape Breton county ; assessment rolls ; see *bills* No. 11.  
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- Delegation to England ; report of delegation to arrange Union of British North  
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## E.

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## F.

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## G.

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## H.

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- Hospital for Insane ; medical superintendent's report presented ; see *app.* No. 4 ;  
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## J.

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## K.

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## L.

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## M.

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Militia ; committee on, appointed, 8 ; papers referred, viz :  
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## N.

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## O.

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## P.

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- Custos and overseers of poor for Shelburne, against confirmation of sale of school property, 33.
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- Trustees of school section No. 21, Clements, relative to expenditure of assessment, 44.
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## No. 2. In relation to Agriculture :

- Committee appointed, 7 ; who report, see *app.* No. 40.
- Petitions referred to committee, viz :
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  - Edward L. Davidson, of Mill Village, with reference to Inland Fishery regulations, 28.
  - Fishermen on western shore of Halifax county, for appointment of chief inspector of pickled fish, and against system of licensing American fishermen, (four), 32.
  - Residents of Mill Cove, county of Lunenburg, on same subject, 32.
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  - Inhabitants of Barrington, for protection of fisheries, 37.

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- Residents of county of Lunenburg, 39.
- Residents of Eastern Halifax, (four), 39.
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- Merchants and citizens of Halifax, 42.
- Residents of Louisburg and Big Loren, in the county of Cape Breton, 50.
- Residents of Cole Harbor and Marie Joseph, in county of Guysborough, (two), 50.
- Residents of Upper Prospect, county Halifax, 58.
- Inhabitants of Granville, county Annapolis, relative to encroachments of American trawl fishermen, 46.
- John Collins, and other residents of Liverpool, for amendment in River Fisheries Act, 65.

## No. 4. In relation to Trade and Manufactures :

- Committee appointed, 8 ; who report ; see *app.* No. 44. "
- Petitions referred to committee, viz. :
  - Merchants, &c., interested in trade with coasts of Newfoundland and Labrador, for amendment in exportation act of 1866, 10.
  - Acadia Eclipse blacking company, for return of duties, 43.
  - Alfred C. Thomas, of Windsor, for return of duties, 40.
  - Messrs. Rand & Tupper, of Canning, for return of duties, 45.
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- No. 5. In relation to Railways :  
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 Charles Taylor, of Economy, for compensation for goods lost while in course of transit by rail, 27.  
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 Angus Cameron, of Cornwallis, pedlar, for compensation for goods destroyed by fire, 30.  
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- No. 6. In relation to Mines and Minerals :  
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- No. 7. In relation to Crown Lands :  
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 Mary McDonald, and other representatives of the late Ronald McDonald, relative to grant of land, 36 ; see *bills* No. 156.  
 James E. Rand, of Cornwallis, with reference to grant of water lot, 40.  
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- No. 8. In relation to Humane Institutions :  
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- No. 9. In relation to the Post Office :  
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 Daniel B. Munro, and others, of the Ridge, county Cumberland, 17.  
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 Henry M. Lawlor, for reimbursement of ferriages, 25.  
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- No. 10. In relation to Private and Local Bills :  
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 Petitions referred to committee, viz. :  
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- Gilbert Atwood, and others, for act of incorporation, 6 ; see *bills* No. 4.
- Newall Snow and others, for act of incorporation, 6 ; see *bills* No. 5.
- William H. Townsend and others, of Yarmouth, for act of incorporation, 13 ; see *bills* No. 16.
- Grand Pre Lodge of Order of British Templars, for act of incorporation, 13 ; see *bills* No. 50.
- Magistrates and other residents of county of Richmond, for division of county for municipal purposes, (two), 14 ; see *bills* No. 110.
- Residents, &c., of Blind Bay, county of Halifax, for alteration in lines of polling district No. 10, 16 ; see *bills* No. 28.
- Inhabitants of county of Richmond, for extension of highway labor act to that county, 17 ; see *bills* No. 42.
- Inhabitants of Grand Rosseau, county Richmond, to change name of that locality, 19 ; see *bills* No. 36.
- Charles E. Harding and others, of Windsor, for act of incorporation, 20 ; see *bills* No. 47.
- Merchants and other residents at Arichat, for the establishment of a shipping office at that port, 24.
- Loyal Prince of Wales' lodge of Odd Fellows, for act of incorporation, 24 ; see *bills* No. 62.
- Residents of Tatamagouche, Colchester county, for alteration in boundaries of polling district, 27 ; see *bills* No. 67.
- Inhabitants of North Sydney, for extension to that place of jurisdiction of commissioners of streets, 27.
- William Freehill and others, of Arichat, against commissioners of streets bill, 30 ; see *bills* No. 26.
- Inhabitants of Windsor, for transfer of jurisdiction over Cunnabell's creek, 31 ; see *bills* No. 78.
- Edmund Wilson, agent of St. George and Chignecto coal companies, pany, for consolidation of those companies, 33 ; see *bills* No. 79.
- Rate payers of two school sections at Shubenacadie, for union of sections, 34 ; see *bills* No. 82.
- Electors of polling district No. 18, county of Halifax, for change in polling place, 35 ; see *bills* No. 151.
- Inhabitants of No. 11 polling district, West Halifax, against change in boundaries, 36 ; see *bills* No. 28.
- Temperance League of Kings county, for act of incorporation, 40 ; see *bills* No. 94.
- Merchants of port of Halifax, for establishment of shipping office, 43 ; see *bills* No. 99.
- Custos, magistrates, and grand jurors of Guysboro and St. Mary's (two), rel. to sittings of supreme court in that county, 49 ; see *bills* No. 108.
- Residents of East Branch, River Philip, for change of name of locality, 51 ; see *bills* No. 109.
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- Inhabitants of River Dennis and vicinity, county of Inverness, and of inhabitants of Whycocomah, Boularderie, &c., county Victoria, (three), for repeal of Act of 1862, relative to Presbyterian church of the Lower Provinces B. N. A., 60 ; see *bills* No. 136.
- Inhabitants of Baddeck and vicinity, for repeal of chapter 68 of the acts of 1862, 65 ; see *bills* No. 136.
- Benjamin D. Fraser and others, of Windsor, for change in mode of assessing railway damages in county of Hants, 66 ; leave to introduce bill in accordance with, debated, 66.

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- No. 10. In relation to Private and Local Bills—*continued.*  
 Martin Chapman, and proprietors of marsh lands on Missequash River, against passage of bill affecting such lands, 72 ; see *bills* Nos. 56 and 132.
- No. 11. In relation to City of Halifax Bills :  
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- No. 12. In relation to the steamship England :  
 Select committee appointed, 32 ; who report, 47 ; see *app.* No. 43.  
 Petitions referred to committee, viz. :  
 John K. McCurdy, of McNab's Island, farmer, for compensation in consequence of landing, &c., of sick passengers, 32.  
 John Brookfield, contractor with war department, for compensation for loss from same cause, 32.
- No. 13. In relation to amendments to the Laws :  
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- No. 14. Thomas J. Wallace, of Halifax, barrister at law, making charges against the Chief Justice of Nova Scotia, and asking for committee of investigation, 16.
- No. 15. Congregational Union of New Brunswick and Nova Scotia, against granting money to denominational schools and colleges, 16.
- No. 16. J. H. Hodson and others, of Bedford, for permission to perform statute labor in making side path to rifle range in that locality, 24.

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- No. 17. Inverness division of Sons of Temperance, for enactment of more stringent license law, 57.
- No. 18. Inhabitants of Annapolis, for establishment at that town of a branch of the Provincial savings bank, 57.
- No. 19. James Phelan, agent for Boston and Colonial steam packet company, for amendment in pilotage of port of Halifax; referred to select committee, 40; who report; see *bills* No. 148.
- No. 20. Wellington Eagles, of Wolfville, for compensation for injuries sustained as buttman; referred to select committee, 65; who report; see *app.* No. 35.
- Petroleum inspection, &c., provided for; see *bills* No. 107.
- Phelan, James; see *pet.* No. 19, and *bills* No. 148.
- Pictou county, license law; see *pet.* No. 12.  
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- Pictou Railway; Receiver General's account current presented; see *app.* No. 11.  
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- Pilotage Law amendment; see *bills* No. 98.
- Poor, settlement of; see *bills* No. 161.
- Poor's Asylum, Halifax; see *app.* No. 24 and *bills* No. 100.
- Post Office; committee on appointed, 7; papers referred, viz.:  
 Postmaster General's report, 12; see *app.* No. 16.  
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- Presbyterian Church of Lower Provinces, B. N. A.; see *bills* No. 136, and *pet.* No. 10.
- Preston Road School District; see *bills* No. 131.
- Private and local bills; committee on, appointed, 8; who report various bills during the session; see *bills* and see *pet.* No. 10.
- Provincial Gold Mining company; see *bills* No. 33.
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- Public Accounts; joint committee on, appointed, 7, 14; papers referred:  
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 Report of chairman of Board of Works, 10; see *app.* No. 4.  
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 Returns of province notes issued and cancelled, 22.  
 Committee report, 68; which is adopted, 75; see *app.* No. 30.
- Public Health; report of British cholera commissioners rel. to, presented, 10; see *app.* No. 8.
- Public Officers and Salaries; see *bills* No. 18.

## R.

- Ragged Reef School Section ; see *bills* No. 55.
- Railway, Intercolonial ; see *Intercolonial railway*.  
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- Railways ; committee on, appointed, 8 ; papers referred, viz. ;  
 Chief commissioner's report, 10 ; see *app.* No. 11.  
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- Rand and Tupper ; see *pet.* No. 4.
- Rand, James C. ; see *pet.* No. 7.
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*app.* No. 47.
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- Resolutions on general subjects :  
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