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JOURNAL
OF
THE LEGISLATIVE COUNCIL
OF
THE PROVINCE
OF
NEW BRUNSWICK.



From the 10th February to the 13th of April, 1859.

Being the Third Session of the Eighteenth General Assembly.

FREDERICTON, NEW BRUNSWICK.

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

1859.



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

J. H. T. MANNERS-SUTTON.

A PROCLAMATION.

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

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

By His Excellency's Command.

S. L. TILLEY.



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

J. H. T. MANNERS-SUTTON.

A PROCLAMATION.

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

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

By His Excellency's Command.

S. L. TILLEY.



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

J. H. T. MANNERS-SUTTON.

A PROCLAMATION.

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

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

By His Excellency's Command.

S. L. TILLEY.



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

J. H. T. MANNERS-SUTTON.

A PROCLAMATION.

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

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

By His Excellency's Command.

S. L. TILLEY.



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

J. H. T. MANNERS-SUTTON.

A PROCLAMATION.

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

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

By His Excellency's Command.

S. L. TILLEY.



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

J. H. T. MANNERS-SUTTON.

A PROCLAMATION.

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

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

By His Excellency's Command.

S. L. TILLEY.



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

J. H. T. MANNERS-SUTTON.

A PROCLAMATION.

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

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

By His Excellency's Command.

S. L. TILLEY.

JOURNAL
OF
THE LEGISLATIVE COUNCIL
OF
The Province of New Brunswick.

THIRD SESSION OF THE EIGHTEENTH GENERAL ASSEMBLY.

ANNO VICESIMO SECUNDO VICTORIÆ REGINÆ.

His Excellency The Honorable JOHN HENRY THOMAS MANNERS-SUTTON,
Lieutenant Governor and Commander in Chief.

At Fredericton in the Province of New Brunswick.

LEGISLATIVE COUNCIL CHAMBER, Thursday, 10th February, 1859.

THE General Assembly having been by seven several Proclamations prorogued to this day, the House met—

PRESENT :

THE HON.

Mr. Saunders,
Mr. Robertson,
Mr. Minchin,
Mr. Hazen,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Earle.

Mr. Black, President.

Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Harrison,
Mr. Wark,
Mr. Hamilton,
Mr. Seely,

At two o'clock His Excellency The Honorable John Henry Thomas Manners-Sutton, Lieutenant Governor and Commander in Chief of the Province, came to the Council Chamber, and being seated in the Chair on the Throne, commanded the Gentleman Usher of the Black Rod, through the Honorable the President, to let the Assembly know—"It is His Excellency's pleasure that they attend him immediately in this House."

Who being come,

The President of this House said—

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

"I am commanded by His Excellency the Lieutenant Governor to inform you that he doth not think fit to declare the causes for which he has summoned this General Assembly, until there be a Speaker of the House of Assembly: It is therefore

fore

fore His Excellency's pleasure that you, Gentlemen of the House of Assembly, do repair to the place where the Sittings of the House of Assembly are usually held, and there choose a fit person to be your Speaker; and that you present the person who shall be so chosen, to His Excellency in this House, for his approbation."

The House of Assembly then withdrew, and His Excellency was pleased to retire.

Adjourned until To-morrow at 12 o'clock.

FRIDAY, 11th February, 1859.

PRESENT:

THE HON.

*Mr. Saunders,
Mr. Chandler,
Mr. Kinnear,
Mr. Peters,
Mr. Harrison,
Mr. Wark,
Mr. Hamilton,
Mr. Seely,*

Mr. Black, President.

*Mr. Botsford,
Mr. Robertson,
Mr. Minchin,
Mr. Hazen,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Earle.*

Adjourned until To-morrow at 11 o'clock.

SATURDAY, 12th February, 1859.

PRESENT:

THE HON.

*Mr. Saunders,
Mr. Chandler,
Mr. Kinnear,
Mr. Peters,
Mr. Harrison,
Mr. Wark,
Mr. Hamilton,
Mr. Seely,*

Mr. Black, President.

*Mr. Botsford,
Mr. Robertson,
Mr. Minchin,
Mr. Hazen,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Earle.*

At 12 o'clock His Excellency the Honorable John Henry Thomas Manners-Sutton, Lieutenant Governor and Commander in Chief of the Province, came to the Council Chamber, and being seated in the Chair on the Throne, commanded the Gentleman Usher of the Black Rod, through the Honorable the President, to let the Assembly know—"It is His Excellency's pleasure that they attend him immediately in this House."

Who being come,

Mr. Johnson said—

"May it please Your Excellency,

"Your Excellency having communicated your pleasure to the Assembly, they returned to the place where they usually deliberate, and proceeded to choose a Speaker. They

They have elected me to that important and honorable situation, and they now present me for Your Excellency's approval."

The President of this House said—

"Mr. Johnson,

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

Then the Speaker of the Assembly said—

"May it please Your Excellency,

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

The President of this House said—

"Mr. Speaker,

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

Then His Excellency was pleased to open the Session with the following Speech to both Houses :—

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

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

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

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

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

"I congratulate you on the abundance of the Crop of the past season; and the general success which has attended those who have applied their capital and industry to the development of our Fisheries, affords to us another subject for sincere congratulation and thankfulness.

"The

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

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

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

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

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

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

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

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

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

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

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

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

" I

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

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

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

Which being ended, the House of Assembly withdrew, and His Excellency was pleased to retire.

The Honorable the President reported His Excellency's Speech.

An Address in answer to His Excellency's Speech is moved and seconded ; which being read—

ORDERED, That the same be taken into consideration on Monday next.

ORDERED, That three hundred copies of the Journals of this House be printed daily.

On motion made and seconded—

RESOLVED, That a Committee be appointed to report to this House upon the subject of Reporting and Publishing the Debates of this House during the present Session.

ORDERED, That the Honorable Messieurs Botsford, Odell, and Steeves, be such Committee.

Adjourned until Monday next at 11 o'clock.

MONDAY, 14th February, 1859.

PRESENT :

THE HON.

*Mr. Saunders,
Mr. Chandler,
Mr. Kinnear,
Mr. Peters,
Mr. Harrison,
Mr. Wark,
Mr. Hamilton,
Mr. Seely,*

Mr. Black, President.

*Mr. Botsford,
Mr. Robertson,
Mr. Minchin,
Mr. Hazen,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Earle.*

The Honorable the President communicated to the House, that the Reverend John M. Brooke, D. D., had been, by Commission under the Hand and Seal of His Excellency the Lieutenant Governor, bearing date the twelfth day of February one thousand eight hundred and fifty nine, appointed Chaplain to this House ; and the Reverend Dr. Brooke attended and said Prayers.

Pursuant to the Order of the Day, the House went into consideration of the Address in answer to His Excellency's Speech.

The Address was then gone through, and adopted by the House, and is as follows:—

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

**THE HUMBLE ADDRESS OF HER MAJESTY'S LEGISLATIVE COUNCIL IN
GENERAL ASSEMBLY CONVENED.**

MAY IT PLEASE YOUR EXCELLENCY,

We, Her Majesty's dutiful and loyal Subjects, the Legislative Council in General Assembly, thank Your Excellency for your Speech at the opening of the Session.

We heartily join with Your Excellency in the expression of fervent gratitude for the Victories with which it has pleased Providence to crown Her Majesty's Arms in India; and in the hope and belief that the events which occurred there, will, by the blessing of God, be the means of strengthening British authority in that important part of Her Majesty's dominions.

Although the business of the Province was considerably affected by those disasters which recently disturbed the trade of the world, it is gratifying to learn that our commercial prospects are improving; and we unite with Your Excellency in the hope that, ere long, the prudence and energy of our Merchants may be rewarded by renewed prosperity.

The abundant Crops of the past year afford grounds for our sincere gratitude; and although some branches of our Fisheries have been less productive than usual, we are thankful to learn that the enterprise of those who have applied capital and industry to their prosecution has generally resulted in success.

We thank Your Excellency for the information that the progress of our Railway Works has been uninterrupted, and that a Report of the state of the Works and Expenditure will be laid before us. It is satisfactory to learn that our Provincial Debentures have attained so favourable a position among securities of a similar description, and that they are held in such high estimation by leading capitalists in the Mother Country.

We shall thankfully receive the Correspondence and other Documents resulting from our Joint Address to Her Majesty, and the subsequent Delegation to England on the important subject of our Inter-Colonial Railway.

Impressed with the necessity of affording some additional stimulus to the application of capital and skill to the culture of the soil, we shall cheerfully consider any measure which may be submitted to us for the accomplishment of this important object.

The Documents from Canada, relating to the protection of the Fisheries, when laid before us, as well as the subject to which they refer, shall have our earnest attention.

As accessions to our population from the Mother Country and elsewhere must increase the importance and prosperity of the Province, any means which may be devised to render the resources of our Country better known to intending Emigrants, and to attract them to our shores, cannot fail to have a beneficial effect.

ORDERED, That the Address be presented to His Excellency by the whole House.

ORDERED

ORDERED, That Messieurs Wark and Steeves be a Committee to wait upon His Excellency the Lieutenant Governor to know when this House will be received with their Address in answer to His Excellency's Speech at the opening of the Session.

The Honorable Mr. Hazen, by leave, presented a Petition from Samuel Bayard, M. D, and others, for Bill to pass regulating practice of Medicine and Surgery.

ORDERED, That the same be received and lie on the Table.

The Honorable Mr. Robertson, by leave, presented the following Petitions :—

From the Trustees of Saint Andrew's Church, in the City of Saint John, for Bill authorizing sale of certain Lands and reinvestment of proceeds thereof: and

From the Chamber of Commerce of Saint John, and others, to amend the Law for relief of Insolvent Debtors.

ORDERED, That the same be received and lie on the Table.

ORDERED, That the Honorable Messieurs Robertson and Seely have leave of absence.

Adjourned until To-morrow at 11 o'clock.

TUESDAY, 15th February, 1859.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Minchin,
Mr. Hazen,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,*

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Harrison,
Mr. Wark,
Mr. Hamilton,
Mr. Earle.*

PRAYERS.

The Honorable Mr. Wark, from the Committee appointed to wait upon His Excellency the Lieutenant Governor, to know when he would receive this House with their Address in answer to His Excellency's Speech at the opening of the Session, reported that they had attended to that duty, and that His Excellency was pleased to say, that he would receive the House at twelve o'clock, noon, to-day.

At twelve o'clock the House proceeded to the Government House with their Address in answer to His Excellency's Speech at the opening of the Session.

And being returned,

The Honorable the President reported that His Excellency had been pleased to receive the same, and to return an answer thereto, of which he had received a copy, which he read; and it was again read by the Clerk, as follows:—

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

"I return you my sincere thanks for this Address. I trust that the issue of the Session will be satisfactory to you, and beneficial to the Province."

The

The Honorable Mr. Hazen, by leave, presented the following Petitions :—

From Thomas O'Keleher, for a grant of Land : and
From Wilford Fisher, for grant of money.

ORDERED, That the same be received and lie on the Table.

Adjourned until To-morrow at 11 o'clock.

WEDNESDAY, 16th February, 1859.

PRESENT :

THE HON.

Mr. Black, President,

*Mr. Saunders,
Mr. Chandler,
Mr. Minchin,
Mr. Hazen,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,*

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Harrison,
Mr. Wark,
Mr. Hamilton,
Mr. Earle.*

PRAYERS.

The Honorable Mr. Wark, by leave, presented a Petition from J. A. James and others, for alteration of time of holding Circuit Court in Kent.

ORDERED, That the same be received and lie on the Table.

Adjourned until To-morrow at 11 o'clock.

THURSDAY, 17th February, 1859.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Minchin,
Mr. Harrison,
Mr. Wark,
Mr. Hamilton,
Mr. Earle.*

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,*

PRAYERS.

A Message from His Excellency the Lieutenant Governor was delivered by the Honorable Mr. Steeves, a Member of Her Majesty's Executive Council.

The Honorable the President read the same ; and it was again read by the Clerk as follows :—

J. H. T. MANNERS-SUTTON.

His Excellency the Lieutenant Governor lays before the Legislative Council copies of Correspondence and other Documents relative to the construction of an Inter-Colonial Line of Railway.

I. Correspondence with the Governor General of Canada.

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

II. Correspondence with the Lieutenant Governor of Nova Scotia.

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

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

1. Despatch from the Lieutenant Governor to the Secretary of State, No. 20, February 13th, 1858, with Enclosure :
2. Despatch from the Secretary of State to the Lieutenant Governor, No. 11, May 13th, 1858 :
3. Despatch from the Lieutenant Governor to the Secretary of State, No. 48, September 25th, 1858, with Enclosure :
4. Despatch from the Secretary of State to the Lieutenant Governor, No. 27, October 23rd, 1858 :
5. Despatch from the Secretary of State to the Lieutenant Governor, No. 41, December 24th, 1858.

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

February 16th, 1859.

J. H. T. M-S.

I. Correspondence with the Governor General of Canada.

(Copy)

Québec, September 10, 1858.

SIR,—I have the honor to transmit for Your Excellency's information, the enclosed copy of a Minute of the Executive Council of Canada, approved by myself, relating to the Inter-Colonial Railroad to connect Canada with the lower Provinces.

I also forward printed copies of the Resolutions adopted by both Houses of Parliament in this Colony on the subject, together with copies of certain papers laid before the Legislative Assembly relating to the same matter.

I have, &c.

(Signed)

EDMUND HEAD.

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

(Enclosure.)

(Enclosure.)

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

The Committee of Council having reference to the recommendation contained in their Report of the 31st ultimo, on the subject of the Inter-Colonial Railway to connect Canada with the lower Provinces, humbly advise that copies of the Joint Address to Her Majesty, passed by the two branches of the Canadian Parliament during its last Session, be forwarded by your Excellency to the respective Governments of Nova Scotia and New Brunswick, with an intimation that three Members of your Excellency's Council are on the eve of their departure for England, charged with urging that important subject on the attention of the Imperial authorities, and suggesting that a fitting occasion is thus presented for the adoption by the lower Provinces of such steps as they may think advisable, to co-operate with Canada in promoting the object in question.

Certified.

(Signed)

W. H. LEE, C. E. C.

(Enclosure.)

1. *Resolved*, That the construction of an Inter-Colonial Railway connecting the Provinces of New Brunswick and Nova Scotia with Canada, has long been regarded as a matter of national concern, and ought earnestly to be pressed on the consideration of the Imperial Government.

2. *Resolved*, That during several months of the year, intercourse between the United Kingdom and Canada can only be carried on through the territory of the United States of America, and that such dependence on, and exclusive relations with a foreign country cannot, even in time of peace, but exercise an important and unwholesome influence on the *status* of Canada as a portion of the Empire, and may tend to establish elsewhere that identity of interest which ought to exist between the Mother Country and her Colonies.

3. *Resolved*, That while this House implicitly relies on the repeated assurances of the Imperial Government, that the strength of the Empire would be put forth to secure this Province against external aggression, it is convinced that such strength cannot be efficiently exerted during a large portion of the year, from the absence of sufficient means of communication, and that should the amicable relations which at present so happily exist between Great Britain and the United States be ever disturbed, the difficulty of access to the ocean during the winter months might seriously endanger the safety of the Province.

4. *Resolved*, That in view of the speedy opening up of the territories now occupied by the Hudson's Bay Company, and of the development and settlement of the vast regions between Canada and the Pacific Ocean, it is essential to the interests of the Empire at large that a highway extending from the Atlantic Ocean westward should exist, which would at once place the whole British possessions in America within the ready access and easy protection of Great Britain; whilst, by the facilities for internal communication thus afforded, the prosperity of those great dependencies would be promoted, their strength consolidated and added to the strength of the Empire, and their permanent union with the Mother Country secured.

5. *Resolved*, That Canada has already nearly completed the construction within the Province of a chain of Railways over 1600 miles in length, extending from the Eastern Frontier of the Province towards its Western Boundary, which is of the greatest importance to its commercial and material prosperity, and forming part of the great proposed highway, but which, without completion to the Ocean, is comparatively useless in a national point of view, either as bringing the Sister Colonies together, or as connecting those Colonies with the Parent State.

6. *Resolved*, That this House, under these circumstances, is deeply impressed with the importance of an Inter-Colonial Railway, and the necessity for its immediate construction; and desiring to co-operate with the Imperial Government and the Provinces of Nova Scotia and New Brunswick, in securing its speedy completion, this House approves of the Memorandum

addressed

addressed to Her Majesty's Secretary of State for the Colonies, by the Canadian Delegates, and laid before Parliament by His Excellency the Governor General in His gracious Message communicated on the thirty first day of May last, and recommends that the future negotiations should be conducted as nearly as may be on the basis thereby submitted.

7. *Resolved*, That in the opinion of this House, it is expedient that His Excellency the Governor General should cause all communications with the other Provinces necessary for common action on the subject, to be entered into.

8. *Resolved*, That an Address be presented to Her Majesty, embodying the foregoing Resolutions, and that the Honorable the Legislative Council be requested to concur in the said Address.

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

(Copy)

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

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

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

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

His Excellency the Right Honorable the Governor General, Toronto.

(Copy)

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

SIR,—With reference to the subject matter of your Excellency's Despatch of the 10th instant, I have the honor to inform your Excellency that I have, upon the recommendation of my Council, directed Mr. Fisher, (a Member of the Executive Council, and Attorney General of the Province,) and Mr. Smith, (also a Member of the Executive Council,) to proceed immediately to England, to represent the interests of this Province in the proposed discussion respecting the construction of an Inter-Colonial Railway.

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

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

His Excellency the Right Honorable the Governor General, Toronto.

(Enclosure.)

Memorandum of the Executive Council in Committee.

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

The Committee of Council having had under consideration your Excellency's Memorandum of 17th instant, and the accompanying Despatch from His Excellency the Governor General, dated 10th September, relative to the construction of an Inter-Colonial Railway, would respectfully express to your Excellency their continued interest in the proposed undertaking.

In a Memorandum submitted to your Excellency on 10th August 1857, we presented the reasons which induced us to urge upon Her Majesty's Government the necessity which existed for such a highway.

The

The Joint Address of the Legislative Council and House of Assembly to Her Majesty, passed on 6th April last, shews that the opinion then expressed was fully sustained by the Legislature.

Having been informed by the Despatch of the Governor General, that three Members of his Government were on the eve of their departure from Canada, charged with urging that important subject upon the attention of the Imperial authorities, we advise your Excellency to appoint two Members of your Council to proceed forthwith to England, for the purpose of representing the interests of New Brunswick.

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

September 24, 1858.

(Copy)

Government House, Toronto, C. W., October 6, 1858.

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

I have, &c.

(Signed)

EDMUND HEAD.

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

II. Correspondence with the Lieutenant Governor of Nova Scotia.

(Copy)

Government House, Halifax, Nova Scotia, 29th May, 1858.

SIR,—I have the honor to transmit a copy of a Report of the Executive Council of this Province, of which I have approved, on the subject of an Inter-Colonial Railroad between Canada, New Brunswick, and Nova Scotia, a duplicate of which I have forwarded to the Governor General of Canada.

I have, &c.

(Signed)

MULGRAVE.

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

(Enclosure.)

Report of the Executive Council to the Lieutenant Governor of Nova Scotia, dated 7th May, 1858, relating to an Inter-Colonial Railroad.

The Council having had their attention drawn to the Despatches of the Governor General of Canada, dated 23rd February last, and of the Lieutenant Governor of New Brunswick, of 10th March last, with their enclosures, upon the important subject of an Inter-Colonial Railroad, desire your Excellency to convey to the Governor General of Canada and the Lieutenant Governor of New Brunswick respectively, the satisfaction with which the Executive Council of Nova Scotia have joined the Sister Provinces in pressing the consideration of this great enterprise upon the British Government, by forwarding an Address from the Legislature of this Province to Her Majesty, a copy of which is herewith enclosed.

The Council advise your Excellency to convey to the Governor General the entire willingness of your Government to confer by delegation with Canada and New Brunswick, at Fredericton or elsewhere, at any time that His Excellency the Governor General may think best calculated to promote the advancement of a project in which the three Provinces are so deeply interested.

Approved by His Excellency in Council 25th May, 1858.

Certified.

(Signed)

CHARLES TUPPER, C. E. C.

(Copy)

(Copy)

ADDRESS TO THE QUEEN.

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

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

MAY IT PLEASE YOUR MAJESTY,

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

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

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

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

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

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

(Signed)

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

(Copy)

Government House, Fredericton, New Brunswick, June 3, 1858.

MY LORD,—I have the honor to acknowledge the receipt of your Lordship's Despatch of the 29th ult., enclosing a copy of a Report of the Executive Council of Nova Scotia, approved by your Excellency, on the subject of an Inter-Colonial Railroad.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

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

(Copy)

(Copy)

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

SIR,—I have the honor to transmit herewith the enclosed copy of a Minute in Council, of which I have approved, by which your Excellency will perceive that Delegates have been selected to proceed to England, for the purpose of co-operating with such Delegates as shall be commissioned by the other Provinces, in pressing upon the notice of the Imperial Government the important question of an Inter-Colonial Railway. I have, &c.

(Signed)

MULGRAVE.

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

(Enclosure.)

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

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

His Excellency communicates to the Council a Despatch dated 10th inst., from the Right Honorable the Governor General of Canada, enclosing a Minute of the Executive Council of that Province, approved by the Governor General, conveying an intimation that three Members of the Canadian Council are on the eve of departure for England, charged with urging on the attention of the Imperial authorities the subject of the construction of the Inter-Colonial Railway to connect Canada with the lower Colonies, and suggesting that a fitting occasion is presented for the adoption by the lower Provinces of such steps as they may think advisable to co-operate with Canada in promoting that object. On full consideration and discussion of the subject, the Council concur with His Excellency in opinion. that Delegates be sent from this Province, to unite with the other Colonial Delegates, in again bringing this great question before the Imperial Government; and His Excellency, by the advice of the Council, is pleased to appoint for this purpose, the Honorable Dr. Tupper, Provincial Secretary, and William A. Henry, Esquire, a Member of the Provincial Legislature, and to associate with them the Honorable Mr. Dickey, a Member of the Legislative Council, now in London.

Certified.

(Signed)

C. TUPPER, C. E. C.

(Copy)

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

MY LORD,—I have the honor to acknowledge the receipt of your Lordship's Despatch of 23rd inst., and of the copy, therein enclosed, of a Minute of Council, approved by your Lordship, respecting the appointment of Delegates from Nova Scotia, to unite with the other Colonial Delegates, in bringing before the Imperial Government the question of constructing an Inter-Colonial Railway.

I have further the honor to inform your Excellency, that I have, upon the recommendation of my Council, directed Mr. Fisher, a Member of the Executive Council and Attorney General, and Mr. Smith, also a Member of the Executive Council, to proceed immediately to England, to represent the interests of this Province in the proposed discussion respecting the construction of an Inter-Colonial Line of Railroad.

A copy of the Memorandum of my Council, in Committee, on this subject, is enclosed for your Lordship's information.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

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

(Enclosure.)

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

(Copy)

(Copy)

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

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

I have, &c.

(Signed)

MULGRAVE.

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

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

(Copy)—No. 20.

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

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

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

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

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

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

(Copy)—No. 11.

Downing Street, 13th May, 1858.

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

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

I have, &c.

(Signed)

STANLEY.

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

(Copy)—No. 48.

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

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

In

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

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

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

(Enclosures.)

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

Copy of a Despatch from the Governor General, dated September 10, 1858.

(Copy)—No. 27.

Downing Street, 23rd October, 1858.

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

I have, &c.

(Signed)

E. B. LYTTON.

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

(Copy)—No. 41.

Downing Street, 24th December, 1858.

SIR,—You are doubtless aware that frequent communications have passed between me and the Delegates who visited this Country from the British Provinces in North America, relative to the proposal that some Imperial aid should be granted towards the completion of an Inter-Colonial Railway from Halifax to Quebec. The subject has not failed to receive the anxious consideration of myself and my colleagues.

I need scarcely say that the project is one which Her Majesty's Government cannot regard otherwise than with the best wishes. Even were no national object concerned, it would be highly gratifying to them that the British Provinces in North America should reap the local advantages which would be derived from the completion of this great line of Railway. Those advantages, it is true, would not justify an outlay of British funds, inasmuch as it is evident that for an Imperial expenditure there must be an Imperial object; but I readily admit that the plan does likewise embrace interests of a general and national character. Independently of any military advantages which might attend the existence of an uninterrupted communication by Rail over British territory, in the event of any disturbance of the existing friendly relations of Great Britain with all other countries, some benefit of an Imperial kind would at once accrue from the completion of the Inter-Colonial Railway; the letters from England would pass over a shorter and cheaper route; and the movement of troops would gain in point of convenience and economy.

As to the probable amount of such financial benefits to the Mother Country, there would probably be some difference between the calculations suggested by the Delegates and those formed by the official Departments in the Imperial Service, to which the consideration of matters affecting the conveyance of troops or the carriage of letters would specially belong. It is unnecessary, however, at present, to raise that question, and I readily grant, that it involves others both of kindly feeling towards Provinces so loyal and so important, and of general policy in the increased strength and compactness produced by rapid communication, which it would be impossible to reduce to figures and specify in estimates.

But

But still the national expenditure must be regulated by the national resources. And however important may be the foregoing advantages, it has been found that objects of interest to Great Britain yet more urgent must yield to the necessity of not unduly increasing, at the present moment, the public burthens. For this reason I can only express my deep regret, that while doing full justice to the ability of the arguments advanced by the Gentlemen who visited this country as Delegates upon the subject, and while far from undervaluing the benefits of an Inter-Colonial communication by Railway, Her Majesty's Government have not found themselves at liberty to accede to the proposal of granting Imperial aid towards the completion of the line between Halifax and Quebec.

I have, &c.

(Signed)

E. B. LYTTON.

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

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

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

(Copy)

Fredericton, 23rd December, 1858.

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

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

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

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

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

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

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

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

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

We have the honor to be your most obedient servants,

CHARLES FISHER.

A. J. SMITH.

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

(Copy)

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

SIR,—The subject of an Inter-Colonial Railway from Halifax to Quebec has been so frequently and so fully discussed both as between the Colonies interested and between those Colonies and the Home Government, that the undersigned do not now propose to reproduce at length the arguments which have been from time to time urged in favour of its construction.

The late Earl of Durham, in his Report upon the affairs of British North America, suggested the importance of this Railway. The first practical step however was taken in the organization of a Survey by Mr. Gladstone, when Secretary of State for the Colonies in 1846, which Survey occupied a considerable period of time, involving a large amount of expense, and to which expense Canada, New Brunswick and Nova Scotia contributed.

Earl Grey, when Secretary of State for the Colonies in 1851, distinctly pledged the Imperial Government to aid in making the line, by affording the Imperial guarantee to the payment of the interest on the capital required for the work, and this pledge would doubtless have been carried out at the time had not a difficulty arisen as to a branch line from the main line into the State of Maine, for the cost of which Mr. Howe, of Nova Scotia, also claimed the Imperial guarantee.

Subsequently in 1852, Mr. Hincks, on behalf of Canada, and Mr. Chandler, acting for New Brunswick, brought the matter under the notice of Sir John Pakington, the then Secretary of State for the Colonies, who in effect repeated the pledge of Earl Grey, but a difficulty arose as to the route.

His Grace the Duke of Newcastle, as Secretary of State for the Colonies in the ensuing year, had the project under consideration with a view to carrying it out; the Russian War, however, unfortunately intervened, and prevented any progress being made until last year, 1857, when Messieurs Macdonald and Ross, from Canada, and Messieurs Johnston and Archibald from Nova Scotia, again made application to the Home Government, and submitted to Mr. Labouchere, propositions for the completion of this Railway.

The undersigned have thus but briefly referred to the action in relation to this question as between the Imperial and Colonial Governments, knowing Sir, as they do, that you are fully acquainted with its history in all its bearings, and that a reference to the Parliamentary Blue Books for the Documents and Despatches alluded to will be more convenient and satisfactory to you than a repetition of their contents.

It must be borne in mind, however, that the state of the question in the Colonies interested has been materially changed since the correspondence with Earl Grey and Sir John Pakington.

At that time Canada, New Brunswick, and Nova Scotia, had not in fact taken any step incurring debt or liability for the purpose of aiding the project; and it is proposed here to state briefly what has been done, and what liabilities incurred in the respective Provinces, towards carrying out this great Imperial and Provincial work.

Canada has not only provided for the construction of a line of Railway from Quebec to Montreal, and thence westward, passing through Kingston and Toronto, to the western boundary of that Province at Sarnia, the foot of Lake Huron, but 40 miles below Quebec have been made and are now worked for traffic, and during the next year a further distance of 70 miles to Riviere du Loup now being made, comprising in the aggregate 110 miles below Quebec, or 864 miles in all from Riviere du Loup to Sarnia, will be completed at a cost to the Province of £3,111,500 Sterling, raised and paid out since 1852, to aid in the construction of this Railway, and involving an annual charge upon the revenues of the Province to the extent of £186,000 Sterling. From Riviere du Loup to the New Brunswick frontier, the distance to be yet made depends upon the route selected, the shortest distance being about 50 miles, and there will then be a continuous line of Railway throughout the entire length of Canada, from its extreme eastern boundary on the New Brunswick border to its western boundary at Sarnia on Lake Huron.

In addition to this large outlay, Canada will contribute the sum of £20,000 Sterling, annually, to aid in raising the capital for the completion of this important work. New

New Brunswick has incurred a heavy debt in the construction of Railways. Upon the completion of the unfinished portion of the Road between Shediac and the City of Saint John, a distance of 110 miles, which are now under Contract, her total expenditure for the construction of Railways will exceed £800,000 Sterling, for which she will be subject to the payment of an annual interest of £48,000 Sterling. She has already given 100,000 acres of land to the Saint Andrews and Quebec Railway and Land Company, and has pledged a further large grant of land, and agreed to pay an annual sum of £5,000 Sterling to the same Company on certain conditions, to assist in the construction of a Railway from Saint Andrews to Woodstock, a distance of 85 miles, 60 miles of which will be finished this Autumn. Notwithstanding these large expenditures, New Brunswick will now provide a free right of way, and contribute £20,000 Sterling, annually, to aid in raising the necessary capital for the completion of the Inter-Colonial Railway.

Nova Scotia, before the close of this year, will have open for traffic, 61 miles of the trunk line from Halifax to Truro; and a branch line of 31 miles connecting the main line with Windsor, and the fertile Counties of the western portion of the Province, on the Basin of Mines, has been in operation since June last.

This portion of the trunk line has cost about £500,000, sterling, and the Windsor branch £300,000, sterling, the interest of which is chargeable upon the resources of the Province, the capital having been raised upon Provincial Debentures bearing six per cent. interest. To complete the trunk line from Truro to the borders of New Brunswick there remain about 69 miles.

Unless it be in connection with the Inter-Colonial Railway, it forms no part of the policy of Nova Scotia to carry the line from Truro to the New Brunswick frontier, as unaided, it is entirely beyond her resources, and a line is now being located from Truro to Pictou, by which communication will be opened with the Gulf of Saint Lawrence, Prince Edward's Island, and the Eastern Counties, including Cape Breton.

In the event therefore of the present effort failing to enlist the sympathy and co-operation of the Imperial Government in completing the Inter-Colonial Railway, in which the general interests of the Empire are so largely involved, Nova Scotia must turn her resources to the construction of the line to Pictou, and no hope can afterwards be entertained that she will be able to contribute to the Quebec and Halifax Line, as all her means will have been expended upon the local lines already indicated. So deeply impressed is she, however, with the immense importance of this great Imperial and Colonial Railway undertaking, that although nearly one half of the line through Nova Scotia has been made and completed since the action of her Legislature in 1849, she is now willing to renew the pledge then given, to grant a free right of way and provide and pay twenty thousand pounds sterling annually, so long as it may be required to aid in meeting the interest of the additional capital to be expended in making the line from Truro to Riviere du Loup.

Referring then to the action of the Home Government and to the pledges of Earl Grey in 1851, to the adoption of those pledges in effect by Sir John Pakington in 1852, and to the repeated admissions on the part of the Imperial authorities that the interests and integrity of the Empire are involved in the speedy construction of this Railway, the undersigned respectfully submit that the period has arrived when it is essential that the Imperial assistance necessary be granted.

It is estimated that the different sections required to complete the line from Halifax to Quebec, may now be made at a cost of three millions and a half sterling. If the million and a half which Canada owes and proposes to raise and pay off at once to the Imperial Government be appropriated, there remain but two million more to be provided, and to meet the interest on this sum each Province here proposes to contribute to the extent of £20,000 sterling in each year. The British North American Provinces would thus be brought together and consolidated. The Postal communication between England and all North America would be conducted through Halifax, and that for the United States would thus pass first through British territory, inasmuch as letters for Boston and New York, and other American Cities, would reach their destination sooner through Halifax and over the Rail than in any other way.

When

When the Inter-Colonial Railway is completed, there will be an unbroken communication by Rail from Halifax, in Nova Scotia, to the western part of Canada, at Sarnia, extending over a distance of 1,400 miles, in the direction of British Columbia and Vancouver's Island, the whole being in the dominions of the Queen; and from Sarnia there is now an unbroken water communication for Steamers and vessels of the largest class to the head of Lake Superior at Fort William, a further distance of nearly one thousand miles.

The Military objects are now so thoroughly understood, and have been so fully dwelt upon in former memorandums on the subject of this Railway, that they are not here repeated.

Trusting that this important matter may receive the early and favourable consideration of Her Majesty's Government,

We have the honor to be, Sir,

Your most obedient and humble servants,

(Signed)

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

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

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

Downing Street, 18th April, 1846.

MY LORD,—I have the honor to transmit to you the accompanying copy of a Despatch, with its enclosures, which I have had occasion to address by this Mail to the Lieutenant Governor of Nova Scotia, upon the subject of the employment of officers of the Engineer Corps on the survey of the Provinces in British North America, through which the projected line of Railroad between Halifax and Quebec and Montreal may pass.

I have, &c.

(Signed)

W. E. GLADSTONE.

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

(Copy)—No. 28.

Downing Street, 18th April, 1846.

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

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

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

I am happy to inform you, by this early opportunity, that I have recommended the Lords Commissioners of the Treasury to give their sanction to the employment of Officers of Engineers

neers on the survey in Nova Scotia and the neighbouring British Provinces for which the House of Assembly has pledged itself to provide, and that instructions in accordance with my wishes on this subject, have been given by their Lordships to the Master General and Board of Ordnance, who will communicate with their Officers in North America.

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

I have, &c.

(Signed)

W. F. GLADSTONE.

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

(Copy)

Downing Street, 16th April, 1846.

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

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

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

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

I am, &c.

(Signed)

JAS. STEPHEN.

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

(Copy)

Treasury Chambers, 17th April, 1846.

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

I have, &c.

(Signed)

C. E. TREVELYAN.

The Secretary to the Ordnance.

*Copy of a Letter from B. Hawes, Esquire, to J. Howe, Esquire.**Downing Street, March 10th, 1851.*

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

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

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

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

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

In

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

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

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

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

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

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

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

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

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

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

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

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

I am, &c.

(Signed)

B. HAWES.

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

Downing Street, March 15, 1851.

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

2. I enclose for your Lordship's information a copy of a Despatch addressed to me in the course of last Autumn by Sir John Harvey, introducing to me Mr. Howe, a Member of the Government of Nova Scotia ; and also copies of two letters I have received from that gentleman, and of the answers which has by my direction been returned to him. Your Lordship will perceive from these papers that the proposal made by Mr. Howe on the behalf of the Province of Nova Scotia, and to which Her Majesty's Government have thought it their duty so far to accede, as to undertake on certain conditions to recommend it for the sanction of Parliament, is to the effect that the credit of this country should be employed to enable the Provinces of Canada, New Brunswick, and Nova Scotia, to raise, upon advantageous terms, the funds necessary for the construction of the proposed Railway, just as Canada has already been enabled by similar assistance to construct the Canals by which she has lately completed the most extensive and perfect system of Inland Navigation which exists in the world.

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

3.

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

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

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

5. If these considerations should induce the Legislatures of the three Provinces to combine in undertaking the projected Railway, the terms on which they are to co-operate with each other for that object will have to be settled, and in coming to such an arrangement various questions of great difficulty and importance will require to be considered. For instance, it is probable

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

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

I am, &c.

(Signed)

GREY.

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

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

Downing Street, May 20, 1852.

MY LORD,—I have to inform you, that after mature consideration of the proposals laid before them on the part of the Legislatures of Canada, Nova Scotia, and New Brunswick, respecting the projected line of Railway from Halifax to Quebec, Her Majesty's Government have arrived, though with sincere regret at the conclusion, that it is not in their power to recommend to Parliament to guarantee the interest of the sum which will be required for the construction of the Railway upon that line, being, as it appears, the only one to which the Provinces, by their Representatives, are prepared to consent.

2. Her Majesty's Government are not only anxious to act with the most perfect good faith towards the Legislatures and people of the Provinces, and to fulfil every just expectation which may have been held out by their predecessors, but they also sincerely desire to adopt all measures by which the welfare of the British Colonies in North America can be promoted, as far as they can do so consistently with their duties to the Empire at large.

3. But on a reference to the correspondence which has already taken place on this subject, and especially to the letters addressed by direction of Earl Grey to Mr. Howe on 10th March, 1851, and Mr. Hincks on 20th February last, it will appear evident that no pledge had been given of assistance to any line except that originally proposed. Her Majesty's Government have therefore felt themselves free to consider this important question on the simple ground of general expediency.

4. They are by no means insensible to the great National as well as local objects which are involved in the construction of a line of Railway, by which the three Provinces should be united, and their communication with Great Britain promoted; but however favourably inclined they might themselves feel towards any project of this character, they are satisfied that some more special ground would be required to justify them in proposing that security should be given to it to so great an extent by the Treasury of the United Kingdom, or to justify Parliament in acceding to such a proposal. There must be some distinct Imperial interest, for the sake of which alone Parliament could be called upon to pledge the National Revenue on behalf of such an object.

5. While therefore Her Majesty's Government can readily understand the reasons which have induced the Colonial Legislature to prefer the line of the Valley of Saint John as the most expedient for the local purposes of some if not all of the Provinces, they cannot at the same time but perceive that those peculiar interests affecting the United Kingdom, on which alone public assistance from hence could be reasonably founded, are likely to suffer materially by the change.

6. Among the peculiar advantages in this point of view, which it was thought that the line selected on the Report of Major Robinson and Captain Henderson would realize, were the opening up of a new tract of maritime country, easily accessible with the Railroad, but almost unapproachable without it to emigration from these Islands; and the effecting a safe and continuous route through the Province, which both by its distance from the American frontier and its proximity to the sea, might be peculiarly available for military purposes. It is obvious that both these conditions are wanting to the line now proposed, which passes at a distance from the coast, and must necessarily run for a considerable distance close to the American frontier. As far indeed as can be judged from the plans at present proposed, there is no security but that the intended line may even pass along the right or American bank of the Saint John, and thus, though strictly within British territory, be exposed throughout its whole length to an unguarded frontier, and at the same time separated by the River from all communication with the main portion of the British Provinces.

The project therefore, however commercially valuable in itself, is no longer that which was favourably entertained by Her Majesty's Government in the first instance, differing from it not merely in detail, but substantially in its character and objects.

7. As it is upon the basis of this line only that the Gentlemen now in this country, who represent the intentions of the Province, are instructed to negotiate, Her Majesty's Government fear their inability to extend to it the promised amount of support must, for the present at least, terminate the question. But desiring as they do to promote to the utmost of their power the interests of those important portions of the Empire, they will be willing to give the most favourable attention to any negotiation of the proposals now before them, which the Legislatures may on further consideration feel inclined to make.

8. I have directed a copy of this Despatch to be furnished to Mr. Hincks and Mr. Chandler, who have been deputed on the part of Canada and New Brunswick to conduct this negotiation, and to whom Her Majesty's Government are much indebted for the assistance which those Gentlemen have rendered them, although compelled to dissent from the views which they have been anxious to enforce.

I have, &c.

(Signed)

JOHN S. PAKINGTON.

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

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

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

When the question in 1852 was the subject of negotiation between the Province and the Imperial Government, New Brunswick agreed to contribute a fair proportion towards the construction of the Railway. His Excellency Sir Edmund Head, the present Governor General of Canada, having taken an active part in the promotion of these arrangements, is fully cognizant of the views of the people of this Province, and of their deep interest in the question.

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

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

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

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

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

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

(Signed)

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

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

10th August, 1857.

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

(Copy)

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

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

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

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

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

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

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

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

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

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

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

Mr. Hawes is directed to state in very distinct terms, the conditions and considerations on which the aid was granted. His language is—"As Her Majesty's Government are of opinion that they would not be justified in asking Parliament to allow the credit of this country to be pledged for any object not of great importance to the British Empire as a whole, and they do not consider that the projected Railroad would answer this description, unless it should establish a line of communication, through the three British Provinces, it must be distinctly understood

that the work is not to be commenced, nor is any part of the loan, for the interest on which the British Treasury is to be responsible, to be raised, until arrangements are made with the Provinces of Canada and New Brunswick, by which the construction of a line of Railway, passing wholly through British territory, from Halifax to Quebec or Montreal, shall be provided for to the satisfaction of Her Majesty's Government."

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

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

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

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

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

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

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

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

The guarantee asked for involves no risk.

The

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

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

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

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

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

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

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

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

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

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

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

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

Not less than seventeen lines of American Railroads lead through the United States to the borders of Canada, and give the means of rapid hostile approach; not a single line of British
Railroads

Railroads connects the Provinces together, or affords communication from the Atlantic shore through national territory. Of the three routes by which Canada is reached, viz: by the Saint Lawrence, by lines of Railroad that traverse the United States, and through the wilderness, the latter would alone be available for the transport of troops or munitions of war in the case of hostilities commenced or threatened at the beginning of winter.

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

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

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

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

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

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

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

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

When the important objects to be accomplished by this work are considered, and the difficulties of carrying it out, owing to the large extent of uncultivated country through which it must pass in New Brunswick and Canada, with the consequent drawbacks upon its remunerative character, it seems not unreasonable to expect, in addition to the Imperial guarantee for the loan contracted by the Provinces, some more direct and substantial aid as a contribution from the national funds for national advantage; confining ourselves however to Nova Scotia, the aid

we solicit is we think moderate, and such as would entail neither inconvenience nor loss on the British Government.

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

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

That portion of our observations, founded on the contingency of war with the United States, deals indeed with the future; but if the history of nations and the experience of the past may be relied on, it can hardly be treated as hypothetical in the sense which should preclude it from present consideration; for the undertaking which we urge must be accomplished while the danger that prompts it is distant and contingent, otherwise it will come too late to avert the evils it is designed to counteract. That the time will come when the evils resulting from the want of such a communication between the North American Provinces will be felt, should the measure be delayed, and that the question will arise, where rests the responsibility for the neglect? we cannot doubt Her Majesty's Colonial subjects will not be found chargeable. As early as the year 1848, at the instance of the Legislature of Nova Scotia, and at the expense of the three Colonies, the survey of Colonel Robinson was made, and his report, full of the most useful information, exists to shew the necessity, the difficulties, and the practicability of the undertaking. Since that time repeated and strenuous efforts have been made by those Colonies towards promoting the object. Now, without mutual concert, and each acting on its own apprehension of the importance of the measure, the Governments of Canada and Nova Scotia have severally commissioned Delegates to press the subject on the attention of Her Majesty's Government.

We have the honor to be, Sir,

Your most obedient humble servants,

(Signed)

J. W. JOHNSTON.

A. G. ARCHIBALD.

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

MEMORANDUM.

The necessity of constructing a Military Road between Halifax and Quebec, so as to render Canada accessible to Her Majesty's forces at all seasons of the year, seems long to have engaged the attention of the British Government.

In 1838 and 1839, when Canada was invaded by organized parties of marauders from the neighbouring country, with the avowed intention of conquest, Troops were transported by that route in winter when the St. Lawrence was closed, with much difficulty at an enormous expense, and with great suffering to the soldiery, and the impossibility of carrying military stores in sufficient quantities was then also fully proved.

Several explorations were consequently made by the Military authorities, with a view to the construction of a Military road as part of the system of defence of the British North American Colonies. It was then suggested that a Railway, besides being of more utility for this purpose than an ordinary road, would be of great commercial benefit to those Provinces, and at the same time confer the political advantage of connecting them more intimately with the Mother Country and with each other.

As this scheme would cost much more than the road originally intended, and as the Colonies would be so much more benefitted thereby, it was thought right that they should contribute to the expense of construction.

A survey was accordingly made in the year 1848, by Major Robinson and other Officers selected by the Imperial Government, but at the expense of the Colonies.

Several lines were explored by Major Robinson, but he reported the Eastern or Coast Line as preferable, although the longest and most costly, for several reasons, (principally of a military character) given by him.

This route was considered by the Colonies, and especially by New Brunswick, as being comparatively of little value, except in a Military point of view. It was long and circuitous; it passed through a country but little settled; and could not be expected to make any pecuniary return on the cost of construction for years.

The interest therefore of any moneys borrowed by the Provinces to build the Railway would fall entirely on their general revenues, a burden which they were little able to bear. These considerations being strongly pressed on Earl Grey, then Secretary of State for the Colonies, he acknowledged their justice, and in a Despatch dated 14th March 1851, agreed that the British Government would guarantee the payment of the interest on moneys borrowed by the Provinces for the purpose of making the Road, on the condition that it should pass exclusively through British territory; but he stated that it need not of necessity be built on Major Robinson's line; any deviation from that line was, however, to be subject to the approval of Her Majesty's Government.

Misapprehension arose between Lord Grey and Mr. Howe of Nova Scotia, then conducting the negotiation, as to whether in case Major Robinson's line was adopted, the Imperial guarantee would not also be extended to a lateral Railway running from the main line through New Brunswick westward, to the Frontier of the United States.

This side line, if constructed, would have much improved the commercial character of Major Robinson's line, as it would have formed a valuable feeder, and connected it with the general Railway system of the United States. Acting therefore under the belief that the guarantee was to be so extended, the three Provinces of Canada, New Brunswick, and Nova Scotia, made an agreement to construct the Railway from Halifax to Quebec, in equal proportions, and proceeded to legislate upon it, with a view to the immediate execution of the work.

On its being ascertained that it had not been intended by the British Government to grant the guarantee to the local line above referred to, all the objections to Major Robinson's route revived, and the arrangements between the Provinces fell to the ground.

Anxiously desiring the construction of the Railway, the Provinces, although much disappointed at the frustration of their expectations, entered into a new arrangement. They agreed, if the Railway was built along the Valley of the River Saint John, Nova Scotia would advance three twelfths, Canada four twelfths, and New Brunswick five twelfths of the cost of construction. This line promised great commercial advantages, and a fair pecuniary return, and at the same time satisfied the condition imposed by the Imperial Government, that it should pass exclusively through British territory. The agreement thus altered was submitted to the Imperial Government for approval; but Sir John Pakington, then Colonial Secretary, in a Despatch dated 20th May 1852, intimated his disapproval of the proposed deviation from the Eastern line, and that he therefore did not feel warranted in recommending the guarantee to Parliament. He however at the same time stated, that the Imperial Government was by no means insensible to the great national object involved in the construction of the line, and that the most favourable attention would be given to any modification of the proposals then before him. The negotiations thus fell a second time to the ground, the Provinces are without their Inter-Colonial Railway, and England has yet no Military Road to Canada.

The three Provinces have been driven, from the failure of these negotiations, to undertake within their several territories, without concert, and on their own unaided credit and responsibility, the construction of Railways, no doubt of local advantage, but not of general or national importance.

It was not thought in Canada a fitting time to press this subject again on the British Government, when all its energies were directed to the vigorous prosecution of the Russian War, a struggle

struggle in which Canada fully sympathised, and was ready to make its own. But now that peace has been restored, it would seem that no time should be lost in undertaking this great work. Circumstances have arisen during the progress of the War,—the Enlistment and Nicaraguan questions with the United States for instance,—which shew that the necessity for such a Road has not decreased.

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

The only bar to its construction up to 1852 was the difference of opinion as to route, and that difference it is believed is not irreconcilable.

It is understood in Canada that the route by the Valley of the St. John is not now considered by military men competent to judge, objectionable as a military road, nay that there are strong reasons for its selection as such. At all events no difficulty is apprehended in finding a line combining the requisites of a military and commercial road.

While Imperial interests require as imperatively as ever the completion of this project, the position of Canada with respect to it has materially altered.

In 1852 there were no Railways in operation in Canada, (with two unimportant exceptions,) and she had no Winter route to the Atlantic; but since that time ten lines extending over about 1600 miles have been constructed, at an aggregate cost of about nineteen millions sterling, by private companies chartered and aided by money grants from the Provincial Government to the extent of nearly five millions and a half. This sum has been raised partly by the Bonds of Canada, on the immediate credit of her Consolidated Revenue, bearing six per cent. interest, and partly by her Bonds issued on the credit of a general Municipality fund, established in the Province by Legislative authority. Preparations are now also in progress for the construction of an interior line of communication, far removed from the American frontier, by a combined system of Railway and Canal between the River Ottawa and Lake Huron.

Canada has therefore already assumed the full measure of pecuniary obligation which her resources render prudent; but as access to the Ocean and communication with England can only be had in Winter through the United States, it is manifest that, in so far as Imperial interests are concerned, the Railway facilities are in a great measure incomplete.

Canada is fully alive to the importance of providing for the maintenance of her connection with England, and she has sought opportunity and availed herself of every occasion practically to cement that relation.

For the purpose of establishing a direct Postal communication with England, which should not only put a stop to a large contribution to the revenue of the United States, but also attract to the Colony a share of that trade and that emigration which was being diverted to that country, she has established, by the payment of an annual subsidy of £50,000, a direct weekly line of Ocean Steamers between the Colony and England. In this enterprise she is not only unaided by England, but has to combat a line plying to the Ports of the United States, supported by a subsidy from the Imperial Government exceeding £180,000 per annum.

The Province has also enrolled, drilled, and armed, at her own expense, a large and available Volunteer force, consisting already of sixteen troops of Cavalry, seven field batteries of Artillery, five Companies of foot Artillery, and fifty Companies of Riflemen; all provided with the most modern and effective arms. This force is maintained at a heavy cost to the Colonial Treasury, and being well disciplined, would be essential and of immediate service, should occasion arise for their active employment.

In addition to this, Canada has been divided into Military Districts, and the whole sedentary Militia, consisting of every man capable of bearing arms, has been organized.

In so far as the commercial wants of the Province are concerned, they are amply supplied by the existing Railway communications to the American Sea Ports, New York and Boston, and by the Railway from Montreal and Portland, over which a Canadian Company has complete control; but this entire dependence on and exclusive relations with a foreign country, cannot but exercise an important and unwholesome influence on the *status* of Canada as a
portion

portion of the Empire, and tend to establish elsewhere that identity of interest which ought to exist between the Mother Country and the Colony.

We are sensible that we need not dwell on the grave and possibly disastrous consequences which, if a rupture should unhappily arise with the United States, may result from the want of communication in Winter between England and the interior of the Province; but it is evident the safety of the Colony can only be secured either by keeping, from the moment of the first apprehension of danger, a military power within it of such magnitude as would repel any invading force, during the five months when reinforcements or supplies could not be obtained by sea, or the means must be created of throwing in that force and transporting them to those points which are assailable.

We would further mention some facts which shew that, while the means of resisting invasion are in no means increased, the facilities for accomplishment are daily becoming greater. There are now no less than seven American Railways terminating directly at the Canadian Boundary, and a far greater number touching the waters of the River Saint Lawrence, and the Lakes Ontario and Erie, which divide Canada from the United States. All these roads may be said to form together a continuous line running parallel with, or in easy proximity to the Provincial boundary, and by their means America would be enabled to concentrate, with the utmost expedition and ease, all her forces upon any quarter, and to choose her own point of attack.

It may be urged that war with America is impossible, or at least an event so unlikely and remote as to justify no expenditure in anticipation of it. Admitting that the character and moderation of the Federal Government afford assurance of continued amity, it is not to be forgotten that there are other elements, not subordinate, whose influence may at any time become too powerful for control.

The best safeguard against aggression is the power of repelling it. The knowledge of our weakness and exposure to attack may do much to precipitate that which, were our strength understood, would never be undertaken. It is now well known, that being cut off from England, the Province cannot make her resources and strength available, should the necessity for their exercise unhappily come to pass, and when the occasion does arise, it will be too late to provide the means. The road cannot be constructed, with a due regard to reasonable economy, for several years; and experience shews, how impossible it is to foresee what events within that period may interrupt the friendly relations with a country, the peculiar constitution of which vests so much power in a class whose interests or passions may, at any time, prompt them to acts which would necessarily lead to a rupture; while therefore, the commercial or material advantages to Canada which would follow the construction of the Road are comparatively unimportant, she feels it her duty to urge the high national considerations which demand that the work should be undertaken.

There can be little fear of any causes of difference between the Colonies and the United States. The danger hitherto has sprung from subjects wherein as a Colony, Canada had no interest, but which (such as the Central American, the Oregon, and enlistment question) were purely of Imperial concern: so that should hostilities arise, Canada would (as she was during the last war) be made the battle ground in a quarrel which she did not cause, and in which she had no special concern.

The Colony has received the solemn assurance of the Imperial Government, a promise on which she implicitly relies, that while she is expected to assume her share of the burden of any force which her own internal wants may require in time of peace, yet that the whole power of the Empire will be put forth for her protection and security against foreign aggression. Canada has acted on this assurance, and performed her part of the obligation; but we would respectfully urge that, without means of communication with Great Britain, the Imperial Government is powerless to perform its share, and that the very first step towards the fulfilment of the promise is to provide proper access to the country.

But

But apologizing for presenting at perhaps too great length, arguments whose weight may be fully admitted, we proceed to suggest a mode by which we propose that the work should be constructed.

The question of route is one which, in so far as Canada is concerned, might be left to the Imperial Government and the Lower Provinces, but the distance of that which would probably be chosen may be assumed at 600 miles. By Major Robinson's Report the cost of the longest or coast route of 635 miles, is £7,000 Sterling per mile, to which ten per cent is added for contingencies, making the cost in round numbers £5,000,000.

Now Canada has already built or has in progress 110, and Nova Scotia 60 miles, available for any route selected for the Inter-Colonial Road, leaving 420 to be constructed. Allowing one million sterling to be added to Major Robinson's estimate for the rise in the cost of labour and materials since 1848, the balance to be provided for is £5,000,000. This would include the cost of the whole section apportioned to and now in process of construction by Nova Scotia, but does not include the cost of the 110 miles in Canada, on which a million raised from other sources will be expended.

We have reason to think that if the facilities we are about to mention be extended to Nova Scotia, that Province would complete the additional sixty miles to her own frontier, and allow the whole to form a part of the National line.

Assuming that New Brunswick would perform a nearly equal share (another Legislature has already assumed a large burden) there would remain for completion about two hundred and fifty miles, at an estimated cost, making allowance for the engineering difficulties, between £2,500,000 and £3,000,000.

We propose that this sum shall be raised as follows:—

In the year 1841, Canada obtained from the Imperial Government a loan of a million and a half for the construction of her Public Works. This matures at a distant period: but meanwhile a sinking fund has been formed, for its redemption. We suggest that the amount of this loan, including the sinking fund, be granted in aid of the proposed Railway; and that Canada shall be relieved from its repayment in consideration of her expending the whole amount in the construction of the line from River du Loup in Canada towards Halifax.

Canada and New Brunswick have already appropriated all their ungranted lands, for 10 miles on each side of the line, in aid of the undertaking. It is assumed that these lands amount to about four millions of acres, and it is proposed, that on the security of these, and the road generally, any balance requisite to complete the work, should be raised as a first charge.

The system of land grants to aid the construction of Railways has been followed with the most entire success in the United States of America, where lands, from being almost worthless and unsaleable, have risen in value with a rapidity far exceeding the most hopeful anticipations.

It is apprehended that the Provinces of Nova Scotia and New Brunswick would not feel warranted in burdening themselves with so large an amount of interest as a loan to be effected on their own credit would involve, and it therefore seems necessary that the Imperial guarantee promised by Lord Grey, should be extended to the Bonds of these Provinces, to the extent of their respective contributions. This guarantee would enable them to raise the money at such a reduced rate of interest as would justify their incurring the obligation.

The contribution of the Imperial Government then would amount to this:—

First—A guarantee of the Bonds of the Provinces of Nova Scotia and New Brunswick.

Second—The conditional discharge of Canada's debt of £1,500,000.

And as a direct equivalent there would be secured not only a Military Road from Halifax to Quebec, but continuous Railway communication for the transport of men and stores from Quebec to the western extremity of the Province of Canada. We do not pretend to hold out the prospect of any immediate direct return on the outlay, because we have no data on which to base reliable calculations; but we must express the conviction that, even in a financial point of view, the cost of the road, although the entire outlay were assumed by the Imperial Government, would ultimately be more than saved by the lessened expenditure which England will be

called upon to bear after its completion by enabling her to reduce her military establishments in Canada.

But in the scheme submitted, the Provinces cherishing and sensible of the value of their connection with England, offer substantial aid and co-operation.

It will be seen that our object is not to involve the Imperial Government in an undertaking in the hope of a pecuniary return, or to assume a liability in the special interest of any Colony. If the best interests of the Empire, the extension of her commerce, and the permanence of British power on the Continent of America, do not warrant the immediate construction of the work, and the contribution of England towards it, we desire to abstain from urging considerations of minor weight on behalf of the enterprise; but the material aid which the Colonies are ready to extend, affords sufficient proof that, in their opinion, its importance on national grounds has not been exaggerated.

We trust that a consideration of these views (which it is to be understood are made subject to the approval of the Executive and Legislature of Canada,) may meet with the favourable and early attention of Her Majesty's Government.

If provisionally acquiesced in, no time will be lost in seeking to obtain the sanction and co-operation of the other Provinces.

(Signed)

JOHN A. MACDONALD,
JOHN ROSS.

(Copy)

Toronto, 1st February, 1858.

SIR,—Having been authorized by the Minute of Council of the 9th July last to urge on the Imperial Government the reasons which should induce the immediate construction of an Inter-Colonial Railway to Halifax, I have the honor to report for the information of His Excellency, that under the authority contained in that Minute, I sought the assistance and obtained the valuable aid of the present Solicitor General for Lower Canada, who acted with me accordingly on this service.

At the time of our arrival in England, events in England had assumed a most threatening aspect, and in consequence, the attention of Her Majesty's Government was very much occupied with matters of a more imminent nature.

We proceeded, however, to communicate as well with the Secretary of State for the Colonies, as with Lord Palmerston, the Chancellor of the Exchequer, the Secretary of State for War, and other Members of Her Majesty's Government, and explained verbally and at length our views on the subject of our mission.

The importance of the work to imperial interests was fully acknowledged, and the means by which its execution could be best accomplished were fully discussed.

After these communications, we deemed it advisable to embody our views in a written memorandum, which we laid before the Colonial Secretary. That memorandum fully states the arguments pressed on the consideration of the Home Government, and is now submitted for the approval of Council.

The Canadian Delegates had the advantage of communicating, while in London, with Mr. Johnston and Mr. Archibald from Nova Scotia, who were also urging the same subject in the interests of that Province. The propositions advanced by these gentlemen were nearly identical with those submitted on the part of Canada.

Being apprized that the prorogation of Parliament, the absence of some of Her Majesty's advisers, and the pressing nature of the Indian difficulties, would preclude any immediate conclusion being come to on the propositions of either Canada or Nova Scotia, I considered that a more prolonged attendance would be followed with no advantage, and the question was left under the consideration of the Government.

The Despatches of the Secretary of State for the Colonies of the 15th January 1858, containing the reply of Her Majesty's Government, having now arrived, I deem it a fitting time formally to report the action which was taken on the mission entrusted to me. I

I would state in conclusion, that the Colonial Governments of Nova Scotia and New Brunswick, as well as Her Majesty's advisers, seem deeply impressed with the necessity of this work on Imperial as well as Colonial grounds; my conviction is, that its construction is only a question of time, and I would respectfully urge that the early attention of the Legislature should be directed to it.

I have the honor to be, Sir,
Your most obedient servant,
(Signed) JOHN A. MACDONALD.

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

(Enclosure No. 2.)

London, 13th November, 1858.

SIR,—In the interview with which we were honored by the Secretary of State for the Colonies, on the subject of the Railway from Halifax to Quebec, Sir E. Lytton stated, that while the construction of this work unquestionably entered into Imperial policy, it involved questions more peculiarly financial, and that he therefore wished us to address you, and in submitting our united application, to add our views of the manner in which the British Exchequer would be affected by your assent to our proposal.

A reference to the enclosed copy of our joint letter to Sir E. Lytton will shew you that estimating the capital required to be £3,500,000, the Imperial Government are asked to apply £1,500,000, now payable by Canada, and to guarantee, if necessary, the proposed grant by the three Colonies of £60,000 per annum, assuming, which we trust will not be questioned, that the obligations of the several Provinces will be honorably met, as has always hitherto been the case, the amount of aid asked from the British Government to secure an object admittedly of vast Imperial interests, is limited to the grant of £1,500,000, representing at 4 per cent. an annual charge on the British Exchequer of £60,000.

Against this sum it is claimed that the construction of the Railway would relieve Great Britain of certain known charges.

Payment to United States Government for the transmission of Mails to and from Canada, - - - - -	£25,000	0	0
Reduction in Ocean services as now performed by the Cunard line, Halifax being 547 miles nearer Liverpool than New York, in proportion to the whole subsidy, at least - - - - -	35,000	0	0
Saving in transmission of Troops and ammunition of war, at least - - - - -	10,000	0	0
	<hr/>		
	£70,000	0	0
To which may be added the sum which would be paid by the United States Government for the transmission of their Mails by the Railway, at least as much as is now paid by the British Government, - - - - -	25,000	0	0
	<hr/>		
	£95,000	0	0

On financial grounds we therefore do not hesitate to state our conviction that a large reduction may be effected in existing charges upon the British Revenue, while at the same time the other and more important Imperial and political objects will be attained.

We have now fully stated our views on this important subject, and it only remains for us to express our hope that if Her Majesty's Government are desirous of extending their aid, they may be pleased to advise us of their views, and should they not be prepared to adopt the precise scheme submitted by us, that they will be pleased to inform us of the mode by which they consider the object can be attained more consistently with the interests of the Imperial Government.

We

We may add, that if it should be more consistent with your views to grant aid to the proposed Railway, by way of subsidy, for the services hereinbefore enumerated, instead of an absolute grant of money, it would equally meet the expectations and desires of the several Colonies.

We have the honor to be, Sir, your most obedient and humble servants,

(Signed)

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

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

A Message was brought from the Assembly by Mr. Cudlip, with a Bill to authorize the Trustees of Saint Andrews Church, in the City of Saint John, to sell a lot of Land in the Parish of Simonds; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time to-morrow.

The Honorable Mr. Steeves, by leave, presented a Petition from Peter M'Lean and others, for Act to facilitate draining of German Town Lake.

ORDERED, That the same be received and lie on the Table.

ORDERED, That Messieurs Kinnear and Earle have leave of absence.

Adjourned until To-morrow at 11 o'clock.

FRIDAY, 18th February, 1859.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,*

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Davidson,
Mr. Wark,
Mr. Hamilton,
Mr. Rice.*

PRAYERS.

Pursuant to the Order of the Day, the Bill to authorize the Trustees of Saint Andrew's Church, in the City of Saint John, to sell a lot of Land in the Parish of Simonds, was read a second time.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bill into consideration.

On motion—

ORDERED, That a Select Committee of three Members be appointed, to examine and report upon such Bills relating to Corporations as may be referred to them.

ORDERED

ORDERED, That the Honorable Messieurs Botsford, Kinnear, and Wark, do compose said Committee.

A Message was brought from the Assembly by Mr. Cudlip, with a Bill in addition to and amendment of an Act intituled "An Act relating to Co-Partnerships;" to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time to-morrow.

A Message was brought from the Assembly by the Honorable Provincial Secretary, with a Bill to incorporate the LePreaux Manufacturing Company; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time to-morrow.

A Message was brought from the Assembly by Mr. M'Adam, with a Bill to authorize the Rector, Church Wardens and Vestry of Saint Paul's Church, in the Parish of Grand Manan, to sell a certain part of the Glebe Land in the said Parish, and invest the proceeds in other Lands; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time to-morrow.

A Message was brought from the Assembly by the Honorable the Solicitor General, with the following Resolution :—

"House of Assembly, 15th February, 1859.

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

"CHAS. P. WETMORE, Clerk."

Adjourned until To-morrow at 11 o'clock.

SATURDAY, 19th February, 1859.

PRESENT :

THE HON.

*Mr. Saunders,
Mr. Chandler,
Mr. Peters,
Mr. Davidson,
Mr. Wark,
Mr. Hamilton,
Mr. Rice.*

Mr. Black, President.

*Mr. Botsford,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,*

PRAYERS.

Pursuant to the Order of the Day, the following Bills were severally read a second time :—

A Bill to incorporate the LePreaux Manufacturing Company :

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

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

ORDERED, That the House be put into Committee of the whole on Monday next to take into consideration the two last entered Bills.

ORDERED, That the first entered Bill be referred to the Committee appointed to examine and report upon all Bills relating to Corporations.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to authorize the Trustees of Saint Andrew's Church, in the City of Saint John, to sell a lot of Land in the Parish of Simonds.

The Honorable Mr. Gordon took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time on Monday next.

A Message from His Excellency the Lieutenant Governor was delivered by the Honorable Mr. Steeves, a Member of Her Majesty's Executive Council, with a copy of the Report of the Chief Commissioner of Public Works for 1858.

[See Appendix.]

A Message was brought from the Assembly by Mr. Vail, with a Bill to establish additional polling places in King's County ; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time on Monday next.

A Message was brought from the Assembly by Mr. M'Adam, with a Bill to amend the Act relating to the Public Burial Grounds in the Parish of Saint Stephen ; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time on Monday next.

Adjourned until Monday next at 11 o'clock.

MONDAY, 21st February, 1859.

PRESENT :

THE HON.

*Mr. Saunders,
Mr. Chandler,
Mr. Peters,
Mr. Davidson,*

Mr. Black, President.

*Mr. Botsford,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,*

Mr.

*Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Robinson.*

*Mr. Steeves,
Mr. Hamilton,
Mr. Rice,*

PRAYERS.

Pursuant to the Order of the Day, the Bill to authorize the Trustees of Saint Andrew's Church, in the City of Saint John, to sell a lot of Land in the Parish of Simonds, was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

Pursuant to the Order of the Day, the following Bills were severally read a second time :—

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

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

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bills severally into consideration.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to authorize the Rector, Church Wardens and Vestry of Saint Paul's Church, in the Parish of Grand Manan, to sell a certain part of the Glebe Land in the said Parish, and invest the proceeds in other Lands.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

On motion made and seconded—

ORDERED, That a Committee be appointed to investigate and report upon all accounts and other matters relating to the construction, working, and maintaining of the European and North American Railway, with power to send for and examine persons and papers, and to report thereon to this House at as early a day as possible.

ORDERED, That the Honorable Messieurs Botsford, Odell, Steeves, Todd, and Robinson, do compose the said Committee.

A Message from His Excellency the Lieutenant Governor was delivered by the Honorable Mr. Steeves, a Member of Her Majesty's Executive Council.

The Honorable the President read the same ; and it was again read by the Clerk as follows :—

J. H. T. MANNERS-SUTTON.

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

February 19th, 1859.

J. H. T. M-S.

[See Appendix.]

A

A Message was brought from the Assembly by Mr. McClelan, with a Bill to amend an Act intituled "An Act to authorize the draining of German Town Lake, in the County of Albert;" to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time to-morrow.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill in addition to and amendment of an Act intituled "An Act relating to Co-Partnerships."

The Honorable Mr. Saunders took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

A Message was brought from the Assembly by the Honorable the Attorney General, with a Bill relating to Attorneys; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time to-morrow.

The Honorable Mr. Rice, by leave, presented a Petition from Francis Petite, for compensation for Ferrying Mails.

ORDERED, That the same be received and lie on the Table.

ORDERED, That the Honorable Mr. Saunders have leave of absence.

Adjourned until To-morrow at 11 o'clock.

TUESDAY, 22nd February, 1859.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Botsford,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Hamilton,
Mr. Rice,*

*Mr. Chandler,
Mr. Peters,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Robinson.*

PRAYERS.

Pursuant to the Order of the Day, the following Bills were severally read a second time:—

A Bill to amend an Act to authorize the draining of German Town Lake, in the County of Albert: and

A Bill relating to Attorneys.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bills severally into consideration.

Adjourned until To-morrow at 11 o'clock.

WEDNESDAY, 23rd February, 1859.

PRESENT :

THE HON.

Mr. Botsford,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Ryan,
Mr. Gordon,
Mr. Rice,

Mr. Black, President,

Mr. Chandler,
Mr. Peters,
Mr. Davidson,
Mr. Steeves,
Mr. Hamilton,
Mr. Seely,
Mr. Robinson.

PRAYERS.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill in addition to and amendment of an Act intituled "An Act relating to Co-Partnerships."

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, had made certain amendments thereto, and recommended the same, as amended, to the adoption of the House.

ORDERED, That the Report be received.

The said amendments were then read by the Clerk, as follows:—

At A expunge the remainder of the Bill, and insert two new Sections, as follows:—

" 3. That the party suing or defending as Partners in any suit in any Court of Law in this Province, and seeking to recover any debt or damages, shall be required to produce in evidence either on the trial or before the Judge or Court when the debt or damages may be assessed, the certificate mentioned in the said recited Act or this Act, duly proved and registered agreeably to the provisions thereof, shewing that at the time of the commencement of such suit such certificate had been made and registered, and in case of failure to produce such certificate as aforesaid, no verdict or judgment shall be given for such debt or damage.

" 4. That nothing in the said recited Act or this Act shall extend to any Company or Corporation established by Act of the Legislature of this Province or Royal Charter."

The said amendments being read a second time, and the question of concurrence put thereon, they were agreed to by the House.

ORDERED, That they be engrossed, and the Bill, as amended, read a third time to-morrow.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to establish additional polling places in King's County.

The Honorable Mr. Seeley took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time to-morrow.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to amend an Act intituled “ An Act to authorize the draining of German Town Lake, in the County of Albert.”

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time to-morrow.

Adjourned until To-morrow at 11 o'clock.

THURSDAY, 24th February, 1859.

PRESENT:

THE HON.

*Mr. Botsford,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Ryan,
Mr. Gordon,
Mr. Rice,*

Mr. Black, President.

*Mr. Chandler,
Mr. Peters,
Mr. Davidson,
Mr. Steeves,
Mr. Hamilton,
Mr. Seely,
Mr. Robinson.*

PRAYERS.

Pursuant to the Order of the Day, the following Bills were severally read a third time and passed :—

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

A Bill to establish additional polling places in King’s County : and

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

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the first entered Bill with certain amendments, to which they desire the concurrence of the Assembly ; also

That they had agreed to the two last entered Bills without any amendment.

The Honorable Mr. Botsford, from the Committee to whom was referred the subject of reporting the Debates of this House, submitted their Report, which was read by the Clerk as follows :—

The Committee to whom was referred the subject of Reporting the Debates of this House the present Session, report that after full consideration of the matter, they beg to suggest that the sum of fifty pounds be appropriated for that purpose, the Reporter to furnish three hundred copies of the Paper containing such Debates for the use of the Members.

A. E. BOTSFORD,
W. H. ODELL,
W. H. STEEVES.

February 24, 1859.

ORDERED, That the Report be received.

The

The Honorable Mr. Steeves, by command of His Excellency the Lieutenant Governor, laid before the House the following Returns :—

CHARLOTTE COUNTY BANK.

State of the Charlotte County Bank on Monday 5th April, A.D. 1858, at 3 o'clock, P. M.

Liabilities of the Bank.

Notes in circulation,	-	-	-	-	-	£12,907	15	0	
Reserved undivided Profits,	-	-	-	-	-	2,609	11	8	
Amount due to other Banks,	-	-	-	-	-	5,390	4	7	
Amount due from this Bank otherwise,	-	-	-	-	-	16,934	9	4	
							<u>£37,842</u>	<u>0</u>	<u>7</u>

Resources of the Bank.

Specie in the Bank,	-	-	-	-	-	£2,340	11	5	
Assets in Saint John Agent's hands,	-	-	-	-	-	24	14	4	
Notes of other Banks,	-	-	-	-	-	54	7	6	
Amount due by other Banks,	-	-	-	-	-	903	12	0	
Amount due to this Bank otherwise,	-	-	-	-	-	34,518	15	4	
							<u>£37,842</u>	<u>0</u>	<u>7</u>

I, C. W. Wardlaw, Cashier of the Charlotte County Bank, do swear, according to the best of my knowledge and belief, that the above is a true and faithful statement of the affairs of the said Bank at 3 P. M. of Monday the 5th day of April, A. D. 1858.

C. W. WARDLAW, Cashier.

Sworn before me this 30th November 1858.
WILLIAM KER, J. P.

We, whose names are hereunto subscribed, Directors of the Charlotte County Bank, do severally state that the Books of the said Bank indicate the above statement of the affairs thereof, and that we have full confidence in the truth thereof.

GEO. D. STREET, President.
JAS. W. STREET,
S. T. GOVE,
DANIEL GILLMOR,
H. H. HATCH.

State of Charlotte County Bank on Monday 4th October, A.D. 1858, at 3 o'clock, P. M.

Liabilities of the Bank.

Notes in circulation,	-	-	-	-	-	£17,443	0	0	
Reserved undivided Profits,	-	-	-	-	-	2,811	12	1	
Amount due to other Banks,	-	-	-	-	-	2,957	16	4	
Amount due from this Bank otherwise,	-	-	-	-	-	17,981	16	0	
							<u>£41,194</u>	<u>4</u>	<u>5</u>

Resources of this Bank.

Specie in the Bank,	-	-	-	-	-	£2,347	18	6
Assets in Saint John Agent's hands,	-	-	-	-	-	182	6	4
Notes of other Banks,	-	-	-	-	-	58	7	6
Amount due by other Banks,	-	-	-	-	-	2,876	6	0
Amount due to this Bank otherwise,	-	-	-	-	-	35,729	6	1
						<u>£41,194</u>	<u>4</u>	<u>5</u>

I, C. W. Wardlaw, Cashier of the Charlotte County Bank, do swear, according to the best of my knowledge and belief, that the above is a true and faithful statement of the affairs of the said Bank at 3 o'clock P. M. of Monday the 4th day of October, A. D. 1858.

C. W. WARDLAW, Cashier.

Sworn before me this 7th December 1858.
WILLIAM KER, J. P.

We, whose names are hereunto subscribed, Directors of the Charlotte County Bank, do severally state that the Books of said Bank indicate the above statement of the affairs thereof, and that we have full confidence in the truth thereof.

GEO. D. STREET, President.
JAS. W. STREET,
S. T. GOVE,
DANIEL GILLMOR,
H. H. HATCH.

WESTMORLAND BANK.

State of the Westmorland Bank on Monday the 5th day of July 1858, at 3 o'clock, P. M.

Due from the Bank.

Capital Stock paid in,	-	-	-	-	-	£15,000	0	0
Bills in circulation,	-	-	-	-	-	20,695	10	0
Net Profits on hand,	-	-	-	-	-	137	0	0
Balances due to other Banks,	-	-	-	-	-	0	0	0
Cash deposited, including all sums whatever due from the Bank not bearing Interest, its Bills in circulation, Profits, and Balances due to other Banks, excepted,	-	-	-	-	-	5,343	7	7
Cash deposited, bearing Interest,	-	-	-	-	-	692	0	0
Total amount due from the Bank,	-	-	-	-	-	<u>£41,868</u>	<u>6</u>	<u>3</u>

Resources of the Bank.

Gold, Silver, and other Coined Metals in its Vaults,	-	-	-	-	-	£3,164	6	0
Bills of other Banks incorporated in this Province,	-	-	-	-	-	234	5	0
Balance due from other Banks,	-	-	-	-	-	3,144	3	1
Real Estate,	-	-	-	-	-	1,196	0	9
Amount of all Debts due, including Notes, Bills of Exchange, also all Stock and Funded debts of every description, except the Balances due from other Banks,	-	-	-	-	-	34,129	11	5
Total amount of Resources of the Bank,	-	-	-	-	-	<u>£41,868</u>	<u>6</u>	<u>3</u>

Last Dividend declared 7th June 1858, 3 per cent.	-	-	-	£450	0	0
Amount of Reserved Profits on hand at time of declaring last Dividend,				2,432	11	7
Amount of Debts due and not paid, and considered doubtful,				0	0	0

I do certify that the above statement is just and correct according to the best of my knowledge and belief.

J. M'ALLISTER, *Cashier.*

Sworn before me this 22nd day of July 1858.
WILLIAM STEADMAN, J. P.

We do certify that we have full confidence in the statement now signed and attested by the Cashier of this Bank, and believe the facts as stated above to be correct, according to the best of our knowledge and belief.

O. JONES, *President.*
JOHN HUMPHREY, } *Directors.*
E. B. CHANDLER, JR. }

Sworn before me this 22nd day of July 1858.
WILLIAM STEADMAN, J. P.

State of the Westmorland Bank on Monday the 3rd January 1859, at 3 o'clock, P. M.

<i>Due from the Bank.</i>						
Capital Stock paid in,	-	-	-	-	£15,000	0 0
Bills in circulation,	-	-	-	-	22,542	15 0
Net Profits on hand,	-	-	-	-	121	9 6
Balances due to other Banks,	-	-	-	-	107	19 10
Cash deposited, including all sums whatever due from the Bank not bearing Interest, its Bills in circulation, Profits, and Balances due to other Banks, excepted,	-	-	-	-	2,980	4 2
Cash deposited, bearing Interest,	-	-	-	-	542	0 0
Total amount due from the Bank,	-	-	-	-	£41,294	8 6

<i>Resources of the Bank.</i>						
Gold, Silver, and other Coined Metals in its Vaults,	-	-	-	-	£4,260	0 10
Bills of other Banks incorporated in this Province,	-	-	-	-	143	12 6
Balance due from other Banks,	-	-	-	-	2,584	2 1
Real Estate,	-	-	-	-	1,200	10 9
Amount of all Debts due, including Notes, Bills of Exchange, also all Stock and Funded Debts of every description, except the Balances due from other Banks,	-	-	-	-	33,106	2 4
Total amount of Resources of the Bank,	-	-	-	-	£41,294	8 6

Last Dividend declared, 3 per cent.	-	-	-	-	£450	0 0
Amount of Reserved Profits on hand at time of declaring last Dividend,					2,485	5 1
Amount of Debts due and not paid, and considered doubtful,					0	0 0

I do certify that the above statement is just and correct according to the best of my knowledge and belief.

J. M'ALLISTER, *Cashier.*

Sworn before me this 8th day of January, 1859.
ALEXANDER WRIGHT, J. P.

We do certify that we have full confidence in the statement now signed and attested by the Cashier of this Bank, and believe the facts as stated above to be correct, according to the best of our knowledge and belief.

O. JONES, *President.*

JOHN HUMPHREY, }
E. B. CHANDLER, JR. } *Directors.*

Sworn before me this 8th day of January, 1859.
ALEXANDER WRIGHT, *J. P.*

BANK OF BRITISH NORTH AMERICA.

ACCOUNT shewing the whole amount of the Debt and Assets of the Bank of British North America, at the close of the year 1857; and also shewing the amount of its Notes payable on demand, which had been in circulation during every Month of that year, together with the amount of Specie and other Assets, distinguishing each kind immediately available in every such Month, for the discharge of such Notes. (Published pursuant to Royal Charter of Incorporation.)

Debts.	Sterling.	Assets.	Sterling.
Circulation,	£292,626 15 0	Specie,	£294,775 19 7
Other Liabilities,	984,862 19 3	Other Assets,	2,133,482 0 9
Total,	£1,277,489 14 3	Total,	£2,428,258 0 4

1857.	Notes in Circulation. Halifax Currency.	Specie. Halifax Currency.	Notes of other Banks. Halifax Currency.
January,	£774,373 15 0	£288,236 18 9	£58,925 1 0
February,	712,132 0 0	245,437 15 2	61,589 10 4
March,	659,974 5 0	243,246 1 9	46,788 18 8
April,	608,890 5 0	207,592 7 1	53,181 2 11
May,	586,308 15 0	198,606 0 11	61,095 1 11
June,	560,075 0 0	201,000 0 7	67,230 0 11
July,	545,337 15 0	192,637 17 8	62,705 17 0
August,	518,682 10 0	197,910 2 3	42,167 5 4
September,	522,089 10 0	191,556 8 4	50,554 16 3
October,	496,427 0 0	205,179 9 9	47,616 19 6
November,	468,869 15 0	245,662 12 11	47,376 11 9
December,	428,902 5 0	236,454 10 11	43,862 14 5

By order of the Court of Directors.

(Signed)

C. M'NAB, *Secretary.*

*Bank of British North America,
London, 13th May 1858.*

BANK OF NEW BRUNSWICK.

State of the Bank of New Brunswick on Monday 3rd January 1859, at 10 o'clock, A. M.

<i>Liabilities of the Bank.</i>							
Capital Stock paid, -	-	-	-	-	£150,000	0	0
Bills in circulation, -	-	-	-	-	64,853	15	0
Net Profits on hand, -	-	-	-	-	17,411	7	10
Balance due to other Banks, -	-	-	-	-	1,488	5	10
Cash deposited, including all sums due from the Bank, not bearing Interest, (its Bills in Circulation, Profits, and Balances due to other Banks, excepted,) -	-	-	-	-	48,368	5	8
Cash deposited, bearing Interest, -	-	-	-	-	12,264	17	9
Total Liabilities of the Bank, -				-	£294,386	12	1

<i>Resources of the Bank.</i>							
Gold, Silver, and other Coined Metals in its Banking House, -	-	-	-	-	£21,376	5	3
Real Estate, -	-	-	-	-	4,797	2	1
Bills of other Banks, incorporated in this Province, -	-	-	-	-	4,902	12	2
Balance due from other Banks, (in England and the United States,) -	-	-	-	-	41,524	19	11
Debts due to the Bank, including Notes, Bills of Exchange, and all Stock and Funded Debts of every description, (Balances due from other Banks excepted,) -	-	-	-	-	221,785	12	8
Total Resources of the Bank, -				-	£294,386	12	1

Amount of the last Dividend, (declared 1st October 1858,) -	-	-	-	-	£4,500	0	0
Reserved Profits at the time of declaring the last Dividend, -	-	-	-	-	12,642	18	5
Doubtful Debts, -	-	-	-	-	4,000	0	0

I, Thomas A. Sancton, Cashier of the above named Bank, do solemnly swear that the above is true, according to the best of my knowledge and belief. THOS. A. SANCTON, Cashier.

Sworn before me at Saint John, this 14th day of January 1859.
H. GILBERT, J. P.

COMMERCIAL BANK OF NEW BRUNSWICK.

Statement of the Affairs of the Commercial Bank of New Brunswick on Friday 31st December 1858.

<i>Liabilities.</i>							
Capital Stock paid in, -	-	-	-	-	£150,000	0	0
Notes in circulation not bearing interest, -	-	-	-	-	58,449	12	6
Deposits not bearing interest, -	-	-	-	-	31,000	6	0
Do. bearing interest, -	-	-	-	-	13,982	7	11
Net Profits on hand, -	-	-	-	-	18,098	4	10
Balance due to other Banks and Agents, -	-	-	-	-	3,886	5	1
					£275,416	17	2

					<i>Resources.</i>			
Bills, Notes Discounted, &c. &c.	-	-	-	-	-	£237,866	2	0
Bills of Exchange on hand,	-	-	-	-	-	2,277	15	7
Real Estate,	-	-	-	-	-	8,000	0	0
Notes of other Banks,	-	-	-	-	-	4,356	0	0
Gold, Silver, &c. &c.	-	-	-	-	-	11,807	7	4
Due by other Banks and Agents.	-	-	-	-	-	11,109	12	3
						<u>£275,416 17 2</u>		

Commercial Bank of New Brunswick, Saint John, 31st December 1858.

(Signed)

GEO. P. SANCTON, *Cashier.*

(Signed)

WM. PARKS, *President.*

NEW BRUNSWICK MARINE ASSURANCE COMPANY.

Return of the Affairs of the New Brunswick Marine Assurance Company for the Year ending 30th June 1858, according to the Act of Incorporation.

		RISK.			PREMIUM.			
Underwritten from 1st July 1857, to 30th June 1858,								
and Premium thereon,	-	-	-	£300,486	0	0	£9,652 9 2	
Outstanding Risk,	-	-	-	£51,900	0	0	£1,910 1 6	
Written off,	-	-	-	248,586	0	0	7,742 7 8	
				<u>£300,486 0 0</u>			<u>£9,652 9 2</u>	

Saint John, N. B., 3rd July 1858.

G. M. JACK, *Secretary.*

Return of Loss sustained by the New Brunswick Marine Assurance Company to 30th June 1858.

Loss paid on Policies issued prior to 1st July 1857,	-	-	£10,833	1	11
Loss paid on Policies issued since 1st July 1857,	-	-	£3,836	10	8
Claims on Policies issued prior to 1st July 1857, disputed,	-	-	£1,000	0	0
Claims on Policies issued since 1st July 1857, not yet due,	-	-	£4,986	0	0
Return Premium and Contingencies to 30th June 1858,	-	-	£1,259	8	2

Saint John, N. B., 3rd July 1858.

G. M. JACK, *Secretary.*

Return of Assets of the New Brunswick Marine Assurance Company on 30th June 1858.

Capital Stock,	-	-	-	-	-	£50,000	0	0
Stockholders' Bonds,	-	-	-	-	-	£25,000	0	0
Mortgages,	-	-	-	-	-	6,000	0	0
<i>Carried forward,</i>		-	-	-	-	£31,000	0	0

	<i>Brought forward,</i>	-	-	£31,000	0	0
Debentures,	-	-	-	2,100	0	0
City Debts, Corporation Bonds,	-	-	-	5,400	0	0
Bank Stock,	-	-	-	5,500	0	0
Globe Assurance Company Stock,	-	-	-	190	0	0
Bank Deposit on Interest,	-	-	-	880	0	0
Bills receivable,	-	-	-	3,068	0	0
						<u>£48,138 0 0</u>

Saint John, N. B., 3rd July 1858.

G. M. JACK, *Secretary.*

G. M. Jack, Secretary to the New Brunswick Marine Assurance Company, maketh oath and saith, that the annexed Returns of the Transactions of the Company during the year ending 30th June 1858, namely, a general statement of the Business transacted, the Loss sustained, with the Assets, are just and true statements of the affairs of the Company as they stood on the 30th June 1858, that there has been no Dividend declared, nor are there any surplus profits at this time.

(Signed)

G. M. JACK.

Sworn before me, at St. John, N. B., this 10th day of July 1858.
H. GILBERT, J. P.

SAINT JOHN FIRE INSURANCE COMPANY.

Statement of the affairs of the Saint John Fire Insurance Company on Thursday the 6th day of January 1859, at 3 o'clock, P. M.

Aggregate amount of Risks,	-	-	-	-	-	£165,300	0	0
Losses during the preceding year,	-	-	-	-	-	£3,066	10	1
Capital actually subscribed and secured,	-	-	-	-	-	£26,000	0	0
Capital actually paid in,	-	-	-	-	-	£5,200	0	0
Invested and secured, viz :—								
Mortgages on Real Estate,	-	-	-	£1,557	3	2		
Stocks in Public Companies,	-	-	-	1,745	18	8		
Interest due on Investments,	-	-	-	93	12	8		
Cash in hand,	-	-	-	815	18	6		
Balance—Being losses and expenses exceeding Income,	-	-	-	987	7	0		
								<u>£5,200 0 0</u>

Residue of Capital secured by Bond of each Stockholder with two approved Sureties.

Dividends for preceding year, none. Real Estate owned by the Company, none.

(Signed)

O. D. WETMORE, *Secretary.*

Saint John, N. B., 6th Jan. 1859.

List of the Stockholders of the Saint John Fire Insurance Company, with the number of Shares owned by each.

Armstrong, Robert	6	M'Sweeny, John	8
Allan, Thomas	4	M'Coskery, John	8
Allan, B. J.	4	M'Laughlin, D. J.	5
Allan, R. B.	4	M'Lauchlan, John	5
Almon, Lewis J.	19	M'Lean, Allan	30
Adams, William H.	16	Nowlen, George V.	20
Brown, Charles	20	Owens, John	20
Bayard, William	20	Ritchie, W. J.	40
Bayard, Robertson	20	Reed, James	20
Botsford, A. E.	20	Reed, Robert	20
Chandler, E. B.	40	Robertson, Robert	30
Carvill, George	10	Reading, Joel	20
Chubb, Henry, Estate,	20	Ring, Zebedee	2
Crosby, H. B.	5	Roop, John	8
Cutler, James E.	4	Raymond, T. F.	40
Duncan, John	20	Seely, Alexander M'L.	20
Davidson, William	10	Stanton, John	40
Daniel, T. W.	4	Stevens, D. B.	4
Duff, Charles	10	Smith, Thomas M.	8
Doherty, James & Co.	4	Scovil, Rev. William	10
Estabrooks, Charles H.	2	Stackhouse, Robert	5
Flewelling, John	20	Small, Otis	5
Fairweather, Edwin	10	Stubs, Robert	1
Hazen, R. L.	20	Stephenson, Joseph	20
Hanford, Thomas	4	Smith, William	20
Hastings, Andrew	4	Tilton, B.	10
Harris, James	4	Thomas, George	4
Hastings, John	4	Thorne, E. L.	6
Howard, Stephen	20	Tisdale, T. E. G.	10
Jarvis, William	40	Travis, James	4
Kirk, John	10	Tucker, John	20
Lee, William T. P.	6	Todd, William	15
Longmaid, R. M.	10	Vaughan, Thomas	20
Millidge, Thomas E.	10	Vaughan, Henry	20
Merritt, Charles	20	Walker, John	20
Magee, T. S.	10	Weldon, Charles W.	20
M'Lauchlan, Charles	4	Wishart, John	10
M'Givern, R. P.	4	Wiggins, Frederick A.	10

Total,.....1,040 Shares.

O. D. WETMORE, *Secretary.*

Saint John, New Brunswick, 6th January 1859.

(Copy)

(Copy)

I, Oscar Davison Wetmore, Secretary to the Saint John Fire Insurance Company, do solemnly swear that the foregoing Statement and List of Stockholders are just and true, to the best of my knowledge and belief.

(Signed)

O. D. WETMORE.

Sworn before me this 22nd day of January 1859.
(Signed) HENRY G. SIMONDS, J. P.

We, A. M'L. Seely, James Reed, and John T. Stanton, Directors of the Saint John Fire Insurance Company, do solemnly swear that the Books of the said Company indicate the correctness of the statement of Affairs and List of Stockholders hereinbefore made and sworn to by the Secretary thereof, and that we have full confidence in the truth of the statements so made by him.

(Signed)

A. M'L. SEELY,
JAMES REED,
JOHN T. STANTON.

Sworn before me this 22nd day of January 1859.
(Signed) R. JARDINE, J. P.

The Honorable Mr. Rice, by leave, presented a Petition from George Cox and others, for Bye Road to be made Great Road.

ORDERED, That the same be received and lie on the Table.

Adjourned until To-morrow at 11 o'clock.

FRIDAY, 25th February, 1859.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Rice.*

*Mr. Chandler,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Hamilton,
Mr. Seely,
Mr. Robinson.*

PRAYERS.

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

1. Report of the Commissioners of the Lunatic Asylum :
 2. Report of the Commissioners of Light Houses for the Bay of Fundy :
 3. Report of the Honorable James Davidson on the Tracadie Lazaretto :
 4. Report of the Madras Board on the Madras School :
 5. Report of the Commissioners of the Portland Police :
 6. Report of the Inspector of Steamers, Saint John :
 7. Report of the Inspector of Steamers, Miramichi :
 8. Report of the Railway Police Magistrate :
- Return of Criminal Cases tried :
Railway Police Account Current.

ORDERED, That the Honorable Mr. Peters have leave of absence.

Adjourned until To-morrow at 11 o'clock.

SATURDAY, 26th February, 1859.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Kinnear,
Mr. Peters,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Rice,
Mr. Earle.*

*Mr. Botsford,
Mr. Robertson,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Hamilton,
Mr. Seely,
Mr. Robinson,*

PRAYERS.

The Honorable Mr. Kinnear, by leave, presented to the House the following Bills, intituled—

An Act to declare the Law relating to Sales of Lands under Executions : and
An Act further to amend the Act relating to Intestate Estates.

The said Bills were severally read a first time.

ORDERED, That the said Bills be severally read a second time to-morrow.

On motion—

ORDERED, That a Committee be appointed to report upon the Communication from Canada laid before this House by command of His Excellency the Lieutenant Governor, as to the suggestions therein contained, and how far they may be applicable to this Province, and also all other matters tending to improve and conserve the Coast and River Fisheries of this Province.

ORDERED, That the Honorable Messieurs Davidson, Odell, Hamilton, Gordon, Seely, and Robinson, do compose the said Committee.

A Message was brought from the Assembly by the Honorable the Attorney General, with a Bill relating to the Great Roads, to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time to-morrow.

On motion—

ORDERED, That the House be put into Committee of the whole on Wednesday next, to take into consideration the Correspondence and other Documents relative to the construction of an Inter-Colonial line of Railroad, laid before this House by Message of His Excellency the Lieutenant Governor on 17th February instant.

Adjourned until Monday next at 11 o'clock.

MONDAY, 28th February, 1859.

PRESENT:

THE HON.

*Mr. Saunders,
Mr. Chandler,
Mr. Kinnear,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Hamilton,
Mr. Seely,
Mr. Robinson,*

Mr. Black, President.

*Mr. Botsford,
Mr. Robertson,
Mr. Minchin,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Rice,
Mr. Earle.*

PRAYERS.

Pursuant to the Order of the Day, the following Bills were severally read a second time:—

A Bill intituled “An Act further to amend the Act intituled ‘An Act to amend the Act relating to Intestate Estates:’” and

A Bill intituled “An Act to declare the Law relating to Sales of Lands under Executions.”

ORDERED, That the House be put into Committee of the whole on Monday next to take the said Bills severally into consideration.

A Message was brought from the Assembly by Mr. Williston, with a Bill to divide the Parish of Nelson into two separate and distinct Parishes; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time to-morrow.

On motion made and seconded—

RESOLVED, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to lay before this House copies of any Correspondence that may have taken place between His Excellency and the Imperial Government, or between his Government and that of the adjacent Provinces of Canada and Nova Scotia, in reference to a Federal Union of these Provinces, with such other information bearing on the subject as it may be in His Excellency's power to afford.

ORDERED, That the Honorable Messieurs Robertson and Odell be a Committee to wait upon His Excellency with the said Address.

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

The Report of the Commissioners of the Lunatic Asylum.

The Honorable Mr. Davidson, by leave, presented a Petition from the Reverend Richard Vereker and others, against taxing inhabitants of Chatham for Police force.

ORDERED, That the same be received and lie on the Table.

The Honorable Mr. Kinnear, by leave, presented a Petition from the Saint John Gas Light Company, for extension of their Capital.

ORDERED, That the same be received and lie on the Table.

ORDERED, That the Honorable Mr. Saunders have leave of absence.

Adjourned until To-morrow at 11 o'clock.

TUESDAY, 1st March, 1859.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Botsford,
Mr. Robert-son,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Hamilton,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

*Mr. Chandler,
Mr. Kinnear,
Mr. Hazen,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,*

PRAYERS.

Pursuant to the Order of the Day, the Bill to divide the Parish of Nelson into two separate and distinct Parishes, was read a second time.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bill into consideration.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill relating to Attorneys.

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

On motion—

The House was put into Committee of the whole to take into consideration the Bill relating to Great Roads.

The Honorable Mr. Davidson took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

The Honorable Mr. Odell, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with the Address in reference to the Federal Union
of

of the Provinces, reports that they had attended to that duty, and that His Excellency was pleased to say, that he would reply to the said Address by Message.

A Message was brought from the Assembly by Mr. M'Adam, with a Bill to establish Marks' Street, in the Parish of Saint Stephen, in the County of Charlotte, as a Public Highway; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time to-morrow.

The Honorable the President informed the House, that the Clerk of this House had applied for leave of absence.

ORDERED, That the Clerk of this House do have leave of absence for three days.

The Honorable Mr. Botsford, by leave, presented a Petition from the Honorable Charles Fisher and others, for a Law to pass relative to the Law Society.

ORDERED, That the same be received and lie on the Table.

Adjourned until To-morrow at 11 o'clock.

WEDNESDAY, 2nd March, 1859.

PRESENT :

THE HON.

Mr. Black, President,

*Mr. Botsford,
Mr. Robertson,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Hamilton,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

*Mr. Chandler,
Mr. Kinnear,
Mr. Hazen,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,*

PRAYERS.

Pursuant to the Order of the Day, the Bill to establish Marks' Street in the Parish of Saint Stephen, in the County of Charlotte, as a Public Highway, was read a second time.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bill into consideration.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into further consideration the Bill relating to the Great Roads.

The Honorable Mr. Davidson took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time to-morrow.

Pursuant

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to divide the Parish of Nelson into two separate and distinct Parishes.

The Honorable Mr. Ryan took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

A Message was brought from the Assembly by Mr. M'Adam, with a Bill for the incorporation of the Synod of the Presbyterian Church of New Brunswick, and also for the incorporating the several Congregations connected therewith; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the said Bill be referred to the Select Committee appointed to examine and report upon all Bills relating to Corporations.

The Honorable Mr. Todd, by leave, presented a Petition from the Reverend James Jack, and one hundred and twenty two others, praying that the Bill incorporating the Synod of the Presbyterian Church of New Brunswick may pass.

ORDERED, That the same be received and lie on the Table.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to amend the Act relating to the Public Burying Grounds in the Parish of Saint Stephen.

The Honorable Mr. Todd took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

A Message was brought from the Assembly by Mr. Gray, with a Bill further to alter and amend an Act intituled "An Act to incorporate the Saint John Gas Light Company;" to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the said Bill be referred to the Select Committee appointed to examine and report upon all Bills relating to Corporations.

Adjourned until To-morrow at 11 o'clock.

THURSDAY, 3rd March, 1859.

PRESENT :

THE HON.

*Mr. Botsford,
Mr. Robertson,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Hamilton,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

Mr. Black, President,

*Mr. Chandler,
Mr. Kinnear,
Mr. Hazen,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,*

PRAYERS.

Pursuant to the Order of the Day, the Bill relating to the Great Roads, was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to establish Mark's Street, in the Parish of Saint Stephen, in the County of Charlotte, as a Public Highway.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time to-morrow.

A Message from His Excellency the Lieutenant Governor was delivered by the Honorable Mr. Steeves, a Member of Her Majesty's Executive Council.

The Honorable the President read the same; and it was again read by the Clerk as follows :—

J. H. T. MANNERS-SUTTON.

His Excellency the Lieutenant Governor lays before the Legislative Council copies of Reports and other Documents relative to the Railway Works now in course of construction in the Province.

February 19th, 1859.

J. H. T. M-S.

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

FINANCIAL STATEMENT.—31st October 1858.

*Funded.***DEBT.**

For Sterling Debentures on Account of—

The Saint Andrews and Quebec Railroad,	£44,000	0	0
The European and North American Railroad,	90,000	0	0
Railway Construction, under 19 Vic. cap. 16,	400,000	0	0
Provincial Liabilities, under Act 19 Vic. cap. 20,	31,000	0	0

Sterling, - - -	£565,000	0	0
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Add 1-5th for Exchange,	113,000	0	0
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Currency, - - -	£678,000	0	0
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For Currency Debentures on Account of—

Fredericton Fire Loan, -	£12,000	0	0
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Provincial Liabilities, under Act 19			
--------------------------------------	--	--	--

Vic. cap. 20, - - - -	16,800	0	0
-----------------------	--------	---	---

	28,800	0	0
--	--------	---	---

Total Funded Debt, - - - -			£706,800 0 0
----------------------------	--	--	--------------

Floating.

To Savings Banks,—

Saint John, - - - -	£67,500	0	0
---------------------	---------	---	---

Restigouche, - - - -	1,305	12	0
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Bathurst, - - - -	346	0	0
-------------------	-----	---	---

Newcastle, - - - -	446	11	9
--------------------	-----	----	---

Chatham, - - - -	9,745	9	2
------------------	-------	---	---

Kent, - - - -	812	15	4
---------------	-----	----	---

Shediac, - - - -	332	11	0
------------------	-----	----	---

Saint Andrews, - - - -	7,872	4	3
------------------------	-------	---	---

	£88,361	3	6
--	---------	---	---

For Unpaid Warrants,—

Ordinary Services of 1857 and 1858,	£2,254	14	8
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Parish Schools, - - - -	4,434	0	8
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	6,688	15	4
--	-------	----	---

For Appropriations,—

Undrawn, Estimated amount, - - - -	22,500	0	0
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For Balances of Special Funds,—

Light Houses, Bay of Fundy,	£6,063	2	5
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Do. Gulf, - - - -	80	2	4
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Sick and Disabled Seamen, - - - -	402	14	0
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Indian Reserve Fund, - - - -	789	9	4
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Copy-Right Duties, - - - -	14	16	5
----------------------------	----	----	---

Railway Impost Fund, £25,415	1	9	
------------------------------	---	---	--

Less—In hands of			
------------------	--	--	--

Messrs. Barings, 17,862	3	10	
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	7,552	17	11
--	-------	----	----

Carried forward,	£14,903	2	5
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<i>Brought forward,</i>	£14,903	2	5		
Railway Construction Fund,	£88,786	8	7		
Less—In hands of Messrs. Barings,	63,674	14	1		
				<u>25,111</u>	<u>14 6</u>
					<u>40,014 16 11</u>
Total Floating Debt,	-	-	-	-	<u>157,564 15 9</u>
Gross Total of Provincial Debt,	-	-	-	-	<u><u>£864,364 15 9</u></u>

ASSETS.**Cash,—**

In Bank of New Brunswick,	-	-	£7,430	8	0
Treasury,	-	-	2,694	3	0
Copper Coin,	-	-	1,035	0	0
Hands of Deputy Treasurers,	-	-	5,908	6	7
					<u>£17,067 17 7</u>

Balances of Special Funds,—

Casual Revenue,	-	-	£4,037	9	7
Surplus Civil List, with Interest,	-	-	9,776	10	11
Fishery Fund,	-	-	470	13	8
Emigrant Fund,	-	-	1,138	19	0
					<u>£15,423 13 2</u>

Less—Expended by Treasurer for general purposes,

4,529 0 11

10,894 12 3

Investments,—

Bonds (with Interest thereon) for Frederickton Fire Loan, - - - £14,598 0 0

In St. Andrews and Quebec Railroad, 60,000 0 0

For Railway Constructions—being the proceeds of Debentures on account of the European and North American Railroad, and under Act 19 Vic. cap. 16, - - - - - 608,096 14 0

682,694 14 0

Miscellaneous,—

Crown Land Instalments, - - - £20,000 0 0

Bond from the St. John Bridge Company, 6,000 0 0

Bond from Cunard and Wolhaupter, - 1,000 0 0

27,000 0 0

Gross Total of Fiscal Assets, - - - - -

£787,657 3 10

S. L. TILLEY, *Prov. Sec'y.*

MEMORANDUM *shewing the Cash required for the Ordinary Service of the Province for the Year 1859, and the Resources.*

CASH REQUIRED.

To pay Warrants in the Treasury uncalled for at the close of the Fiscal Year 1858, - - - - -	£6,688	15	4
“ Undrawn Appropriations of 1858 and previous years, - - - - -	17,000	0	0
“ Copy-Right Duties, - - - - -	14	16	5
“ Estimated Expenditure,—			
For Ordinary Services already authorized by Law, - - - - -	£72,547	0	0
For Ordinary Services to be voted by the Legislature, - - - - -	59,690	0	0
	<u>132,237</u>	<u>0</u>	<u>0</u>
			<u>£155,940 11 9</u>

RESOURCES.

Cash in the Treasury, - - - - -	£3,729	3	0
“ in the hands of Deputy Treasurers, - - - - -	5,908	6	7
“ for Surplus Civil List and Casual and Territorial Revenue, in Central Bank, with Interest, - - - - -	9,300	0	0
“ for Balances in other hands, - - - - -	428	7	2
“ for available Credit in Bank of New Brunswick, - - - - -	4,765	15	7
“ for Estimated Ordinary Revenue of the year, - - - - -	132,830	0	0
	<u>£156,961</u>	<u>12</u>	<u>4</u>

Secretary's Office, February, 1859.

S. L. TILLEY, *Prov. Sec'y.*

ESTIMATE OF REVENUE AND EXPENDITURE.

Estimate of Ordinary Revenue for the Fiscal Year ending 31st October 1859.

Estimated amount of Ordinary Revenue to arise from—

Imports, - - - - -	£110,000	0	0
Exports, - - - - -	16,000	0	0
Casual and Territorial Revenue, - - - - -	3,500	0	0
Surplus Civil List, - - - - -	2,150	0	0
Proceeds of Seizures, - - - - -	400	0	0
Supreme Court Fees, - - - - -	500	0	0
Auction Duties, - - - - -	100	0	0
Warehouse Privileges, - - - - -	180	0	0
	<u>£132,830</u>	<u>0</u>	<u>0</u>

Estimate of Expenditure from the Ordinary Revenue.

Estimated amount of required Expenditure from Ordinary Revenue, viz :—

Authorized by existing Laws, - - - - -	£72,547 0 0
To be voted by the Legislature, - - - - -	59,690 0 0

Total estimated Expenditure from the Ordinary Revenue,	<u>£132,237 0 0</u>
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Classification and Distribution of the foregoing estimated Expenditure.

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
CIVIL LIST.		
Authorized by Law, - - - - -	£14,500 0 0	
LEGISLATIVE.		
<i>Authorized by Law.</i>		
Expenses of the President, Speaker, and Members of the Legislative Council and Assembly, including travelling expenses, - - - - -	5,007 0 0	
<i>To be voted.</i>		
LEGISLATIVE COUNCIL.		
Chaplain, - - - - -	£20 0 0	
Message Bearer from Council to Assembly, - - - - -	40 0 0	
Sergeant at Arms, - - - - -	45 0 0	
Door Keepers, 2, - - - - -	60 0 0	
Messengers, 3, - - - - -	67 10 0	
Clerk, including extra services, - - - - -	300 0 0	
For preparing Index, - - - - -	40 0 0	
Clerk Assistant, including extra services, - - - - -	150 0 0	
Engrossing Clerk, - - - - -	50 0 0	
Contingencies, includ'g Stationery & Coachhire, - - - - -	450 0 0	
Postages, - - - - -	80 0 0	
HOUSE OF ASSEMBLY.		
Chaplain, - - - - -	20 0 0	
Sergeant at Arms, - - - - -	45 0 0	
Clerk, including extra services, - - - - -	300 0 0	
For preparing Index, - - - - -	100 0 0	
Clerk Assistant, including extra services, - - - - -	175 0 0	
Engrossing Clerks, 3, - - - - -	225 0 0	
Door Keeper, - - - - -	30 0 0	
Messengers, 5, - - - - -	112 10 0	
Contingencies, includ'g Stationery & Coachhire, - - - - -	700 0 0	
Postages, - - - - -	200 0 0	
Printing Laws and Journals, - - - - -	1,700 0 0	
Reporting Legislative Debates, - - - - -	250 0 0	
Library, - - - - -	180 0 0	
Librarian, - - - - -	125 0 0	
Election Expenses, - - - - -	200 0 0	
	.. ..	£5,665 0 0
	£19,507 0 0	£5,665 0 0

Estimate of Revenue and Expenditure, 1859.

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
<i>Brought forward,</i>	£19,507 0 0	£5,665 0 0
JUDICIAL.		
<i>Authorized by Law.</i>		
Salary of Judge Neville Parker, -	£800 0 0	
Clerk of Pleas, and Clerk, -	400 0 0	
Clerk of Crown on Circuits, -	250 0 0	
Jurors' Fees, - - - - -	1,500 0 0	
Reporting Decisions Supreme Court, -	50 0 0	
	3,000 0 0	
<i>To be voted.</i>		
Salary of Clerk Crown, Supreme Court, -	£100 0 0	
Usher Supreme Court, - - -	10 0 0	
	.. ..	110 0 0
REVENUE Collection and Protection.		
<i>Authorized by Law.</i>		
Salary of Province Treasurer, -	£500 0 0	
Commission of Deputy Treasurers, -	2,500 0 0	
	3,000 0 0	
<i>To be voted.</i>		
For Saint John Establishment—		
Warehouse Keeper, - - - - -	£240 0 0	
Clerks, 5, - - - - -	1,015 0 0	
Appraisers, 3, - - - - -	75 0 0	
Waiters and Searchers, 2, - - -	360 0 0	
Tide Surveyor, - - - - -	180 0 0	
Warehouse Lockers, 5, - - - - -	600 0 0	
Tide Waiters, 7, - - - - -	638 15 0	
Messenger, - - - - -	75 0 0	
Preventive Officer, Musquash, -	100 0 0	
Rent of Treasury & Custom House Offices,	300 0 0	
Rent of Wharf, - - - - -	25 0 0	
Contingencies, Stationery, and Postage,	300 0 0	
Controller of Customs' Salary,	275 0 0	
Clerk's do. - - - - -	150 0 0	
For Out-Ports—		
<i>Albert County.</i>		
Harvey, Dy. Treasurer and Controller,	25 0 0	
Hillsborough, Dy. Treasurer and Controller,	50 0 0	
<i>Carleton County.</i>		
Woodstock, Deputy Treasurer, -	100 0 0	
2 Preventive Officers,		
£25 each,	50 0 0	
	£4,558 15 0	£25,507 0 0
<i>Carried forward,</i>		£5,775 0 0

Estimate of Revenue and Expenditure, 1859.

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
	<i>Brought forward,</i> £25,507 0 0	£5,775 0 0
REVENUE— <i>Cont'd and brought forward,</i> <i>Charlotte County.</i>	£4,558 15 0	
St. Andrews, Waiter, Searcher, and Register, - -	150 0 0	
2 Tide Waiters & Boatmen,	182 10 0	
St. George, Tide Waiter, - -	60 0 0	
St. Stephen, Waiter and Searcher, - -	150 0 0	
West Isles, Deputy Treasurer, - -	120 0 0	
<i>Gloucester County.</i>		
Bathurst, Waiter and Searcher, - -	100 0 0	
Caraquet, Dy. Treasurer and Controller,	60 0 0	
Tide Waiter, - -	35 0 0	
New Bandon, Preventive Officer, - -	25 0 0	
Shippegan, Dy. Treasurer and Controller,	60 0 0	
2 Tide Waiters, - -	65 0 0	
<i>Kent County.</i>		
Buctouche, Dy. Treasurer and Controller,	40 0 0	
Tide Waiter, - -	20 0 0	
Richibucto, Waiter and Searcher, - -	50 0 0	
Tide Waiter, - -	60 0 0	
<i>Northumberland County.</i>		
Miramichi, Landing Surveyor, - -	150 0 0	
Newcastle, Waiter and Searcher, - -	75 0 0	
Chatham, Waiter and Searcher, - -	75 0 0	
3 Boatmen, - -	180 0 0	
<i>Restigouche County.</i>		
Campbellton, Waiter and Searcher, - -	65 0 0	
Dalhousie, Waiter and Searcher, - -	65 0 0	
<i>Victoria County.</i>		
Edmundston, Deputy Treasurer, - -	40 0 0	
Grand Falls, Deputy Treasurer, - -	40 0 0	
Tobique, Deputy Treasurer, - -	40 0 0	
<i>Westmorland County.</i>		
Bay Verte, Dy. Treasurer and Controller,	25 0 0	
Dorchester, Dy. Treasurer and Controller,	40 0 0	
Tide Waiter, - -	25 0 0	
Moncton, Dy. Treasurer and Controller,	25 0 0	
N. Joggins, Dy. Treasurer and Controller,	25 0 0	
Sackville, Deputy Treasurer, - -	25 0 0	
Tide Waiter, - -	25 0 0	
Shediac, Dy. Treasurer and Controller,	80 0 0	
<i>Carried forward,</i>	£6,736 10 0	£5,775 0 0
	£25,507 0 0	£5,775 0 0

Estimate of Revenue and Expenditure, 1859.

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
<i>Brought forward,</i>	£25,507 0 0	£5,775 0 0
REVENUE— <i>Cont'd and brought forward,</i>		
<i>York County.</i>		
Fredericton, Preventive Officer,	60 0 0	
Howard Settlement, Preventive Officer,	56 0 0	
Harvey Settlement, Preventive Officer,	25 0 0	
Additional Revenue Officers, if necessary,	350 0 0	
	.. ..	7,227 10 0
DEBT.		
<i>Authorized by Law.</i>		
Interest for Savings Bank Deposits, Debentures (not being for Railway purposes), and Credits, - - -	8,500 0 0	
POST OFFICE.		
<i>Authorized by Law.</i>		
To meet deficiency of Revenue, - - - -	6,000 0 0	
PUBLIC WORKS.		
<i>Authorized by Law.</i>		
Chief Commissioner and Department, - - -	1,100 0 0	
<i>To be voted.</i>		
Great Roads and Bridges, - - -	-£16,500 0 0	
Internal Navigation—		
Dredge, - - -	£1,100 0 0	
Fredericton to Grand Falls, - - -	300 0 0	
To improve Boat Navigation of Miramichi and Renous Rivers, - - -	200 0 0	
	1,600 0 0	
Public Buildings, - - -	750 0 0	
Bye Roads, - - -	14,000 0 0	
Steam Communication, - - -	2,500 0 0	
	.. ..	35,350 0 0
EDUCATION.		
Amount authorized by Law, - - - -	24,000 0 0	
<i>To be voted.</i>		
Madras School, - - -	£400 0 0	
Wesleyan Academy, - - -	600 0 0	
Baptist Seminary, - - -	250 0 0	
Roman Catholic School, Fredericton,	150 0 0	
Mill Town Academy, - - -	200 0 0	
<i>Carried forward,</i>	£1,600 0 0	£48,352 10 0

Estimate of Revenue and Expenditure, 1859.

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
<i>Brought forward,</i>		£48,352 10 0
EDUCATION—Cont'd and brought forward,	£1,607 0 0	
Roman Catholic School, Saint John, -	150 0 0	
Varley School, - - - - -	100 0 0	
Roman Catholic School, Memramcook, -	150 0 0	
Commercial School, Saint John, -	50 0 0	
Infant School, Fredericton, -	50 0 0	
Roman Catholic School, Saint Stephen,	100 0 0	
Roman Catholic School, Saint Andrews,		
Male and Female, - - - - -	75 0 0	
Poor School, Fredericton, - - - - -	50 0 0	
Roman Catholic School, Carleton,	60 0 0	
Do. Chatham, - - - - -	50 0 0	
Two Free Schools, Saint John, in charge of Rev. George Armstrong, - - - - -	50 0 0	
One Free School in charge of Rev. William Armstrong, - - - - -	17 10 0	
Roman Catholic School, Woodstock, -	37 10 0	
Do. Portland, - - - - -	30 0 0	
Do. Bathurst, - - - - -	22 10 0	
Grammar School, Newcastle, - - - - -	50 0 0	
African School, Saint John, - - - - -	75 0 0	
Free School, Loch Lomond,	50 0 0	
School, Heron Island, - - - - -	20 0 0	
Rachel Martin, - - - - -	20 0 0	
C. and H. Vieth, - - - - -	20 0 0	
E. Phillips, - - - - -	20 0 0	
Jane F. James, - - - - -	20 0 0	
Ann Barclay, - - - - -	17 10 0	
J. W. Darrah, - - - - -	27 10 0	
Eliza A. Lawrence, - - - - -	17 10 0	
John L. M'Innis, - - - - -	27 10 0	
Madawaska Academy, - - - - -	60 0 0	
J. S. P. Gibbs, - - - - -	10 0 0	
	.. ..	3,027 10 0
AGRICULTURAL.		
<i>Authorized by Law.</i>		
Societies, - - - - -	£2,000 0 0	
Bear Bounties, - - - - -	700 0 0	
	2,700 0 0	
<i>To be voted.</i>		
Oat Mills, - - - - -		150 0 0
<i>Carried forward,</i>		£67,807 0 0
		£51,530 0 0

 Estimate of Revenue and Expenditure, 1859.

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
<i>Brought forward,</i>	£67,807 0 0	£51,530 0 0
FISHERIES.		
<i>Authorized by Law.</i>		
Societies, - - - - -	200 0 0	
<i>To be voted.</i>		
Two Wardens in Charlotte, £25 each, £50 0 0	£50 0 0	
Do. Restigouche, £15 " 30 0 0	30 0 0	
	-- --	80 0 0
PROVINCIAL PENITENTIARY.		
<i>Authorized by Law.</i>		
Maintenance, - - - - -	300 0 0	
<i>To be voted.</i>		
Maintenance, - - - - -	-- --	1,500 0 0
LUNATIC ASYLUM.		
<i>To be voted.</i>		
Maintenance, - - - - -	-- --	4,000 0 0
PUBLIC HEALTH.		
<i>Authorized by Law.</i>		
Board at Saint John, - - - - -	500 0 0	
<i>To be voted.</i>		
Tracadie Lazaretto, - - - - -	-- --	600 0 0
RETURN DUTIES.		
<i>Authorized by Law.</i>		
On exportations, Rev. Stat. Cap. 28, and 10 V. c. 35. - - -	3,000 0 0	
PENSIONS.		
Authorized by Law, - - - - -	320 0 0	
To be voted, - - - - -	-- --	180 0 0
INDIANS.		
<i>To be voted.</i>		
Relief of Indians, - - - - - £250 0 0	£250 0 0	
Missionary to the Milicete Tribe, - - - - - 50 0 0	50 0 0	
	-- --	300 0 0
MILITARY.		
<i>Authorized by Law.</i>		
Apprehension of Deserters, - - - - -	50 0 0	
<i>Carried forward,</i>	£72,177 0 0	£58,190 0 0

Estimate of Revenue and Expenditure, 1859.

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
<i>Brought forward,</i>	£72,177 0 0	£58,190 0 0
STEAM BOAT INSPECTORS.		
<i>Authorized by Law.</i>		
At Saint John and Miramichi, - - - - -	250 0 0	
IMMIGRATION.		
<i>To be voted.</i>		
For promotion of, - - - - -	.. ..	500 0 0
STEAM FERRIES.		
<i>Authorized by Law.</i>		
At Gondola Point, - - - - -	£60 0 0	
Chatham, - - - - -	60 0 0	
	120 0 0	
MISCELLANEOUS.		
<i>To be voted.</i>		
Unforeseen expenses, - - - - -	.. ..	1,000 0 0
	£72,547 0 0	£59,690 0 0

Estimate of other sources of Revenue and Expenditure.

It is estimated that the Revenue to arise from the Light House, Sick and Disabled Seamen, and Immigrant Imposts, and the Railway Impost and Fund, will be more than sufficient to defray all the charges and expenses connected with these services.

Secretary's Office, February, 1859.

S. L. TILLEY, *Prov. Sec'y.*

Also—

The Auditor General's Report on the Public Accounts of 1858; and

The Seventh Annual Report of the Chief Superintendent of Schools, Year 1858.

[*For Chief Superintendent's Report see Appendix.*]

The Honorable Mr. Hazen, by leave, presented the following Petitions:—

From the Mayor, Aldermen, and Commonalty of the City of Saint John, praying that an Act to alter the present mode of levying and collecting Rates in the City of Saint John, may pass: and

From the Saint John Gas Light Company, praying for an extension of their Capital.

ORDERED, That the same be received and lie on the Table.

The Honorable Mr. Kinnear, by leave, presented a Petition from William O. Smith, William Olive, and one hundred others, praying protection for the Spawning Grounds in the Lakes and Streams of the River Saint John.

ORDERED

ORDERED, That the same be received, and that it be referred to the Committee appointed on the 26th of February last to report in relation to the Coast and River Fisheries.

A Message was brought from the Assembly by Mr. Mitchell, with a Bill to repeal an Act intituled "An Act to provide for the better support of the Poor in certain Parishes in the County of Northumberland," and make other provisions in lieu thereof; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time to-morrow.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into further consideration the Bill to divide the Parish of Nelson into two separate and distinct Parishes.

The Honorable Mr. Ryan took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time to-morrow.

ORDERED, That the Report of the Railway Commissioners, this day communicated to the House by Message of His Excellency the Lieutenant Governor, be referred to the Committee appointed on the 21st of February last to report upon all matters relating to the European and North American Railway.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into further consideration the Bill to amend the Act relating to the Public Burying Grounds in the Parish of Saint Stephen.

The Honorable Mr. Todd took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, and recommended that the further consideration thereof be postponed for three months.

ORDERED, That the Report be received; and it was thereupon

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

The Honorable Mr. Wark, by leave, presented the following Petitions:—

From John P. Ford, William Doherty, and one hundred and ten others, praying that an Act to prevent Sawdust from falling into the Richibucto River and its tributaries may not pass: and

From John P. Ford and six others, Mill-owners in the County of Kent, praying for a further continuance of the Act to authorize the granting of Mill Reserves.

ORDERED, That the same be received and lie on the Table.

The Honorable Mr. Botsford, from the Committee appointed to examine and report upon all Bills relating to Corporations, presented a Report.

ORDERED, That the Report be received.

The same was then read by the Clerk, as follows :—

The Select Committee to whom were referred all Bills relating to Corporations, beg to report that they have examined “ A Bill further to alter and amend an Act intituled ‘ An Act to incorporate the Saint John Gas Light Company ,’ ” and recommend the said Bill to the adoption of the House. They have also examined “ A Bill to incorporate the Lepreaux Manufacturing Company,” and have prepared an amendment to the same. They have taken into consideration “ A Bill for the incorporation of the Synod of the Presbyterian Church in New Brunswick, and also for the incorporating the several Congregations connected therewith,” and beg to refer the said Bill to the consideration of the House.

Respectfully submitted.

Committee Room, March 3rd.

A. E. BOTSFORD, *Chairman.*

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bills and the Report of the Committee thereon severally into consideration.

Adjourned until To-morrow at 11 o'clock.

FRIDAY, 4th March, 1859.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Botsford,
Mr. Robertson,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Hamilton,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

*Mr. Chandler,
Mr. Kinnear,
Mr. Hazen,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,*

PRAYERS.

A Message was brought from the Assembly by Mr. Ferris, with a Bill to regulate certain Taxes of Non-Residents on Island Property lying in the River Saint John ; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time to-morrow.

Pursuant to the Order of the Day, the Bill to establish Mark's Street, in the Parish of Saint Stephen, in the County of Charlotte, as a Public Highway, was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

On motion—

The House was put into Committee of the whole to take into further consideration the Bill relating to Attorneys.

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, and recommended that the further consideration thereof be postponed for three months.

ORDERED, That the Report be received ; and it was thereupon

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

Pursuant to the Order of the Day, the Bill to repeal an Act intituled " An Act to provide for the better support of the Poor in certain Parishes in the County of Northumberland," and make other provisions in lieu thereof, was read a second time.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bill into consideration.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill for the incorporation of the Synod of the Presbyterian Church of New Brunswick, and also for the incorporating the several Congregations connected therewith.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill further to amend an Act intituled " An Act to incorporate the Saint John Gas Light Company," together with the Report of the Select Committee thereon.

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

A Message was brought from the Assembly by Mr. Allen, with the following Bills, to which they desire the concurrence of this House :—

A Bill to amend an Act to incorporate the Diocesan Church Society of New Brunswick : and

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

The said Bills were severally read a first time.

ORDERED, That the said Bills be severally read a second time to-morrow.

The Honorable Mr. Earle, by leave, presented a Petition from George Fox and eighty nine others, owners and proprietors of Property on Islands in Queen's County, praying that a Bill to regulate certain Taxes of Non-Residents on Island Property lying in the River Saint John, may pass into a Law.

ORDERED, That the same be received and lie on the Table.

The

The Honorable Mr. Rice, by leave, presented a Petition from Inhabitants of Madawaska, praying that the Grand Jury of the County of Victoria may be elected by the Rate payers.

ORDERED, That the same be received and lie on the Table.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to incorporate the Lepreaux Manufacturing Company, together with the Report of the Select Committee thereon.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

The Honorable Mr. Wark, by leave, presented the following Petitions :—

From the Reverend William Bennett and twenty others, Minister and Congregation at Waweig, in Charlotte County, praying that an Act may pass to incorporate the Presbyterian Church of New Brunswick : and

From the Reverend William Elder and twenty nine others, Minister and Congregation in Saint Stephen's, in Charlotte County, praying that an Act may pass to incorporate the Presbyterian Church of New Brunswick.

ORDERED, That the same be received and lie on the Table.

A Message was brought from the Assembly by Mr. Tibbits, with a Bill to alter and amend Chapter 62, Title viii, of the Revised Statutes, "Of the protection of Sheep and Moose;" to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time to-morrow.

Adjourned until To-morrow at 11 o'clock.

SATURDAY, 5th March, 1859.

PRESENT :

THE HON.

*Mr. Saunders,
Mr. Chandler,
Mr. Kinnear,
Mr. Hazen,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Seely,*

Mr. Black, President.

*Mr. Botsford,
Mr. Robertson,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Hamilton,
Mr. Todd,
Mr. Robinson.*

PRAYERS.

Pursuant to the Order of the Day, the Bill to divide the Parish of Nelson into two separate and distinct Parishes, was read a third time and passed.

ORDERED

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

Pursuant to the Order of the Day, the following Bills were severally read a second time :—

A Bill to amend an Act to incorporate the Diocesan Church Society of New Brunswick :

A Bill to regulate certain Taxes of Non-Residents on Island Property lying in the River Saint John :

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

A Bill to alter and amend Chapter 62, Title viii, of the Revised Statutes, “ Of the protection of Sheep and Moose.”

ORDERED, That the House be put into Committee of the whole on Monday next to take the said Bills severally into consideration.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to repeal an Act intituled “ An Act to provide for the better support of the Poor in certain Parishes in the County of Northumberland,” and make other provisions in lieu thereof.

The Honorable Mr. Gordon took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to incorporate the Lepreaux Manufacturing Company, together with the Report of the Select Committee thereon.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made further progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill further to alter and amend an Act intituled “ An Act to incorporate the Saint John Gas Light Company,” together with the Report of the Select Committee thereon.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, had made a certain amendment thereto, and recommended the same, as amended, to the adoption of the House.

ORDERED, That the Report be received.

The

The said amendment was then read by the Clerk, as follows :—

At A at the end of the Bill, add the following words :—“ Provided that any stockholder in the said Company who shall be assessed for any additional calls upon his shares, shall have the option of declining the payment of such calls, and that the shareholders of the Company shall have power to issue new stock to the amount of the calls so remaining unaccepted.”

The said amendment being read a second time, was agreed to by the House.

ORDERED, That the said amendment be engrossed, and the Bill, as amended, read a third time on Monday next.

The Honorable Mr. Robertson, by leave, presented a Petition from the Reverend Henry J. M'Lardy and others, against the incorporation of the Synod of the Presbyterian Church of New Brunswick.

ORDERED, That the same be received and lie on the Table.

The Honorable Mr. Seely informed the House that the Honorable Mr. Rice desired him to say that business required his attention elsewhere, and that he wished the House to excuse his absence.

The Honorable Mr. Gordon informed the House that the Honorable Mr. Earle desired him to say that urgent business required his attention elsewhere, and that he wished the House to excuse his absence.

Adjourned until Monday next at 11 o'clock.

MONDAY, 7th March, 1859.

PRESENT :

THE HON.

*Mr. Saunders,
Mr. Chandler,
Mr. Kinnear,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Hamilton,
Mr. Todd,
Mr. Robinson.*

Mr. Black, President.

*Mr. Botsford,
Mr. Robertson,
Mr. Minchin,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Seely,*

PRAYERS.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to amend the Act to regulate the Circuit Courts and Courts of Oyer and Terminer and Sittings after Term.

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time to-morrow.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to alter and amend Chapter 62, Title viii, of the Revised Statutes, "Of the protection of Sheep and Moose."

The Honorable Mr. Davidson took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

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

SAINT STEPHEN BANK.

State of the Saint Stephen Bank on the 1st July 1858, at 3 o'clock, P. M.

<i>Due from the Bank.</i>					
Capital Stock paid in,	-	-	-	-	£50,000 0 0
Bills in circulation,	-	-	-	-	30,255 5 0
Net Profits on hand,	-	-	-	-	8,156 8 9
Balance due to other Banks,	-	-	-	-	6,596 17 1
Cash deposited, including all sums whatever due from the Bank not bearing Interest, its Bills in circulation, Profits, and Balances due to other Banks excepted,	-	-	-	-	141 15 0
Cash deposited bearing Interest,	-	-	-	-	0 0 0
Total amount due from the Bank,				-	£95,150 5 10

<i>Resources of the Bank.</i>					
Gold and Silver in its Banking House,	-	-	-	-	£3,219 4 6
Real Estate,	-	-	-	-	1,070 13 2
Bills of other Banks incorporated in this Province,	-	-	-	-	1,814 17 6
Bills of other Banks without the Province,	-	-	-	-	196 5 10
Balances due from other Banks,	-	-	-	-	11,820 14 0
Amount of all Debts due the Bank, including Notes, Bills of Exchange, and all Stock and Funded Debts of every description, excepting Balances due from other Banks,	-	-	-	-	77,028 10 10
Total amount of Resources of the Bank,				-	£95,150 5 10

Date and time of declaring the last Dividend, February 28, 1858.

Amount of last Dividend,	-	-	-	-	£2,000 0 0
Amount of Reserved Profits at the time of declaring the same,	-	-	-	-	6,000 0 0
Amount of all Debts due, not paid, and considered doubtful,	-	-	-	-	0 0 0

R. WATSON, *Cashier.*

CHARLOTTE, ss.—On this eighteenth day of February in the year of our Lord one thousand eight hundred and fifty nine, personally appeared R. Watson, Cashier of the Saint Stephen Bank, and made oath to the truth of the statements contained in the preceding Return by him signed, according to the best of his knowledge and belief.

HENRY WEBBER, J. P.

The undersigned, a majority of the Directors of the Saint Stephen Bank, hereby certify that the Books of the said Bank exhibit the facts presented in the foregoing Statement or Return signed by their Cashier, and that they have full confidence in the truth of said Return so by him made.

JAMES G. STEVENS,
S. H. HITCHINGS,
F. H. TODD,
Z. CHIPMAN.

State of the Saint Stephen Bank on the 4th January 1859, at 3 o'clock, P. M.

Due from the Bank.

Capital Stock paid in,	-	-	-	-	-	£50,000	0	0
Bills in circulation,	-	-	-	-	-	40,039	10	0
Net Profits on hand,	-	-	-	-	-	9,550	9	10
Balance due to other Banks,	-	-	-	-	-	0	0	0
Cash deposited, including all sums whatever due from the Bank not bearing interest, its Bills in circulation, Profits, and Balances due to other Banks excepted,	-	-	-	-	-	4,367	18	4
Cash deposited bearing Interest,	-	-	-	-	-	0	0	0
Total amount due from the Bank,	-	-	-	-	-	£103,957	18	2

Resources of the Bank.

Gold and Silver in its Banking House,	-	-	-	-	-	£5,983	15	4
Real Estate,	-	-	-	-	-	1,070	13	2
Bills of other Banks incorporated in this Province,	-	-	-	-	-	757	10	0
Bills of other Banks without the Province,	-	-	-	-	-	768	5	0
Balances due from other Banks,	-	-	-	-	-	17,532	12	0
Amount of all Debts due the Bank, including Notes, Bills of Exchange, and all Stock and Funded Debts of every description, excepting Balances due from other Banks,	-	-	-	-	-	77,845	2	8
Total amount of Resources of the Bank,	-	-	-	-	-	£103,957	18	2

Date and time of declaring the last Dividend, 1st September 1858.

Amount of last Dividend,	-	-	-	-	-	£2,000	0	0
Amount of Reserved Profits at the time of declaring the same,	-	-	-	-	-	7,000	0	0
Amount of all Debts due, not paid, and considered doubtful,	-	-	-	-	-	0	0	0

R. WATSON, Cashier.

CHARLOTTE, ss.—On this eighteenth day of February in the year of our Lord one thousand eight hundred and fifty nine, personally appeared R. Watson, Cashier of the Saint Stephen Bank, and made oath to the truth of the statements contained in the preceding Return by him signed, according to the best of his knowledge and belief.

HENRY WEBBER, J. P.

The undersigned, a majority of the Directors of the Saint Stephen Bank, hereby certify that the Books of said Bank exhibit the facts presented in the foregoing Statement or Return signed by their Cashier, and that they have full confidence in the truth of said Return so by him made.

JAS. G. STEVENS,
S. H. HITCHINGS,
F. H. TODD,
Z. CHIPMAN.

A Message was brought from the Assembly by Mr. Wright, with a Bill in amendment of Chapter 116, Title xxx, of the Revised Statutes, "Of Bills, Notes, and Choses in Action;" to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time to-morrow.

The Honorable Mr. Hazen, by leave, presented the following Petitions:—

From the Diocesan Church Society, for amendment of the Act of incorporation: and
From the Mayor, Aldermen, and Commonalty of the City of Saint John, for an Act to authorize the extension of King Street, in Carleton, in that City.

ORDERED, That the same be received and lie on the Table.

Adjourned until To-morrow at 11 o'clock.

TUESDAY, 8th March, 1859.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Kinnear,
Mr. Hazen,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Seely,*

*Mr. Botsford,
Mr. Robertson,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Hamilton,
Mr. Todd,
Mr. Robinson.*

PRAYERS.

Pursuant to the Order of the Day, the following Bills were severally read a third time and passed:—

A Bill further to alter and amend an Act intituled "An Act to incorporate the Saint John Gas Light Company," with a certain amendment: and

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

ORDERED,

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the first entered Bill with certain amendments, to which they desire the concurrence of the Assembly; and that the Legislative Council have agreed to the last entered Bill without any amendment.

Pursuant to the Order of the Day, the Bill in amendment of Chapter 116, Title xxx, of the Revised Statutes, "Of Bills, Notes, and Choses in Actions," was read a second time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, and that the House be put into Committee of the whole presently to take the said Bill into consideration.

The Honorable Mr. Saunders took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, had made a certain amendment thereto, and recommended the same, as amended, to the adoption of the House.

ORDERED, That the Report be received.

The said amendment was then read by the Clerk, as follows:—

At A at the end of the Bill, add two new Sections, as follows:—

"3. That from and after the first day of June next, where Bills of Exchange and Promissory Notes become due and payable on the first day of January commonly called New Year's Day, Christmas Day, Good Friday, or Day appointed by Proclamation of the Governor of this Province for a Day of Fast, Thanksgiving, or general Holiday, the same shall be payable on the day next preceding such New Year's Day, Christmas Day, Good Friday, Day of Fast, or Day of Thanksgiving, or general Holiday, unless the day preceding such New Year's Day, Christmas Day, Day of Fast, or Day of Thanksgiving, shall happen to be Sunday, in which case such Bills of Exchange and Promissory Notes shall fall due on the Saturday preceding; and such Bills of Exchange and Promissory Notes, in case of non-payment, may be noted and protested on the day preceding such New Year's Day, Christmas Day, Good Friday, Day of Fast, or Day of Thanksgiving, or general Holiday, unless the preceding day be Sunday, and then the same Bills of Exchange and Promissory Notes may be noted and protested on the preceding Saturday; and that as well in such cases, as in the cases of Bills of Exchange and Promissory Notes becoming due and payable on the day next preceding such New Year's Day, Christmas Day, Good Friday, Day of Fast, or Day of Thanksgiving, or general Holiday, it shall not be necessary for the holders of such Bills of Exchange and Promissory Notes to give notice of the dishonor thereof, until the day next after such New Year's Day, Christmas Day, Good Friday, Day of Fast, or Day of Thanksgiving, or general Holiday; and that whensoever such New Year's Day, Christmas Day, Day of Fast, or Day of Thanksgiving, or general Holiday, shall happen, or be appointed on a Saturday, it shall not be necessary for the holder or holders of such Bills of Exchange or Promissory Notes, as shall by virtue of this Act or otherwise be payable on the preceding Friday, to give notice of the dishonor thereof, until the Monday next after such New Year's Day, Christmas Day, Day of Fast, or Day of Thanksgiving, or general Holiday, respectively; and that whensoever such New Year's Day, Christmas Day, Day of Fast, or Day of Thanksgiving, or general

general Holiday, shall happen or be appointed on Monday, it shall not be necessary for the holder or holders of such Bills of Exchange or Promissory Notes, as by virtue of this Act or otherwise shall be payable on the preceding Saturday, to give notice of the dishonor thereof, until the Tuesday next after such New Year's Day, Christmas Day, Day of Fast, or Day of Thanksgiving, or general Holiday, respectively; and from and after the said first day of June next, New Year's Day, Christmas Day, Good Friday, and every such Day of Fast, and Day of Thanksgiving, or general Holiday, so appointed by the Governor of this Province, is and shall for all other purposes whatsoever, as regards Bills of Exchange and Promissory Notes, be treated and considered as the Lord's Day, commonly called Sunday.

"4. Where any Promissory Note or Bill of Exchange shall be payable at any place out of this Province, whether the same be drawn in or out of this Province, a Notarial protest of the presentment and dishonor of such Promissory Note or Bill of Exchange shall be deemed and taken in all Courts of this Province as evidence of the facts of presentment and dishonor stated in such protest, in the like manner as in case of protest of nonpayment of a Foreign Bill of Exchange."

The said amendment being read a second time, was concurred in by the House.

ORDERED, That it be engrossed, and the Bill, as amended, be read a third time to-morrow.

On motion—

The House was put into Committee of the whole to take into consideration the Bill intituled "An Act further to amend the Act relating to Intestate Estates."

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House.

ORDERED, That the Report be received, the Bill engrossed, and read a third time to-morrow.

On motion—

The House was put into Committee of the whole to take into consideration the Bill intituled "An Act to declare the Law relating to Sales of Lands under Executions."

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House.

ORDERED, That the Report be received, the Bill engrossed, and read a third time to-morrow.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to amend an Act to incorporate the Diocesan Church Society of New Brunswick.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time to-morrow.

A Message was brought from the Assembly by Mr. Tapley, with a Bill to alter and amend Section 2, Chapter 43, Title vi, of the Revised Statutes, "Of the Election of Councillors;" to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time to-morrow.

On motion—

ORDERED, That the House be put into Committee of the whole to-morrow, to take into consideration the Bill for the incorporation of the Synod of the Presbyterian Church of New Brunswick, and also for the incorporating the several Congregations connected therewith.

The Honorable Mr. Robertson, by leave, presented the following Petitions :—

From the Trustees of Saint Andrews Church in the City of Saint John, against the Bill to incorporate the Presbyterian Synod of New Brunswick: and

From the Presbytery of Saint John, with a similar prayer.

ORDERED, That the same be received and lie on the Table.

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

CENTRAL BANK OF NEW BRUNSWICK.

State of Central Bank of New Brunswick at 4 o'clock, P. M. on Monday 7th June 1858.

<i>Liabilities of the Bank.</i>		
Capital Stock paid in,	- - - - -	£35,000 0 0
Bills in circulation,	- - - - -	49,489 10 0
Balance due to other Banks,	- - - - -	1,273 18 6
Cash deposited, including all sums whatever due from the Bank not bearing Interest, its Bills in circulation, Profits, and Balances due to other Banks excepted,	- - - - -	14,178 18 7
Amount due from the Bank, bearing Interest,	- - - - -	20,951 17 7
Profits on hand,	- - - - -	16,086 9 4
		£136,980 14 0

<i>Resources of the Bank.</i>		
Gold, Silver, and other coined Metals in its Banking House,	- - - - -	£4,853 18 6
Bills of other Banks incorporated in this Province,	- - - - -	3,108 0 0
Balance due from other Banks,	- - - - -	375 14 1
Amount of all Debts due, including Notes, Bills of Exchange, and all Stock and Funded Debts of every description, except Balances due from other Banks,	- - - - -	124,075 1 3
Real Estate,	- - - - -	4,568 0 2
		£136,980 14 0

Date and amount of the last Dividend, 2nd June 1857, 4 per cent.	- - - - -	£1,400 0 0
Amount of Reserved Profits at the time of declaring the last Dividend,	- - - - -	16,286 10 0
Debts due and not paid, and considered doubtful,	- - - - -	7,000 0 0

I, Samuel W. Babbit, Cashier of the Central Bank of New Brunswick, do make oath and say, that the foregoing Return is correct and true to the best of my knowledge and belief.

SAM. W. BABBIT.

Sworn before me this 7th day of March 1859.
JOHN M'DONALD, J. P.

We, George Botsford, W. H. Odell, John Simpson, John S. Saunders, and George J. Dibblee, being a majority of the Directors of the Central Bank of New Brunswick, do certify and make oath that the Books of the said Bank indicate the state of facts stated in the foregoing Return, and that we have full confidence in the truth of the said Return so made by the Cashier of the said Bank.

GEORGE BOTSFORD,
J. SIMPSON,
JOHN S. SAUNDERS,
W. H. ODELL,
GEO. J. DIBBLEE.

Sworn before me this 7th day of March 1859.
JOHN M'DONALD, J. P.

State of the Central Bank of New Brunswick at 4 o'clock, P. M. on Monday the 6th December 1858.

Liabilities of the Bank.

Capital Stock paid in,	-	-	-	-	-	-	-	£35,000	0	0
Bills in circulation,	-	-	-	-	-	-	-	28,692	10	0
Balance due to other Banks,	-	-	-	-	-	-	-	6,500	0	0
Cash deposited, including all sums whatever due from the Bank not bearing Interest, its Bills in circulation, Profits, and Balances due to other Banks excepted,	-	-	-	-	-	-	-	13,589	8	3
Amount due from the Bank, bearing Interest,	-	-	-	-	-	-	-	14,268	8	1
Profits on hand,	-	-	-	-	-	-	-	17,267	12	2
								£115,317	18	6

Resources of the Bank.

Gold, Silver, and other coined Metals in its Banking House,	-	-	-	-	-	-	-	£2,162	17	6
Bills of other Banks incorporated in this Province,	-	-	-	-	-	-	-	882	5	0
Balance due from other Banks,	-	-	-	-	-	-	-	7	1	0
Amount of all Debts due, including Notes, Bills of Exchange, and all Stock and Funded Debts of every description, except Balances due from other Banks,	-	-	-	-	-	-	-	107,697	14	10
Real Estate,	-	-	-	-	-	-	-	4,568	0	2
								£115,317	18	6

Date and amount of the last Dividend, 2nd June 1857, 4 per cent.	-	-	-	-	-	-	-	£1,400	0	0
Amount of Reserved Profits at the time of declaring the last Dividend,	-	-	-	-	-	-	-	16,286	10	0
Debts due and not paid, and considered doubtful,	-	-	-	-	-	-	-	7,000	0	0

I, Samuel W. Babbit, Cashier of the Central Bank of New Brunswick, do make oath and say, that the foregoing Return is correct and true to the best of my knowledge and belief.

SAM. W. BABBIT.

Sworn before me this 7th day of March 1859.
JOHN M'DONALD, J. P.

We, George Botsford, William H. Odell, John Simpson, John S. Saunders, and George J. Dibblee, being a majority of the Directors of the Central Bank of New Brunswick, do certify and make oath that the Books of the said Bank indicate the state of facts stated in the foregoing Return, and that we have full confidence in the truth of the said Return so made by the Cashier of the said Bank.

GEO. BOTSFORD,
J. SIMPSON,
JOHN S. SAUNDERS,
W. H. ODELL,
GEO. J. DIBBLEE.

Sworn before me this 7th day of March 1859.
JOHN M'DONALD, J. P.

State of Central Bank of New Brunswick at 4 o'clock, P. M. on Friday 4th March 1859.

Liabilities of the Bank.

Capital Stock paid in, - - - - -	£35,000 0 0
Bills in circulation, - - - - -	22,717 0 0
Balance due to other Banks, - - - - -	6,500 9 7
Cash deposited, including all sums whatever due from the Bank not bearing Interest, its Bills in circulation, Profits, and Balances due to other Banks excepted, - - - - -	15,522 2 0
Amount due from the Bank, bearing Interest, - - - - -	19,924 10 6
Profits on hand, - - - - -	17,574 14 8
	<u>£117,238 16 9</u>

Resources of the Bank.

Gold, Silver, and other coined Metals in its Banking House, - - - - -	£5,092 14 1
Bills of other Banks incorporated in this Province, - - - - -	707 0 0
Balance due from other Banks, - - - - -	462 14 6
Amount of all Debts due, including Notes, Bills of Exchange, and all Stock and Funded Debts of every description, except Balances due from other Banks, - - - - -	106,408 8 0
Real Estate, - - - - -	4,568 0 2
	<u>£117,238 16 9</u>

Date and amount of the last Dividend, 2nd June 1857, 4 per cent. - - - - -	£1,400 0 0
Amount of Reserved Profits at the time of declaring the last Dividend, - - - - -	16,286 16 0
Debts due and not paid, and considered doubtful, - - - - -	7,000 0 0

I, Samuel W. Babbitt, Cashier of the Central Bank of New Brunswick, do make oath and say, that the foregoing Return is correct and true to the best of my knowledge and belief.

SAM. W. BABBITT.

Sworn before me this 7th day March 1859.
JOHN M'DONALD, J. P.

We, George Botsford, William H. Odell, John Simpson, John S. Saunders, and George J. Dibblee, being a majority of the Directors of the Central Bank of New Brunswick, do certify and make oath that

that the Books of the said Bank indicate the state of facts stated in the foregoing Return, and that we have full confidence in the truth of the said Return so made by the Cashier of the said Bank.

GEO. BOTSFORD,
JOHN S. SAUNDERS,
W. H. ODELL,
GEO. J. DIBBLEE,
J. SIMPSON.

Sworn before me this 7th day of March 1859.
JOHN M'DONALD, J. P.

Adjourned until To-morrow at 1 o'clock.

WEDNESDAY, 9th March, 1859.

PRESENT :

THE HON.

*Mr. Botsford,
Mr. Robertson,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Hamilton,
Mr. Todd,
Mr. Robinson,*

Mr. Black, President,

*Mr. Chandler,
Mr. Kinnear,
Mr. Hazen,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Seely,
Mr. Earle.*

PRAYERS.

Pursuant to the Order of the Day, the Bill intituled "An Act to declare the Law relating to Sales of Lands under Executions," was read a third time and passed.

ORDERED, That the Title of the said Bill be—

An Act to declare the Law relating to Sales of Lands under Executions.

ORDERED, That Mr. Dibblee do carry the said Bill down to the Assembly and acquaint that House that the Legislative Council have passed the same, and desire the concurrence of the Assembly thereto.

Pursuant to the Order of the Day, the Bill intituled "An Act relating to Intestate Estates, and the Practice of Probate Courts," was read a third time and passed.

ORDERED, That the Title of the Bill be—

An Act relating to Intestate Estates, and the Practice of Probate Courts.

ORDERED, That Mr. Dibblee do carry the said Bill down to the Assembly and acquaint that House that the Legislative Council have passed the said Bill, and desire the concurrence of the Assembly thereto.

Pursuant to the Order of the Day, the Bill in amendment of Chapter 116, Title xxx, of the Revised Statutes, "Of Bills, Notes, and Choses in Actions," as amended, was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill with certain amendments, to which they desire the concurrence of the Assembly.

Pursuant

Pursuant to the Order of the Day, the Bill to amend an Act to incorporate the Diocesan Church Society of New Brunswick, was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

Pursuant to the Order of the Day, the Bill to alter and amend Section 2, Chapter 43, Title vi, of the Revised Statutes, "Of the Election of Councillors," was read a second time.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bill into consideration.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill for the incorporation of the Synod of the Presbyterian Church of New Brunswick, and also for the incorporating the several Congregations connected therewith.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

The Honorable Mr. Gordon, by leave, presented a Petition from the Trustees of Saint Paul's Church, Fredericton, against the Bill incorporating the Presbyterian Church of New Brunswick.

ORDERED, That the same be received and lie on the Table.

The Honorable Mr. Hamilton, by leave, presented a Petition from the Reverend Mr. Donald and others, against the Bill incorporating the Presbyterian Church of New Brunswick.

ORDERED, That the same be received and lie on the Table.

The Honorable Mr. Robertson, by leave, presented the following Petitions :—

From the Presbytery of Saint John, against the incorporation of the Presbyterian Church of New Brunswick : and

From the Trustees and Kirk Sessions of the Presbyterian Congregation of Saint Andrews, in the County of Charlotte, against the incorporation of the Presbyterian Church of New Brunswick.

ORDERED, That the same be received and lie on the Table.

Adjourned until To-morrow at 11 o'clock.

THURSDAY, 10th March, 1859.

PRESENT :

THE HON.

*Mr. Saunders,
Mr. Chandler,
Mr. Kinnear,*

Mr. Black, President.

*Mr. Botsford,
Mr. Robertson,
Mr. Minchin;*

Mr.

Mr. Peters,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Hamilton,
Mr. Todd,
Mr. Robinson,

Mr. Hazen,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Seely,
Mr. Earle.

PRAYERS.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill for the incorporation of the Synod of the Presbyterian Church of New Brunswick, and also for the incorporating the several Congregations connected therewith.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, had made certain amendments thereto, and recommended the same, as amended, to the adoption of the House.

ORDERED, That the Report be received.

The said amendments were then read by the Clerk, as follows:—

At A. Section 1, insert the words " Church known as the."

At B. insert the words " Church known as the."

At C. Section 2, expunge the words " of the Presbyterian Church of New Brunswick."

At D. Section 5, expunge the words " Presbyterian Church," and insert the word " Synod."

At E. expunge the words " Presbyterian Church of New Brunswick," and insert the word " Synod."

At F. insert the words " or held for the use of."

At G. insert the words " or Church."

At H. Section 6, expunge the words " Presbyterian Church," and insert the word " Synod."

At I. expunge the words " of the Presbyterian Church of New Brunswick."

At K. in the Title, expunge the remainder of the Title, and insert the words " incorporating the Synod of the Church known as the Presbyterian Church of New Brunswick, and the several Congregations connected therewith."

The said amendments being read a second time, and the question of concurrence put thereon, they were severally agreed to by the House.

ORDERED, That the said amendments be engrossed, and the Bill, as amended, read a third time to-morrow.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to alter and amend Chapter 62, Title viii, of the Revised Statutes, " Of the protection of Sheep and Moose."

The Honorable Mr. Davidson took the Chair.

After some time the House resumed.

The

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made further progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to incorporate the Lepreaux Manufacturing Company, together with the Report of the Select Committee thereon.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, had made certain amendments thereto, and recommended the same, as amended, to the adoption of the House.

ORDERED, That the Report be received.

The said amendments were then read by the Clerk, as follows :—

At A. Section 1, insert the words “ for the purposes aforesaid.”

At B. Section 2, expunge the word “ either.”

At C. expunge the words “ or by assessing such increase upon the original number of shares,” and insert as follows—“ such additional shares to be disposed of either at public or private sale, in such manner as a majority of the stockholders in number and amount may determine at any general or special meeting of the stockholders legally called.”

The said amendments being read a second time, and the question of concurrence put thereon, they were severally agreed to by the House.

ORDERED, That the said amendments be engrossed, and the Bill, as amended, read a third time to-morrow.

A Message from His Excellency the Lieutenant Governor was delivered by the Honorable Mr. Steeves, a Member of Her Majesty's Executive Council.

The Honorable the President read the same ; and it was again read by the Clerk as follows :—

J. H. T. MANNERS-SUTTON.

His Excellency the Lieutenant Governor, in reply to the Address of the Legislative Council of the 28th February, with reference to a Federative Union of the British North American Provinces, lays before the Council copies of the following Correspondence, viz :—

I. Correspondence with the Governor General of Canada.

1. Despatch from the Governor General to the Lieutenant Governor, dated 9th September, 1858, with Enclosure :
2. Despatch from the Lieutenant Governor to the Governor General, dated 17th September, 1858 :
3. Despatch from the Lieutenant Governor to the Governor General, dated 11th October, 1858, with Enclosure :
4. Despatch from the Governor General to the Lieutenant Governor, dated 20th October, 1858 :

5. Despatch from the Governor General to the Lieutenant Governor, dated 10th January, 1859, with Enclosures :
6. Despatch from the Lieutenant Governor to the Governor General, dated 1st February, 1859.

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

1. Despatch from the Lieutenant Governor to the Secretary of State, dated 29th September, 1858, No. 50, with Enclosures :
2. Despatch from the Secretary of State to the Lieutenant Governor, dated 10th September, 1858, No. 15, with Enclosures :
3. Despatch from the Lieutenant Governor to the Secretary of State, dated 11th October, 1858, No. 53 :
4. Despatch from the Secretary of State to the Lieutenant Governor, dated 27th October, 1858, No. 29 :
5. Despatch from the Secretary of State to the Lieutenant Governor, dated 26th November, 1858, No. 35, Circular."

March 10th, 1859.

J. H. T. M-S.

I. Correspondence with the Governor General of Canada.

(Copy)

Quebec, 9th September, 1858.

SIR,—I have the honor to transmit, for Your Excellency's information, the enclosed copy of a Minute of the Executive Council of Canada, approved by myself, on the subject of a Federative Union of the British North American Provinces.

I have, &c.

(Signed)

EDMUND HEAD.

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

(Enclosure.)

Copy of a Report of a Committee of the Executive Council, dated 4th September 1858, approved by His Excellency the Governor General.

The Committee of Council are respectfully of opinion that it is expedient to bring the subject of the Union of the British North American Colonies, under the notice of Her Majesty's Government with as little delay as possible, and to inform the Government of each such Colony that the attention of Her Majesty has been called to the subject by Your Excellency.

That Your Excellency should submit to the Right Honorable the Secretary of State for the Colonies, the propriety of authorizing a meeting of Delegates, on behalf of each Colony, and of Upper and Lower Canada respectively, for the purpose of considering the subject of such Federative Union, and reporting on the principles on which the same could properly be based.

That such Delegates should be appointed by the Executive Government of each Colony, and meet with as little delay as possible.

That the Report of such Delegates should be addressed to the Secretary of State for the Colonies, and that a copy of it, as soon as it is prepared, should be placed in the hands of the Governor and Lieutenant Governor of each Colony, in order that he may lay the same before the Provincial Parliament with as little delay as possible.

Certified.

(Signed)

W. H. LEE, C. E. C.

(Copy)

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

SIR,—I have the honor to acknowledge the receipt of Your Excellency's Despatch of 9th instant, enclosing a copy of a Minute of the Executive Council of Canada, approved by Your Excellency, on the subject of a Federative Union of the British North American Provinces.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

His Excellency the Right Honorable the Governor General, &c. &c. Canada.

(Copy)

Government House, Fredericton, N. B., October 11th, 1858.

SIR,—With reference to Your Excellency's Despatch of 9th ult. (the receipt of which was acknowledged by me on the 17th ult.) I have now the honor to transmit to you for Your Excellency's information, a copy of a Memorandum, which has been submitted to me by my Council, on the subject referred to in that Despatch.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

His Excellency the Right Honorable the Governor General, Canada.

(Enclosure.)

MEMORANDUM OF THE EXECUTIVE COUNCIL IN COMMITTEE.

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

The Committee of Council have had under consideration the Despatch of the Governor General of the 9th inst. containing the Report of the Executive Council of Canada, on the subject of a Federative Union of the British North American Provinces.

The Council are deeply impressed with the importance of the subject, requiring as it does the most deliberate and mature consideration.

The British North American Provinces have each attained a great degree of material prosperity under their present constitution; and the increased power of self-government recently conferred upon them, has left them nothing to envy in the political condition of the citizens of the neighbouring Republic.

The Council are of opinion, that the interests of this Province, and of all the British North American Provinces, require that, when the question of a Federal or Legislative Union of the Provinces is formally brought before the people, it should be raised in such a manner and at such a time as would afford a reasonable prospect, at least, of arriving at a speedy and satisfactory conclusion.

And without expressing any opinion as to the practicability or effect of such a Union, as that referred to in the Memorandum of the Council of Canada, the Council would state, that, although the subject of a Union of the Colonies, has, to some extent, been discussed in the public press here, the attention of the Provincial Legislature has never been directed to this matter, nor has it been a prominent subject of consideration among the constituencies; and in this respect New Brunswick occupies a very different position from Canada.

And it may be remarked, that if the recommendation of the Canadian Government be adopted by the Secretary of State, the question of a Legislative Union with any or all of the other Provinces must be excluded from consideration by the Commission.

Under these circumstances, the Council would respectfully submit, that a reasonable time should be allowed for consideration, before the commencement of any such enquiry as that contemplated by the Government of Canada.

(Signed)

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

W. H. STEEVES,
A. J. SMITH,
CHARLES WATTERS.

(Copy)

Government House, Toronto, C. W., October 20th, 1858.

SIR,—I have the honor to acknowledge with thanks Your Excellency's Despatch of the 11th instant, transmitting copy of a Memorandum of your Council, on the subject of a Federative Union of the British North American Provinces, and to inform you that I will cause this document to be submitted to my Executive Council.

I have, &c.

(Signed)

EDMUND HEAD.

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

(Copy)

Government House, Toronto, C. W., January 10th, 1859.

SIR,—I have the honor to enclose for Your Excellency's information, a copy of a Minute of my Executive Council, approved by myself, together with copies of the Secretary of State's Despatch, and of the letter addressed to him, which are mentioned therein.

I have, &c.

(Signed)

EDMUND HEAD.

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

(Enclosure.)

Copy of a Report of a Committee of the Honorable the Executive Council, dated 5th January 1859, approved by His Excellency the Governor General.

The Committee have had under consideration a Despatch (No. 87,) dated 26th November 1858, from the Right Honorable the Secretary of State for the Colonies, intimating that the Imperial Government, before authorizing a meeting of Delegates from the Executive Councils of the British North American Provinces on the subject of a Federal Union, as proposed by the Order in Council communicated to the Colonial Secretary by Your Excellency's Despatch, No. 118, of 9th September last, desire an expression of the sentiments which may be entertained by the Governments of the Lower Provinces on that important matter, in order not to commit them to a preliminary step towards the settlement of a question of which they have not yet signified their assent to the principle.

In order to place the Governments of the Lower Provinces in possession of all the proceedings that have hitherto taken place in reference to the above-mentioned subject, the Honorable the Attorney General (L. C.) recommends that a copy of the said Despatch, No. 87, as well as of the letter addressed by the Delegates from Canada to the Right Honorable the Colonial Secretary, while in England, be communicated to the Governor and Lieutenant Governor of each of such Provinces, with a view to invite such action in the matter as may be deemed expedient.

The Committee advise that the suggestion of the Honorable the Attorney General be approved and acted on.

Certified.

(Signed)

W. H. LEE, C. E. C.

(Copy)

London, 23rd October, 1858.

SIR,—We have the honor to submit for the consideration of Her Majesty's Government, that the Governor General of Canada, acting under the advice of his responsible advisers, has been pleased to recommend that the subject of a Federative Union of the Provinces of British North America should form the subject of discussion by Delegates from each Province, to be appointed under the orders of Her Majesty's Government, and we have been instructed to urge the importance of this step, as well upon grounds peculiar to Canada, as from considerations affecting the interests of the other Colonies, and of the whole Empire. It

It is our duty to state, that very grave difficulties now present themselves in conducting the Government of Canada in such a manner as to shew due regard to the wishes of its numerous population. The union of Lower with Upper Canada was based upon perfect equality being preserved between these Provinces, a condition the more necessary from the differences in their respective language, law, and religion; and although there is now a large English population in Lower Canada, still these differences exist to an extent which prevents any perfect and complete assimilation of the views of the two sections.

At the time of the Union Act Lower Canada possessed a much larger population than Upper Canada, but this produced no difficulty in the government of the united Province under that Act. Since that period, however, the progress of population has been more rapid in the western section, and claims are now made on behalf of its inhabitants for giving them representation in the Legislature in proportion to their numbers; which claims, involving, it is believed, a most serious interference with the principles upon which the Union was based, have been and are strenuously resisted by Lower Canada. The result is shown by an agitation fraught with great danger to the peaceful and harmonious working of our constitutional system, and consequently detrimental to the progress of the Province.

The necessity of providing a remedy for a state of things that is yearly becoming worse, and of allaying feelings that are being daily aggravated by the contention of political parties, has impressed the advisers of Her Majesty's Representative in Canada with the importance of seeking for such a mode of dealing with these difficulties as may for ever remove them. In this view it has appeared to them advisable to consider how far the union of Lower with Upper Canada could be rendered essentially Federative, in combination with the Provinces of New Brunswick, Nova Scotia, Newfoundland, and Prince Edward Island, together with such other Territories as it may be hereafter desirable to incorporate with such confederation from the possessions of the Crown in British North America.

The undersigned are convinced that Her Majesty's Government will be fully alive to the grave nature of the circumstances referred to, which are stated by them under the full responsibility of their position as advisers of the Crown in Canada. They are satisfied that the time has arrived for a constitutional discussion of all means whereby the evils of internal dissension may be avoided in such an important dependency of the Empire as Canada. But independent of reasons affecting Canada alone, it is respectfully represented, that the interests of the several Colonies and of the Empire will be greatly promoted by a more intimate and united government of the entire British North American Possessions.

The population, trade, and resources of all these Colonies have so rapidly increased of late years, and the removal of Trade restrictions has made them, in so great a degree, self-sustaining, that it appears to the Government of Canada exceedingly important to bind still more closely the ties of their common allegiance to the British Crown, and to obtain for general purposes such an identity in Legislation as may serve to consolidate their growing power, thus raising, under the protection of the Empire, an important Confederation on the North American Continent. At present each Colony is totally distinct in its government, in its customs and trades, and in its general legislation. To each other no greater facilities are extended than to any Foreign State, and the only common tie is that which binds all to the British Crown. This state of things is considered to be neither promotive of the physical prosperity of all, nor of that moral union which ought to be preserved in the presence of the powerful Confederation of the United States.

With a population of three and a half millions, with a foreign commerce exceeding twenty five millions sterling, and a commercial marine inferior in extent to only those of Great Britain and the United States, it is in the power of the Imperial Government, by sanctioning a confederation of these Provinces, to constitute a dependency of the Empire, valuable in the time of peace, and powerful in the event of war, for ever removing the fear that these Colonies may ultimately serve to swell the power of another nation.

In the case of the Australian Colonies, the Imperial Government have consented to their discussion of the question of Confederation, although the reasons for it, as relates to the Empire, can scarcely be either so urgent or so important as those which affect British North America.

The Government of Canada do not desire to represent the feelings of the other Provinces: their application is confined to the request that the Imperial Government will be pleased to authorize a meeting of Delegates on behalf of each Colony, and of Upper and Lower Canada respectively, for the purpose of considering the subject of a Federative Union, and reporting on the principles on which the same could properly be based.

That such Delegates should be appointed by the Executive Government of each Colony, and meet with as little delay as possible.

That the Report of such Delegates should be addressed to the Secretary of State for the Colonies, and that the copy of it, as soon as it is prepared, should be placed in the hands of the Governor and Lieutenant Governor of each Colony, in order that he may lay the same before the Provincial Parliament with as little delay as possible.

Upon the Report of such Delegates, it will be for Her Majesty's Government to decide whether the interests of the Empire will be promoted by confederation, and to direct the action of the Imperial Parliament thereon, with the concurrence of the Legislature of the respective Colonies.

We have, &c.

(Signed)

G. E. CARTIER,
JOHN ROSE,
A. T. GALT.

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

(Enclosure.)

(Copy)—No. 87.

Downing Street, 26th November, 1858.

SIR,—I have on a former occasion acknowledged your Despatch, No. 118, of 9th September, accompanied by a Minute of Committee of the Executive Council of Canada, proposing that Her Majesty's Government should authorize a meeting of Delegates to discuss the expediency and the conditions of a Federal Union of the British North American Provinces.

By this name I understand to be meant an arrangement for establishing a common legislation in the Provinces upon matters of common concern. I have since received a letter on the same question, dated 25th October, from those Members of your Executive Council who have recently visited England; and I have to inform you that the proposal has received from Her Majesty's Government the careful consideration which its importance demands.

The question, however, is one which involves not merely the interests of the important Province of Canada and its relations towards the Empire, but also the position and welfare of the other North American Provinces. The Government of one of them has afforded some indication, that it deems the question of a legislative union of some or all of the Colonies as equally deserving of consideration. With this exception Her Majesty's Government have received no expression whatever of the sentiments which may be entertained by the Governments of the Lower Provinces. We think that we should be wanting in proper consideration for those Governments, if we were to authorize, without any previous knowledge of their views, a meeting of Delegates from the Executive Councils, and thus to commit them to a preliminary step towards the settlement of a momentous question, of which they have not yet signified their assent to the principle.

A communication in terms corresponding with the present Despatch will be addressed to the Governors of the other Provinces, in order to place them and their responsible advisers in full possession of the actual state of the question.

I have, &c.

(Signed)

E. B. LYTTON.

His Excellency the Right Honorable the Governor General, &c. &c. Toronto.

(Copy)

Government House, Fredericton, N. B., February 1st, 1859.

SIR,—I have the honor to acknowledge the receipt of Your Excellency's Despatch of the 10th ultimo, and of its enclosures, with respect to the proposed Federal Union of the British North American Provinces.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

His Excellency the Right Honorable the Governor General, &c. &c. Toronto.

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

(Copy)—No. 50.

Government House, Fredericton, N. B., September 29th, 1858.

SIR,—On the 17th instant I received from the Governor General the Despatch, of which a copy is enclosed.

I forthwith laid this Despatch and its enclosure before my Council, and I have now the honor to transmit to you the copy of a Memorandum submitted to me by my Council on the important question to which Sir E. Head's Despatch refers.

This Memorandum will, I know, receive your attentive consideration, and it only remains for me to state that I entirely concur in the opinions expressed by my Council.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

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

(Enclosures.)

Copy of Despatch from the Governor General, dated 9th September 1858.

Copy of Memorandum of the Executive Council in Committee, dated 25th September 1858.

(The preceding Despatch was sent from Fredericton, 4th October 1858.)

(Copy)—No. 15.

Downing Street, 10th September, 1858.

SIR,—On account of the great importance of the subject, I think it my duty to transmit to you herewith a copy of the Speech delivered by the Governor of Canada, on closing the late Session of the Provincial Parliament, together with an extract of a Despatch which I have addressed to Sir E. Head, respecting that portion of the Speech which relates to the Federation of the North American Provinces.

I have, &c.

(Signed)

E. B. LYTTON.

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

(Enclosure.—Extract.)

SPEECH.

“I propose in the course of the recess to communicate with Her Majesty's Government and with the Governments of our Sister Colonies on another matter of very great importance. I am desirous of inviting them to discuss with us the principles on which a bond of a Federal character, uniting the Provinces of British North America, may perhaps hereafter be practicable.”

(Enclosure.)

Extract of a Despatch from Sir E. B. Lytton to Governor Sir E. Head, dated Downing Street, 10th September, 1858.—No. 55.

“The question of the Federation of the Colonies is one in which Canada has no doubt a very deep interest, and in which any representations proceeding from the Legislature of that Province,

Province, will be received with the greatest attention. But it is necessarily one of Imperial character, involving the future Government of the other North American Colonies, equally bound with Canada by the common tie which unites all the members of that Empire. It is therefore one which it properly belongs to the Executive Authority of the Empire, and not that of any separate Province, to initiate.

“I do not however question the importance of the reason which led you to advert to it, and shall await the further development of the views of yourself and your advisers on the subject. I have communicated your Speech, and an extract of this part of my Despatch, to the Lieutenant Governors of the other North American Provinces.”

(The preceding Despatch was received at Fredericton, 9th October, 1858.)

(Copy)—No. 53.

Government House, Fredericton, N. B. October 11th, 1858.

SIR,—I have the honor to acknowledge the receipt by the last Mail which arrived here on 9th instant, of your Despatch of 10th September, No. 15, enclosing a copy of the Speech of the Governor of Canada, on closing the late Session of the Provincial Parliament, and also an extract of a Despatch which you have addressed to Sir E. Head, respecting that portion of the Speech which referred to the Federation of the North American Provinces.

I shall immediately communicate the purport of this Despatch to my Council, whose Memorandum on the same subject I had the honor to transmit to you on the 4th instant.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

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

(Copy)—No. 29.

Downing Street, 27th October, 1858.

SIR,—I have to acknowledge the receipt of your Despatch, No. 50, of 29th September, enclosing a Memorandum submitted to you by your Council on the subject of a Federal Union of the North American Provinces.

I have communicated a copy of your Despatch to the Governor General.

I have, &c.

(Signed)

E. B. LYTTON.

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

(Circular.)

(Copy)—No. 35.

Downing Street, 26th November, 1858.

SIR,—In my Circular Despatch, No. 15, of 10th September, I transmitted to you a copy of the Speech delivered by the Governor General of Canada on closing the last Session of the Provincial Parliament, together with the communication which I had addressed to him on that part of the Speech which related to the project of a Federal Union of the North American Provinces. I believe that you have since received from the Governor General a Minute of a Committee of his Executive Council, suggesting that Her Majesty's Government should authorize a meeting of Delegates to be appointed by the respective Provincial Governments, to discuss the expediency and the conditions of the proposed measure. By the Federal Union, I understand to be meant an arrangement for establishing a common legislation in the Provinces upon matters of common concern.

The proposal has received from Her Majesty's Government the careful consideration which its importance demands.

The question, however, is one which involves not merely the interests of the important Province of Canada, and its relations towards the Empire, but also the position and welfare of the other North American Provinces. The Government of one of them has afforded some indication

indication that it deems the question of a Legislative Union of some or all of the Colonies as equally deserving of consideration. With this exception, Her Majesty's Government have received no expression whatever of the sentiments which may be entertained by the Governments of the Lower Provinces. We think that we should be wanting in proper consideration for those Governments, if we were to authorize, without any previous knowledge of their views, a meeting of Delegates from the Executive Councils, and thus to commit them to a preliminary step towards the settlement of a momentous question, of which they have not yet signified their assent to the principle.

It has therefore been resolved to address to you the present Despatch, (and a similar communication will be made to each of the other Provinces,) in order to place you and your responsible advisers in full possession of the actual state of the case.

I have, &c.

(Signed)

E. B. LYTTON.

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

The Honorable Mr. Saunders, by leave, presented a Petition from the Rector, Church Wardens and Vestry of Trinity Church, in the Parish of Sussex, for compensation for loss of Land.

ORDERED, That the same be received and lie on the Table.

The Honorable Mr. Chandler, by leave, presented a Petition from William Wilson and others, for Act incorporating the Olive Freestone Company.

ORDERED, That the same be received and lie on the Table.

Adjourned until To-morrow at 11 o'clock.

FRIDAY, 11th March, 1859.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Kinnear,
Mr. Peters,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Hamilton,
Mr. Todd,
Mr. Robinson,
Mr. Earle.*

*Mr. Botsford,
Mr. Robertson,
Mr. Minchin,
Mr. Hazen,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Seely,
Mr. Rice,*

PRAYERS.

Pursuant to the Order of the Day, the following Bills, as amended, were severally read a third time, and passed:—

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

A Bill to incorporate the Lepreaux Manufacturing Company.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bills with certain amendments, to which they desire the concurrence of the Assembly.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to regulate certain Taxes of Non-Residents on Island Property lying in the River Saint John.

The Honorable Mr. Gordon took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, and recommended that the further consideration thereof be postponed for three months.

ORDERED, That the Report be received ; and it was thereupon

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

A Message was brought from the Assembly by Mr. Cudlip, that the Assembly had agreed to the amendments sent down from this House to the Bill in amendment of Chapter 116, Title xxx, of the Revised Statutes, "Of Bills, Notes, and Choses in Actions."

A Message was brought from the Assembly by the Honorable Mr. Gray, that the Assembly had agreed to the amendment sent down from this House to the Bill further to alter and amend an Act to incorporate the Saint John Gas Light Company.

The Honorable Mr. Harrison, by leave, presented a Petition from George W. Adams and others, against the Bill relating to the Election of Councillors.

ORDERED, That the same be received and lie on the Table.

Adjourned until To-morrow at 11 o'clock.

SATURDAY, 12th March, 1859.

PRESENT :

THE HON.

*Mr. Saunders,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,*

Mr. Black, President.

*Mr. Botsford,
Mr. Peters,
Mr. Davidson,
Mr. Wark,
Mr. Hamilton,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

PRAYERS.

Adjourned until Monday next at 11 o'clock.

MONDAY, 14th March, 1859.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Hamilton,
Mr. Todd,
Mr. Robinson,
Mr. Earle.*

*Mr. Botsford,
Mr. Peters,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Seely,
Mr. Rice,*

PRAYERS.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to alter and amend Section 2, Chapter 43, Title vi, of the Revised Statutes, "Of the Election of Councillors."

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, and recommended that the further consideration thereof be postponed for three months.

ORDERED, That the Report be received; and it was thereupon

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to alter and amend Chapter 62, Title viii, of the Revised Statutes, "Of the protection of Sheep and Moose."

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time to-morrow.

The Honorable Mr. Rice presented to the House a Bill intituled "An Act to exempt the Homesteads and certain other property under a certain value from sale under Execution."

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time to-morrow.

The Honorable Mr. Steeves, by leave, presented a Petition from Messieurs M'Moran and Dunn, against the Act to incorporate the Dorchester Olive Freestone Company.

ORDERED, That the same be received and lie on the Table.

Adjourned until To-morrow at 11 o'clock.

TUESDAY, 15th March, 1859.

PRESENT :

THE HON.

Mr. Saunders,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,

Mr. Black, President,

Mr. Botsford,
Mr. Peters,
Mr. Davidson,
Mr. Wark,
Mr. Hamilton,
Mr. Todd,
Mr. Rice,
Mr. Earle.

PRAYERS.

Pursuant to the Order of the Day, the Bill to alter and amend Chapter 62, Title viii, of the Revised Statutes, "Of the protection of Sheep and Moose," was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

Pursuant to the Order of the Day, the Bill to exempt the Homesteads and certain other property under a certain value from sale under Execution, was read a second time.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bill into consideration.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to authorize the Rector, Church Wardens and Vestry of Saint Paul's Church, in the Parish of Grand Manan, to sell a certain part of the Glebe Land in said Parish, and invest the proceeds in other Lands.

The Honorable Mr. Robinson took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

A Message from His Excellency the Lieutenant Governor was delivered by the Honorable Mr. Steeves, a Member of Her Majesty's Executive Council.

The Honorable the President read the same; and it was again read by the Clerk as follows :—

J. H. T. MANNERS-SUTTON.

His Excellency the Lieutenant Governor lays before the Legislative Council a copy of the Third Report of the Postmaster General on the Post Office Department.

March 14th, 1859.

J. H. T. M-S.

[See Appendix.]

The

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

Report of Commissioners appointed to enquire into expense of removing the Seat of Government.

Fredericton, 2nd March 1859.

SIR,—Having been appointed by His Excellency the Lieutenant Governor, under date of 27th September last, as Commissioners “to enquire into and make an estimate of the probable expense which would be incurred in removing the present Seat of Government to Saint John, and to report on the same,” we have the honor to state, for the information of His Excellency the Lieutenant Governor, that we have attended to that duty, and after duly considering the various circumstances brought under our consideration in the course of our enquiries, we are of opinion that a building for the Legislative Halls, Supreme Court, Committee Rooms, Crown Land Offices, Secretary's Offices, Office for the Clerk of the Pleas, Legislative Library, Office for His Excellency the Lieutenant Governor, Auditor's Office, and the Receiver General's Office, together with the necessary accommodation for fuel, and so forth, can be erected at a cost of from £25,000 to £30,000, exclusive of the ground; and that ground can be had in eligible situations at a cost of from £4,000 to £10,000, according to extent and locality.

We are also of opinion, and beg to report, that a suitable residence for the Lieutenant Governor of the Province, can be built and finished at a cost of from ten to twelve thousand pounds, including the necessary out-buildings and offices, in a desirable situation at a convenient distance from the City, exclusive of the cost of land; and that sufficient ground can be procured for the purpose at a cost of two to five thousand pounds, depending upon the extent of ground required and the situation that may be selected.

The above estimates may be considered as the two extremes.

Supposing that the Corporation of Saint John will provide ground for the building for the Legislature and Public Offices, in a suitable situation, then the expense of the building only would have to be estimated.

Taking the lowest estimates, including the cost of land for both buildings, the result will appear as follows, viz:—

Cost of Building for Legislative Halls,	-	-	-	-	£25,000
“ Ground,	-	-	-	-	4,000
					<u>£29,000</u>
For Government House,	-	-	-	£10,000	
Of Ground for ditto,	-	-	-	2,000	
					<u>12,000</u>
					<u>£41,000</u>
The highest estimate will be as follows:—					
Legislative Halls, &c.,	-	-	-	-	£30,000
Grounds,	-	-	-	-	10,000
					<u>£40,000</u>
Government House,	-	-	-	£12,000	
Grounds,	-	-	-	5,000	
					<u>17,000</u>
					<u>£57,000</u>

Total,

The mean of these estimates is £49,000, and the addition of the cost of excavating the foundation, inclosing and improving the grounds, and additional furniture for the Legislative Halls, &c., say £10,000, will make £59,000, or in round numbers, £60,000, which may be taken as a very safe estimate.

The above estimates are made upon the basis of the selection of suitable sites on the eastern side of the Harbour, and upon buildings not only convenient but ornamental.

Should the Corporation of the City of Saint John furnish a suitable site for the Legislative Buildings, the result would be as follows :—

Lowest estimate, -	-	-	-	-	£41,000	
Less—Cost of Ground, -	-	-	-	-	4,000	
					<hr/>	£37,000
Highest estimate, -	-	-	-	-	£57,000	
Less—Cost of Ground, -	-	-	-	-	10,000	
					<hr/>	47,000
						<hr/>
The mean of these will be	-	-	-	-		£42,000
Adding to this the allowance for excavation of foundations, inclosing and improving the Grounds, &c., as before,	-	-	-	-		10,000
						<hr/>
Would make the whole cost	-	-	-	-		£52,000
						<hr/>

On the western side of the Harbour there are several sites equally convenient to the City, and presenting considerable advantages over those to be found on the eastern side, and to be had at less cost; but we do not deem it necessary to alter these estimates, considering them applicable to either side of the Harbour, under the impression that the difference in the cost of land in favour of the western side, would not do much more than meet the additional expense of conveying the materials to the ground.

We have also to submit herewith an offer of the building now in part occupied by the Customs and Treasury Department, for the sum of £20,000, to which is to be added the expense of altering the present internal arrangement, and finishing the same so as to make it suitable for the purposes of the Government, say about £8,000, making the cost £28,000; also an offer to rent the two stories of this building below the level of Prince William Street for £500 per annum for ten years; adding to this the rent now paid by the Province for the Custom and Treasury Offices, £300, will make a direct saving of £800 per annum, equal to the principal of £13,333 6 8, thus leaving to the Province an outlay of £14,666 13 4 so far as relates to this building.

We would remark, that this property, in point of economy, presents advantages over either of the preceding estimates, as it is large enough to afford all the accommodation required for the Customs and Treasury Departments, in addition to the other Public Offices; and looking to the future of the Province and to the locality of the buildings without any available ground except that on which the building stands, it will be a question for the Legislature to decide whether the situation is in every respect desirable.

We spent some time in visiting and examining several localities on both sides of the River; but as our duties are confined to the estimate of the cost of removing the present Seat of Government, we do not feel justified in recommending any particular situation.

After mature deliberation, we deemed it prudent to advertise in the public papers for tenders from parties having properties suitable for the purposes of the Government, and we beg to submit herewith a copy of the advertisement, together with the several communications received.

We have also to submit Plans of the proposed Buildings, together with an offer to construct the Government House for the sum of £10,000, and the Province Building for £25,000, according to design No. 1 of these Plans, which, it may be here observed, is calculated to accommodate

accommodate 75 Members in the Legislative Council Chamber, and 150 Members in the House of Assembly ; and we beg to state that it is with reference to these Plans, and the explanations of the Architect and some other calculations submitted to us, that we have arrived at the conclusions already presented in this Report.

In conclusion we beg to remark, that if the Governor's House is to be newly furnished, the cost of this, and expense incident to the removal of the Offices, may amount to some £3000 or £4000 in addition ; against this however is to be placed the value of the present furniture, and also the proceeds of the sale of the public grounds and erections at Fredericton, which, we believe, would more than meet the latter expense.

We have the honor to be, Sir,

Your most obedient servants,

(Signed)

JOHN ROBERTSON,
GEORGE W. PORTER,
WILLIAM S. CAIE.

The Honorable S. L. Tilley, Provincial Secretary, &c. &c. &c.

(Copy)

Fredericton, 2nd March, 1859.

SIR,—The Commissioners appointed to estimate and report the probable expense of removing the Seat of Government to Saint John, agreed that I, as one of the Commissioners, should have an opportunity of stating my grounds of declining to accede to or sign the Report, and I avail myself of the present occasion to submit for the consideration of His Excellency the Lieutenant Governor the reasons which have actuated me.

I do not concur in the Report, because—

1st. The Plans on which the estimates specified in the Report are founded, do not exhibit the accommodation which would be required for the present, much less the future convenience of the Legislative Bodies, (particularly in regard to Committee Rooms,) the Departments and Offices to be removed from Fredericton, nor the extensive and expensive fire proof vaults and rooms at present in use in the latter, and necessary for the preservation of the important records to be deposited in them.

2nd. The estimate of the expense of the Buildings, agreeably even to the defective Plans submitted with the Report, is vague, and is founded on no specification of architectural, external or internal finish : the meanest indeed may be inferred, from the acknowledgment of the Architect, that the outside masonry was to be of rubble work, and the internal plaster and wood work without mouldings ; and all precedent justifies me in being of opinion that, even on the limited scale contemplated in the Plans and Report, the expense would greatly exceed the highest amount which has been specified.

3rd. I am of opinion that in submitting any estimate whatever, founded on a mere supposition that the citizens of Saint John would present to the Province, without valuable consideration, an eligible site for the Legislative and Departmental Buildings, the Report makes an unauthorized and gratuitous suggestion, which may be used as a powerful means of deceptive and unintelligent argument for the removal of the Seat of Government.

4th. The Report and Plans present such cheap estimates and accommodations as are calculated to lead to a hasty or inconsiderate popular pressure for the adoption of a most important public measure, which it was the intention of the Legislature to avoid, by authorizing the appointment of Commissioners with sufficient powers and opportunity to procure *examined* Plans and Specifications, and Tenders, which, if not obligatory, would involve at least professional reputation in testimony of their sufficiency and accuracy.

I have, &c.

(Signed)

THOMAS MURRAY.

The Honorable S. L. Tilley, Provincial Secretary, &c. &c. &c.

On

On motion—

RESOLVED, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that he will be pleased to cause to be laid before this House a Return shewing the several sums paid the Commissioners of the Railway Board as yearly salary, and for travelling and other incidental expenses; also a return of the Engineering Staff, to include the Chief and Consulting Engineers, shewing the rate of pay and annual salary of each, together with any travelling or other charges; also a return of the names of all other officers or persons that have been or now are employed by the Railway Board in superintending the constructing and working the European and North American Railway, the rate per day and annual salary or compensation paid for their respective services, to include all sums paid the Appraisers for their services and expenses.

ORDERED, That the Honorable Messieurs Odell and Robinson be a Committee to wait upon His Excellency with the above Address.

Adjourned until To-morrow at 11 o'clock.

WEDNESDAY, 16th March, 1859.

PRESENT :

THE HON.

*Mr. Botsford,
Mr. Peters,
Mr. Davidson,
Mr. Wark,
Mr. Hamilton,
Mr. Todd,
Mr. Rice,*

Mr. Black, President,

*Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Seely,
Mr. Robinson.*

PRAYERS.

A Message was brought from the Assembly by Mr. M'Adam, that the Assembly had agreed to the amendments sent down from this House to the Bill for the incorporation of the Synod of the Presbyterian Church of New Brunswick, and also for the incorporating the several Congregations connected therewith.

Adjourned until Friday next at 11 o'clock.

FRIDAY, 18th March, 1859.

PRESENT :

THE HON.

*Mr. Saunders,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Seely,
Mr. Robinson.*

Mr. Black, President.

*Mr. Botsford,
Mr. Peters,
Mr. Davidson,
Mr. Wark,
Mr. Hamilton,
Mr. Todd,
Mr. Rice,*

PRAYERS.

PRAYERS.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to authorize the Rector, Church Wardens and Vestry of Saint Paul's Church, in the Parish of Grand Manan, to sell a certain part of the Glebe Land in said Parish, and invest the proceeds in other Lands.

The Honorable Mr. Todd took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time to-morrow.

The Honorable Mr. Odell, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with the Address of this House in reference to the European and North American Railway Staff, reported that they had attended to that duty, and that His Excellency was pleased to say that he would comply with the wishes of the Legislative Council.

A Message was brought from the Assembly by Mr. Allen, with a Bill to alter the time for holding the Inferior Courts of Common Pleas and General Sessions of the Peace in the Counties of York and Sunbury; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time to-morrow.

A Message was brought from the Assembly by the Honorable Provincial Secretary, that the Assembly had agreed to the amendments sent down from this House to the Bill to incorporate the Lepreaux Manufacturing Company.

A Message was brought from the Assembly by the Honorable Provincial Secretary, with the following Bills, to which they desire the concurrence of this House:—

A Bill to incorporate the Victoria Suspension Bridge Company: and

A Bill imposing Duties for raising a Revenue.

The said Bills were severally read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bills, and that they be severally read a second time presently.

The said Bills were severally read a second time.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the last entered Bill into consideration.

ORDERED, That the first entered Bill be referred to the Select Committee appointed to examine and report upon all Bills relating to Corporations.

Adjourned until To-morrow at 11 o'clock.

SATURDAY, 19th March, 1859.

PRESENT :

THE HON.

Mr. Saunders,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Seely,
Mr. Robinson.

Mr. Black, President.

Mr. Botsford,
Mr. Peters,
Mr. Davidson,
Mr. Wark,
Mr. Hamilton,
Mr. Todd,
Mr. Rice,

PRAYERS.

Pursuant to the Order of the Day, the Bill to authorize the Rector, Church Wardens, and Vestry of Saint Paul's Church, in the Parish of Grand Manan, to sell a certain part of the Glebe Land in said Parish, and invest the proceeds in other Lands, was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

Pursuant to the Order of the Day, the Bill to alter the times for holding the Inferior Courts of Common Pleas and General Sessions of the Peace in the Counties of York and Sunbury, was read a second time.

ORDERED, That the House be put into Committee of the whole on Monday next to take the said Bill into consideration.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill imposing Duties for raising a Revenue.

The Honorable Mr. Davidson took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

A Message was brought from the Assembly by the Honorable Provincial Secretary, with the following Bills, to which they desire the concurrence of this House :—

A Bill to provide for defraying certain expenses of the Civil Government of this Province : and

A Bill to provide for the repair and improvement of Roads and Bridges and other Public Works and Services.

The said Bills were severally read a first time.

ORDERED, That the said Bills be severally read a second time on Monday next.

A Message was brought from the Assembly by Mr. Mitchell, with the following Resolution :—

“ House

“ House of Assembly, 16th March, 1859.

“ Whereas it is desirable for commercial interests, and the general prosperity of this Province, that the principle of Reciprocity of Trade and Commerce, recognized by the Imperial Statute of 12 and 13 Victoria, Chapter 29, and acted on by the Imperial Government, should prevail to its greatest extent: And whereas such Act admits to Foreigners, *inter alia*, the right of participating in the carrying trade of the British Empire on equal terms with British Vessels, and provides, with a view to securing the fullest reciprocity, that Her most gracious Majesty, by Order in Council, may suspend such privileges as against any Nation who may refuse to reciprocate with us: And whereas certain Foreign Nations are in the enjoyment of privileges connected with the Coasting Trade, and the Registry of their Vessels in British Ports, which we do not enjoy in theirs: And whereas the period has now arrived when the interests of the Empire require that the British Government should take such steps as would induce the fullest recognition of the principle and practice of reciprocity on the part of all Foreign Nations who now enjoy the privileges hereinbefore referred to in British Ports; therefore

“ *Resolved*, That an humble Address be presented to Her Majesty on this subject; and further, that the Honorable the Legislative Council be requested to join this House in such Address.

“ CHAS. P. WETMORE, *Clerk.*”

ORDERED, That the House do go into Committee on the said Resolution on Monday next.

On motion—

ORDERED, That the following do constitute the forty seventh Standing Order of this House, viz:—

“ That on the fourteenth day after the commencement of each Session the House shall be called over.”

A Message from His Excellency the Lieutenant Governor was delivered by the Honorable Mr. Steeves, a Member of Her Majesty’s Executive Council.

The Honorable the President read the same; and it was again read by the Clerk as follows:—

J. H. T. MANNERS-SUTTON.

His Excellency the Lieutenant Governor, with reference to the Joint Address of the Legislative Council and House of Assembly, (of the 6th April 1858,) to Her Majesty, relative to the Drawback on Foreign Deals exported from Great Britain, which is not allowed on Deals of British Colonial origin, lays before the Legislative Council a copy—

1. Of a Despatch from the Lieutenant Governor to the Secretary of State, dated 13th April 1858, No. 21:
2. Of a Despatch from the Secretary of State to the Lieutenant Governor, dated 26th July 1858, No. 8, with Enclosures.

March 19th, 1859.

J. H. T. M-S.

DRAWBACK

DRAWBACK ON FOREIGN DEALS.

(Copy)—No. 21.

Government House, Fredericton, N. B., April 13th, 1858.

MY LORD,—I have the honor to forward to your Lordship, for presentation to Her Majesty, a Joint Address to Her Majesty (herein enclosed) from the Legislative Council and House of Assembly of this Province, praying that a Drawback may be allowed on the re-exportation from Great Britain of the Duty levied there on Sawed Lumber and Deals, the produce of Her Majesty's North American Dominions.

Your Lordship will observe that in this Address reference is made to a previous representation on the same subject, to which it was my duty to request the attention of Her Majesty's Government in the year 1854. I believe that the facts of the case are correctly stated in my Despatch of 8th December of that year, No. 26; but I may perhaps observe, that the long-continued and existing depression in the Wood Trade of the Province, has invested the question with an importance which perhaps scarcely belonged to it in the year 1854.

It is right that I should add, that concurrently with the Address to Her Majesty being placed in my hands for transmission to your Lordship, an Address was presented to me on the same subject, (a copy of which, as well as of my reply to it is enclosed,) which Address has been referred by me to my Council for their consideration.

I have, &c. (Signed) J. H. T. MANNERS-SUTTON.

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

(Copy)—No. 8.

Downing Street, 26th July, 1858.

SIR,—I have the honor to acknowledge the receipt of your Despatch, No. 21, of the 18th of April, enclosing an Address to the Queen from the Legislative Council and House of Assembly of New Brunswick, praying that a Drawback may be allowed of the Duty levied in the United Kingdom upon the importation of Sawed Lumber and Deals, the produce of the British North American Provinces.

You will acquaint the Council and House of Assembly that I laid their Address before the Queen, and received Her Majesty's commands to refer it for the consideration of the Lords of the Committee of Privy Council for Trade. I enclose their Lordship's Report, which you will communicate to the two Houses, as the answer which Her Majesty is pleased to return to their Address.

I have, &c. (Signed) E. B. LYTTON.

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

(Copy)

(Enclosure.)

Office of Committee of Privy Council for Trade, Whitehall, 20th July, 1858.

SIR,—With reference to your letter of the 17th May last, transmitting, for the consideration of this Board, a copy of a Despatch from the Lieutenant Governor of New Brunswick, enclosing an Address to the Queen from the Legislative Council and House of Assembly of the Province, praying that a Drawback may be allowed of the Duty levied in the United Kingdom upon the importation of Sawed Lumber and Deals, the produce of the British North American Provinces, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Secretary of State, copies of a correspondence which has taken place upon the subject between the Lords of this Committee, the Lords' Commissioners of the Treasury, and the Commissioners of Customs, and I am to request that you will state to Sir E. B. Lytton, that my Lords concur with the Lords' Commissioners of the Treasury in thinking that for the reasons given by the Commissioners of Customs, it is not advisable to allow any further relaxation in the regulations with respect to the warehousing of British Colonial Wood Goods.

I have, &c. (Signed) J. EMERSON TENNENT.

Herman Merivale, Esquire, Colonial Office.

(Copy)

Office of Committee of Privy Council for Trade, Whitehall, 26th May, 1858.

SIR,—In reference to my letter of March 25th, 1855, and to Mr. Wilson's reply of the 12th April, 1855, I am directed by the Lords of the Committee of Privy Council for Trade, to transmit to you a copy of a letter with its enclosures, which my Lords have received from the Colonial Department, respecting the provisions of the 41st and 42nd Sections of the Imperial Act, 16 & 17 Vic. cap. 107, as regards the Warehousing of British Colonial Wood Goods, and I am to state to you that, before replying to the Colonial Office, my Lords desire to be favored with the opinion of the Lords Commissioners of the Treasury upon that communication. The Lords Commissioners of the Treasury will perceive that in the report addressed to their Lordships by the Commissioners of Customs upon the former application from New Brunswick upon this subject, the Commissioners stated as the ground on which Colonial Wood Goods (as well as corn, grain, meal, and flour) were exempted by the Act referred to from the privilege of Warehousing, that the Duty on such articles was "merely nominal," and was not sufficient to cover the expenses of Warehousing, and in making this statement the Commissioners seem to have had particularly in view that class of Wood Goods on which a Duty of 1s. per load, and 5 per cent. additional is charged. It appears however from the present communication, that it is not to this class of Wood Goods that the Address from New Brunswick referred, but to another class, viz: "Deals, Battens, Boards, &c. sawn or split," on which a Duty of 2s. per load and 5 per cent. additional is imposed. My Lords find that whereas in 1856 the average price of unsawn timber, which as my Lords presume is the article referred to by the Commissioners of Customs as paying a Duty of 1s. per load, was £4 5s. per load, and the Duty levied on it 1s. 6-10d. per load. The average price of "Deals, Battens, Boards, &c. sawn or split," was £3 5 6 per load, and the Duty on them 2s. 1 2-10d. per load.

It appears to my Lords that this last mentioned rate of Duty can scarcely be considered as "merely nominal," and that the objection taken by the Commissioners of Customs to the admission of Wood Goods from the British possessions to the general privilege of Warehousing, must apply with greatly diminished force to the particular class of Wood Goods on which this Duty is raised.

I have, &c. (Signed) J. EMERSON TENNENT.

To the Secretary to the Treasury.

(Copy)

Treasury Chambers, 9th July, 1858.

SIR,—With reference to your letter of the 26th May, transmitting copies of a Despatch from the Lieutenant Governor of New Brunswick, and an Address from the Legislative Council and House of Assembly in that Province, respecting the Warehousing of British Colonial Wood Goods, I am directed by the Lords Commissioners of Her Majesty's Treasury, to transmit herewith copy of a Report from the Commissioners of Customs, and I am to request that you will state to the Lords of the Committee of Privy Council for Trade, that for the reasons given by the Commissioners of Customs, my Lords are of opinion that it would not be advisable to allow any further relaxation in respect to the Warehousing of British Colonial Wood Goods.

I am, &c.

(Signed) C. E. TREVELYAN.

Sir J. Emerson Tennent, &c. &c. &c.

(Copy)—No. 400.

To the Lords Commissioners of Her Majesty's Treasury.

Your Lordships having referred to us the annexed letter from Sir J. Emerson Tennent, dated 26th ult., transmitting, by desire of the Lords of the Committee of Privy Council for Trade, copies of a Despatch from the Lieutenant Governor of New Brunswick, and of an

Address from the Legislative Council and House of Assembly in that Province, respecting the provisions of the 41st Section of the Imperial Act 16 & 17 Vic. cap. 107, as regards the Warehousing of British Colonial Wood Goods, and requesting that a Drawback may be allowed of the Duty levied in this Country on the re-exportation of Sawn Lumber and Deals, the produce of the British Possessions in North America, We report—

That a letter from Sir J. Emerson Tennent, transmitting copies of a former Despatch from the Lieutenant Governor of New Brunswick, and of an Address from the House of Assembly, in which they complained of the operation of the Imperial Law which does not permit Wood Goods from the Colonies to be Warehoused, and signifying the request of the Board of Trade to be informed of the grounds upon which the restriction was imposed, and whether there was any necessity for its being maintained, formed the subject of our Report to Your Lordships, dated 24th February, 1855, No. 181.

In that Report we stated that by the 41st Section of the Customs Consolidation Act, 17 Vic. cap. 107, which permits Goods generally to be deposited in Warehouse without payment of Duty, it was provided that “the Duties on the following Goods, and on such others as the Commissioners of the Treasury may from time to time direct, shall be paid on the first importation thereof, and such Goods shall not be Warehoused either for home consumption or exportation, viz. corn, grain, meal, and flour, and wood goods from British Possessions.”

We further stated, that the Duty payable on Timber from Foreign Countries, was 7s. 6d. per load of 50 cubic feet, whilst the Duty on Colonial Timber was only 1s. per load; that nearly the same relative difference existed in the Duties chargeable on the various other kinds of Foreign and Colonial Wood Goods, and that it was on account of the Duty levied upon Wood Goods from the British Possessions being merely nominal, that the privilege of Warehousing such Goods was withdrawn; that being the principle previously observed and still maintained with respect to other articles similarly circumstanced, viz. :—corn, grain, meal, and flour.

We also observed, that the objection entertained by the House of Assembly of New Brunswick, had reference only to the effect of the Law with respect to Colonial Wood Goods brought to this Country for the purpose of exportation; and that the Lieutenant Governor had correctly stated that if the Goods were not immediately transhipped for exportation, but landed in the first instance, they became liable to Duty, because they could not be placed under Bond.

And with regard to the necessity for maintaining the existing provisions of the Law, requiring the Duty to be at once paid upon the importation of the Goods therein enumerated, we submitted, that if an exception to the payment of the Duty at the time of importation were to be granted in favor of such Goods as might be entered to be Warehoused for exportation only, it would be difficult to refuse the like indulgence when parties were desirous of Warehousing them also for home consumption; and that the object of the Law, which was to avoid the expense incurred by the Crown in the employment of Officers to attend to the Bonding premises and in keeping the Warehousing Accounts, would be thus defeated.

The Board of Trade would appear, by Sir J. Emerson Tennent's letter of 26th ult. to consider that in making the statement, that Colonial Wood Goods, (as well as corn, grain, meal, and flour,) were exempted from the privilege of Warehousing, on the ground that the Duty on such articles was merely “nominal,” and was not sufficient to cover the expenses of Warehousing. We had particularly in view that class of Wood Goods on which a Duty of 1s. per load, and five per cent. additional is charged, whereas it appears from the present communication that it is not to this class of Wood Goods that the Address from New Brunswick referred, but to another class, viz. :—Deals, Battens, Boards, &c. “sawn or split,” on which a Duty of 2s. per load, and five per cent. additional is imposed. And the Board of Trade find, that whereas in 1856 the average price of unsawn Timber, which their Lordships presume is the article referred to by us as paying a Duty of 1s. per load, was £4 5s. per load, and the Duty levied on it, 1s. 6-10d. per load; the average price of Deals, Battens, Boards, &c., “sawn or split,” was £3 5 6 per load, and the Duty on them 2s. 1 2-10d. per load: and that it appeared

to their Lordships that this last mentioned rate of Duty could scarcely be considered as "merely nominal;" and that the objection taken by us to the admission of Wood Goods from the British Possessions to the general privilege of Warehousing, must apply with greatly diminished force to the particular class of Wood Goods on which this Duty was raised. With reference to these observations, we take leave in the first instance to offer some remarks respecting the relative values of Wood unsawn, and Deals, Battens, &c., sawn or split. The values quoted in Sir J. Emerson Tennent's letter, appear to be taken from the official published Returns of the Trade of the United Kingdom; but these Returns although correct in the aggregate, do not, without a separation of the different descriptions of North American Timber, afford correct data on which to calculate the value of Timber, &c. from any particular Possession. For example, the value of British North American Timber unsawn in the year 1856, is quoted at £4 5s. per load; this, however, was the average price of all such Timber, including Quebec Pine, Brunswick Spruce and Fir, and Oak, Elm, &c., but it by no means represents the value of each of those descriptions of Timber. We are informed that Quebec Oak was worth at that time from £5 10s. to £6 per load, and Quebec Red and Yellow Pine, from £3 15s. to £4 5s. only, whilst the value of New Brunswick Timber was generally much lower; and the importations of Quebec unsawn Timber being more than four times greater than those of Timber the produce of New Brunswick, and other more valuable Woods being included, the average struck is much above the price of New Brunswick Timber, which is the least valuable of all sorts, being fit only for certain building purposes, and the manufacture of packing cases.

On the other hand, whilst of the more valuable Timber from Canada there were imported in 1856, 448,124 loads of unsawn, and only 176,611 loads of sawn or split, there were imported from New Brunswick only 107,603 loads of unsawn, and no less than 430,513 loads of the sawn. And as the great preponderance of unsawn Canadian Timber increased the average value of the unsawn article, so the equal preponderance of sawn Timber from New Brunswick decreased the average value of the sawn.

The result of comparing the average price of unsawn Timber thus ascertained with that of Deals, Battens &c., shews an increase in the value of the manufactured article of nearly 25 per cent. over the hewn or unsawn Timber, instead of the decrease which appears by the returns of Trade; and in connection with this point, we would remark, that the price of Quebec Pine Timber, large and unsawn, as given in the Circular for the present month of Messrs. Churchill and Sims, the largest Brokers in the Timber Trade, averages £3 15s. per load, and that of Deals of the same quality of Timber, £16 10s., per Petersburg standard hundred, which is equivalent to 165 cubic feet English, or 3 15-50 loads, giving an average price of £5 per load, or an increase over the unmanufactured article of more than 33 per cent.

With reference to the argument used by the Board of Trade, that a Duty of 2s. 1 2-10d. on an article valued at £3 5s. can scarcely be considered as "merely nominal." We have to state that the meaning we intended to convey by the expression was, that the money value to Merchants of the privilege of Warehousing was insufficient to justify the expenditure by this Department which is incidental to the operation, and in this sense we submit that it is applicable to all descriptions of Wood Goods imported from the British Possessions.

With respect to the Trade in Wood Goods, the produce of New Brunswick, we are informed that much of the Timber is of so little value in the log, that it could not be imported with profit for the purpose of being sawn in this Country, that no market exists for it abroad in the hewn or even in the sawn state as Deals, Battens &c.; and further, that the payment of the Duty at the time of landing, so far from operating to the disadvantage of, is in fact a facility to the Trade, so much so, that previous to the passing of the existing Law, which prohibits the Warehousing of Colonial Wood Goods, it was the practice to buy and sell this description of Timber at the Duty paid price; and it is deserving of notice that the quantities of sawn British North American Timber exported in each of the five years preceding the alteration of the Law were only as follows, viz:—

1848,	.	.	.	578 Loads,
1849,	.	.	.	696 do.
1850,	.	.	.	951 do.
1851,	.	.	.	489 do.
1852,	.	.	.	620 do.

being an average of 667 loads per annum, and that the Duty had been previously paid upon the whole quantity, no part thereof having been exported from a Bonding Warehouse.

Under these circumstances we are of opinion that the Timber Trade in New Brunswick would derive very little, if any, benefit from the privilege of bonding Deals for exportation without payment of Duty, or from the allowance of a drawback of the Duty paid on the landing of the Goods when subsequently exported. The latter plan we consider very objectionable in principle, whilst the former could not be effected without an expense to the Crown incommensurate with the advantage to the Merchants, considering also the great concession made to the North American Colonies in allowing the importation of their wood produce at 1s. and 2s. per load, while the Foreign article is taxed at 7s. and 15s., causing every year a considerable sacrifice of revenue, it would appear to be scarcely reasonable on the part of the Colonists now to demand further relaxation in their favor, and for these reasons we cannot recommend to your Lordships that the present request should be complied with.

Custom House, 30th June, 1858.

(Signed) THOS. F. FREMANTLE,
EDW. SAWRIN.

Adjourned until Monday next at 11 o'clock.

MONDAY, 21st March, 1859.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Seely,
Mr. Robinson.*

*Mr. Botsford,
Mr. Peters,
Mr. Davidson,
Mr. Wark,
Mr. Hamilton,
Mr. Todd,
Mr. Rice,*

PRAYERS.

Pursuant to the Order of the Day, the following Bills were severally read a second time:—

A Bill to provide for defraying certain expenses of the Civil Government of the Province: and

A Bill to provide for the repair and improvement of Roads and Bridges and other Public Works and Services.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bills severally into consideration.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to alter the time for holding the Inferior Courts of Common

Common Pleas and General Sessions of the Peace in the Counties of York and Sunbury.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

A Message was brought from the Assembly by Mr. Botsford, with a Bill to amend the Act intituled "An Act to incorporate the Town of Moncton;" to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bill into consideration.

A Message was brought from the Assembly by the Honorable the Attorney General, with a Bill to place certain Public Buildings under the control of the Board of Works; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time to-morrow.

At three o'clock His Excellency the Lieutenant Governor came to the Council Chamber, and being seated on the Throne, commanded the Gentleman Usher of the Black Rod, through the Honorable the President, to let the Assembly know—"It is His Excellency's pleasure that they attend him immediately in this House."

The House attended accordingly.

His Excellency then gave his assent to the following Bills, intituled—

An Act imposing Duties for raising a Revenue :

An Act to amend the Act to regulate the Circuit Courts and Courts of Oyer and Terminer and Sittings after Term :

An Act to establish additional Polling places in King's County :

An Act to alter and amend Chapter 62, Title viii, of the Revised Statutes, "Of the protection of Sheep and Moose :"

An Act to divide the Parish of Nelson into two separate and distinct Parishes ; and

An Act incorporating the Synod of the Church known as the Presbyterian Church of New Brunswick, and the several Congregations connected therewith.

The Assembly then withdrew, and His Excellency was pleased to retire.

Adjourned until To-morrow at 11 o'clock.

TUESDAY, 22nd March, 1859.

PRESENT :

THE HON.

*Mr. Saunders,
Mr. Minchin,
Mr. Davidson,
Mr. Wark,
Mr. Hamilton,
Mr. Seely,
Mr. Robinson,*

Mr. Black, President.

*Mr. Botsford,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Rice,
Mr. Earle.*

PRAYERS.

¶ Pursuant to the Order of the Day, the Bill to place certain Public Buildings under the control of the Board of Works, was read a second time.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bill into consideration.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to amend the Act intituled "An Act to incorporate the Town of Moncton."

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time to-morrow.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to alter the time for holding the Inferior Courts of Common Pleas and General Sessions of the Peace for the Counties of York and Sunbury.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received and the Bill read a third time to-morrow.

Pursuant to the Order of the Day, the House went into consideration of the Resolution sent up from the Assembly, in reference to the Registry of Ships and Reciprocity in Trade.

RESOLVED, That this House do agree to join the Assembly in the proposed Joint Address to Her Majesty on the above objects.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

The Honorable Mr. Botsford, from the Committee appointed to examine and report upon all Bills relating to Corporations, presented a further Report.

ORDERED, That the Report be received.

The same was then read by the Clerk, as follows :—

The

The Committee to whom were referred all Bills relating to Corporations, beg to report that they have examined "A Bill to incorporate the Victoria Suspension Bridge Company," and recommend the same to the favourable consideration of the House without amendment.

Respectfully submitted.

Committee Room, March 22nd.

A. E. BOTSFORD, *Chairman.*

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bill, together with the Report of the Select Committee thereon, into consideration.

Adjourned until To-morrow at 11 o'clock.

WEDNESDAY, 23rd March, 1859.

PRESENT :

THE HON.	<i>Mr. Black, President,</i>	
	<i>Mr. Saunders,</i>	<i>Mr. Botsford,</i>
	<i>Mr. Minchin,</i>	<i>Mr. Harrison,</i>
	<i>Mr. Davidson,</i>	<i>Mr. Odell,</i>
	<i>Mr. Wark,</i>	<i>Mr. Steeves,</i>
	<i>Mr. Hamilton,</i>	<i>Mr. Todd,</i>
	<i>Mr. Seely,</i>	<i>Mr. Rice,</i>
	<i>Mr. Robinson,</i>	<i>Mr. Earle.</i>

PRAYERS.

Pursuant to the Order of the Day, the following Bills were severally read a third time and passed :—

A Bill to amend the Act intituled "An Act to incorporate the Town of Moncton :"
and

A Bill to alter the times for holding the Inferior Courts of Common Pleas and General Sessions of the Peace in the Counties of York and Sunbury.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bills without any amendment.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to incorporate the Victoria Suspension Bridge Company, together with the Report of the Select Committee thereon.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to provide for defraying certain expenses of the Civil Government of the Province.

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

The

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House.

ORDERED, That the Report be received, and the Bill read a third time to-morrow.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to place certain Public Buildings under the control of the Board of Works.

The Honorable Mr. Wark took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time to-morrow.

A Message was brought from the Assembly by Mr. Chandler, with a Bill to divide the Parish of Brighton, in the County of Carleton; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time to-morrow.

A Message was brought from the Assembly by Mr. Kerr, with a Bill to repeal an Act intituled "An Act to amend the Law for the relief of Insolvent Debtors;" to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time to-morrow.

A Message was brought from the Assembly by the Honorable the Attorney General, with a Bill to provide for the support of Lunatics committed to the Provincial Lunatic Asylum; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time to-morrow.

The Honorable the President communicates to the House that Mr. Dibblee, on account of family affliction, requested to be excused from attendance for a few days, and that Mr. Carman be permitted in his absence to attend in his stead.

ORDERED, That this request be concurred in.

Adjourned until To-morrow at 11 o'clock.

THURSDAY, 24th March, 1859.

PRESENT:

THE HON.

*Mr. Saunders,
Mr. Robertson,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,*

Mr. Black, President.

*Mr. Botsford,
Mr. Minchin,
Mr. Davidson,
Mr. Wark,
Mr. Hamilton,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

PRAYERS.

PRAYERS.

Pursuant to the Order of the Day, the following Bills were severally read a third time, and passed :—

A Bill to provide for defraying certain expenses of the Civil Government of the Province : and

A Bill to place certain Public Buildings under the control of the Board of Works.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bills without any amendment.

Pursuant to the Order of the Day, the following Bills were severally read a second time :—

A Bill to divide the Parish of Brighton, in the County of Carleton :

A Bill to provide for the support of Lunatics committed to the Provincial Lunatic Asylum : and

A Bill to repeal an Act intituled “ An Act to amend the Law for the relief of Insolvent Debtors.”

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bills severally into consideration.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to exempt the Homestead and certain other property under a certain value, from sale under Execution.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to provide for the repair and improvement of Roads and Bridges and other Public Works and Services.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House.

ORDERED, That the Report be received, and the Bill read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

A Message was brought from the Assembly by Mr. Mitchell, with the following Resolution :—

“ House of Assembly, 23rd March, 1859.

“ Ordered, That Mr. Mitchell, Mr. Wilmot, and Mr. End, be a Committee on the part of this House, to join such Committee as may be appointed by the Honorable

the Legislative Council to prepare an Address to Her Majesty on the subject of Reciprocity in Trade and Registry of Ships.

“CHAS. P. WETMORE, *Clerk.*”

RESOLVED, That the Honorable Messieurs Wark and Seely be a Committee on the part of this House, to join the Committee on the part of the Assembly in preparing an Address to Her Majesty on the subject of Reciprocity in Trade and Registry of Ships.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

A Message from His Excellency the Lieutenant Governor was delivered by the Honorable Mr. Steeves, a Member of Her Majesty's Executive Council.

The Honorable the President read the same; and it was again read by the Clerk as follows :—

J. H. T. MANNERS-SUTTON.

His Excellency the Lieutenant Governor, in continuation of Correspondence laid before the Legislative Council on the 11th April 1856, and the 20th March 1857, with respect to the maintenance of the Light House on Cape Race, lays before the Council copies of three Despatches, (with their Enclosures,) from the Secretary of State, dated respectively, August 3rd, 1857, *Circular*, August 31st, 1857, *Circular*, and December 24th, 1858, No. 42.

March 23rd, 1859.

J. H. T. M-S.

(Copy)—Circular.

Downing Street, 3rd August, 1857.

SIR,—With reference to my Despatch of the 13th November, I transmit herewith the copy of an Order of Her Majesty in Council, authorizing the levying of a Toll on Ships passing or deriving benefit from the Light House erected on Cape Race, Newfoundland.

I have, &c. (Signed) **H. LABOUCHERE.**

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

(Copy)

(Enclosure.)

At the Court at Buckingham Palace, the 16th day of July, 1857.

PRESENT :

The Queen's Most Excellent Majesty in Council.

Whereas by the “Merchant Shipping Act Amendment Act, 1855,” it is enacted, that in any case in which any Light House had been or should be thereafter erected or placed on or near the coasts of any British Possession, by or with the consent of the legislative authority of such Possession, Her Majesty might, by Order in Council, fix such dues in respect thereof, to be paid by the owner or master of every ship which passes the same or derives benefit therefrom, as Her Majesty might deem reasonable.

And whereas a Light House has, by and with the consent of the legislative authority of the Colony of Newfoundland, been erected on Cape Race, in the said Colony, and a light is already exhibited therein.

And whereas the several classes of ships following, that is to say ;

All ships, whether sailing ships or steam ships, navigating from any port or ports in the British Colonies in North America, to any port or ports in the United Kingdom ;

All

All ships, whether sailing ships or steam ships, navigating from any port or ports in the United Kingdom, to any port or ports in the British Colonies in North America ;

All ships, whether sailing ships or steam ships, bound from any port or ports in the British Colonies in North America upon any transatlantic voyage ;

All ships, whether sailing ships or steam ships, arriving in any port or ports in the British Colonies in North America, after any transatlantic voyage ;

All ships, whether sailing ships or steam ships, arriving at any port or ports in the United Kingdom, from New York or any port in the United States north of New York ;

All steam ships leaving any port or ports in the United Kingdom for New York, or any port in the United States north of New York ;

Will pass the said Light House, and will derive benefit therefrom.

Now, therefore, Her Majesty in exercise of the powers vested in Her by the said recited Act, by and with the advice of Her Privy Council, is pleased to direct, that, from and after the date of this present Order, the dues in respect of the said Light House upon Cape Race, to be paid for every such ship as aforesaid, except ships belonging to Her Majesty, Her heirs, and successors, shall be one sixteenth of a penny per ton, of the burthen of every such ship, for every such voyage as aforesaid ;

But no such dues as aforesaid shall be levied in any Colony, unless and until the legislative authority in such Colony has, either by address to the Crown, or by an Act or Ordinance duly passed, signified its opinion that the same ought to be levied in such Colony.

(Signed)

C. C. GREVILLE.

(Copy)—Circular.

Downing Street, 31st August, 1857.

SIR,—With reference to my Circular Despatch of the 3rd instant, enclosing a copy of the Order of Her Majesty in Council, authorizing the levying of a Toll on Ships passing or deriving benefit from the Light House on Cape Race, I transmit, for your information and guidance, copy of a letter addressed to this Department by desire of the Lords of Committee of Privy Council for Trade, pointing out the mode in which the Tolls should be collected, and stating that the accounts thereof should be rendered quarterly to their Lordship's Department.

I have, &c.

(Signed)

H. LABOUCHERE.

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

(Copy)

(Enclosure.)

Office of Committee of Privy Council for Trade, Whitehall, 22nd Aug. 1857.

SIR,—With reference to the Letter from this Department of the 29th May, relating to the Light House on Cape Race, Newfoundland, I am directed by the Lords of the Committee of Privy Council for Trade, to transmit to you, for the information of Mr. Secretary Labouchere, the enclosed printed copies of the Order in Council authorizing the levying of dues in respect thereof.

My Lords direct me to request that you will move Mr. Labouchere to forward a copy of the Order to the Governor of Newfoundland.

My Lords also request that copies of the Order may be forwarded to the Governors of the other British North American Colonies, and that they may be instructed to bring the subject of the Tolls for this Light House, as soon as possible, before their respective Governments, with a view of obtaining either the formal assent of the Colonial Legislatures to the levying of the dues in the respective Colonies, or the adoption of some other equally efficient arrangement for securing the requisite income.

As regards the mode of collecting the Tolls, it appears desirable that they should be collected, whenever it is possible to do so, at the Port of clearance before the vessel sails ; and so far as applies

applies to the collection in Ports of the United Kingdom, my Lords have requested the Commissioners of Customs to issue instructions to the various Collectors to collect the Tolls before the Ship clears on her outward voyage, and, in case of Ships arriving in the United Kingdom, not to demand the Tolls, if a Colonial receipt is produced, showing that the Toll for the voyage has been paid in the Colony.

My Lords are of opinion that this mode of collecting the Tolls at the Ports of clearance should, if possible, be adopted in the Colonies. In the case of Ships arriving in Colonial Ports, the Tolls will be demanded only when no receipt is provided, showing that the Toll for the voyage has been paid for at the Port from which the Ship had cleared.

My Lords request that the Governor of Newfoundland may be instructed to cause an account and vouchers to be rendered quarterly to this Department, of the cost of managing and maintaining the Light, and also of the amount of Tolls received in that Colony, with the particulars of the vessels which have paid the Toll. A complete set of forms will be forwarded to the Colonial Office in a few days for transmission to Newfoundland.

Five per cent. will be allowed to defray the cost of collection.

If there is a balance due to the Colony of Newfoundland upon such accounts, it may be settled quarterly by a draft on the Accountant of the Board of Trade.

The accounts of the Tolls collected in the other British North American Colonies should be rendered, in the like manner, quarterly to this Department.

With reference to placing the Light House at Cape Pine on the same footing as that at Cape Race, as proposed in the Despatch from the Governor of Newfoundland of the 8th January, 1856, my Lords direct me to request that His Excellency may be informed that, until it has been seen how the arrangements in respect of the Cape Race Light House answer, their Lordships think it better to defer the consideration of the mode of dealing with Cape Pine.

I have, &c. (Signed) T. H. FARRER.

H. Merivale, Esquire, &c. &c., Colonial Office.

(Copy)—No. 42.

Downing Street, 24th December, 1858.

SIR,—with reference to my Despatch of the 23rd July, 1856, respecting the collection of Tolls for the support of the Cape Race Light House, I transmit to you the copy of a letter on the subject from the Board of Trade, and I request that you will inform me, whether the Legislature of the Colony under your Government assent to the collection of Tolls for this purpose. And, in the event of that assent being granted, that you will furnish me with the information required by the Board of Trade, as to the amount of Tolls (if any) which has been collected, and the amount which may be calculated on per annum for the future.

I shall be glad to receive an early answer from you to these inquiries.

I have, &c. (Signed) E. B. LYTTON.

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

(Copy)

(Enclosure.)

Office of Committee of Privy Council for Trade, Whitehall, 15th December, 1858.

SIR,—Referring to the Letter from this Department of 22nd August, 1857, on the subject of the Cape Race Light House, I am directed by the Lords of the Committee of Privy Council for Trade to observe, that no reply has been received from New Brunswick and Nova Scotia as to whether those Colonies assent to collecting Toll in respect of the Light.

The Colonies of Newfoundland and Prince Edward's Island have assented to the collection of the Tolls, and Canada has passed an Act authorizing the payment of a certain sum in lieu thereof, but as yet no money has been received by the Board of Trade from these Colonies in respect of the Tolls, except from Newfoundland.

In

In the Letter from this Department of the 9th July, 1856, it was calculated that a Toll of one sixteenth of a penny per ton on vessels, as set forth in the Order in Council of the 16th July, 1857, would probably realize a sum of £1500 per annum, which it was assumed would, beside paying the expense of maintenance, repay the cost of the erection of the Cape Race Light House in five years. The Tolls collected for the past year in this country, under the Order in Council of 16th July, 1857, including those received from Newfoundland, fall far short of the sum calculated upon, so much so, that they do not even pay for the cost of maintenance of the Light. My Lords therefore consider it highly desirable that they should be informed, with as little delay as possible, as to the sum, in respect of the Tolls, they may expect to receive from the whole of the British North American Colonies, as it may be found necessary to increase the rate of Toll, in order that a sufficient sum may be raised to liquidate the cost of erection.

My Lords therefore direct me to request that you will move Secretary Sir E. B. Lytton to point out to the Governors of the British North American Colonies, the importance that this Department should be informed, as soon as possible, of the amount of Tolls which has been collected (if any) in their respective Colonies, and of the probable amount which may be calculated upon to be raised per annum for the future.

My Lords are also desirous of being informed, whether the formal assent of the Legislatures of New Brunswick and Nova Scotia has been obtained to the collection of the dues.

I am, &c. (Signed) JAMES BOOTH.

H. Merivale, Esquire, &c. Colonial Office.

A Message from His Excellency the Lieutenant Governor was delivered by the Honorable Mr. Steeves, a Member of Her Majesty's Executive Council.

The Honorable the President read the same; and it was again read by the Clerk as follows:—

J. H. T. MANNERS-SUTTON.

His Excellency the Lieutenant Governor lays before the Legislative Council, a copy of a Despatch, (Circular, 12th April, 1858,) from the Secretary of State, relative to the Imperial Act to amend the Law relating to Divorce and Matrimonial Causes in England.

March 22nd, 1859.

J. H. T. M-S.

(Copy)—Circular.

Downing Street, 12th April, 1858.

SIR,—In transmitting to you a copy of the Act “to amend the Law relating to Divorce and Matrimonial Causes in England,” I wish to call your attention to the great importance of the subject.

Her Majesty's Government regard this subject as within the general class of internal affairs which the duty and right of regulating belong to the Colonial Legislatures under free institutions.

But they are at the same time fully sensible of the great importance of uniformity of legislation on this head, so far as it can be attained without injury to these principles of Colonial Government, and the danger, as well to public morality as to family interests, which might arise from the Law of the Colonies on the subject of Marriage and Divorce differing materially from that of the Mother Country, and of each other.

It is therefore the wish of Her Majesty's Government that you should consult your Council as to the expediency of at once introducing a measure which shall incorporate, as nearly as the circumstances of the Colony will admit, the provisions of the Act recently passed in England.

Some of the minor provisions of the Act may, probably, prove incompatible with the requirements of the Colony, nor is it my wish to prescribe uniformity in such unessential particulars. But the serious questions which might arise from difference of legislation on that portion of the subject which

relates to dissolution of Marriage, or Divorce a vinculo—questions possibly affecting the validity of Marriages contracted in one part of the Empire after Divorce in another, and consequent legitimacy of offspring—render it advisable that, if the Legislature should pass any Act varying to an important degree from the present law of England in this particular, you should reserve it for the consideration of Her Majesty.

The clause in most Governors' Instructions relating to Divorce Acts has been usually held to apply only to special bills for the Divorce of named persons, and you need not consider yourself in any way fettered by its provisions.

I find, from communications received from parts of Her Majesty's Colonial Possessions, that an impression existed that the late Government designed to propose to Parliament measures for extending the law to the dominions of the Crown in general, I am not aware on what ground this has been supposed, and can only state, that no such measure is in contemplation.

I have, &c.

(Signed)

STANLEY.

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

(Enclosure.)

Copy of Act 20 and 21 Vict. Chap. 85, entitled "An Act to amend the Law relating to Divorce and Matrimonial Causes in England."

A Message was brought from the Assembly by the Honorable Mr. Gray, with a Bill relating to the Law of Evidence; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time to-morrow.

Adjourned until To-morrow at 11 o'clock.

FRIDAY, 25th March, 1859.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Robertson,
Mr. Harrison,
Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,*

*Mr. Botsford,
Mr. Minchin,
Mr. Odell,
Mr. Steeves,
Mr. Hamilton,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

PRAYERS.

Pursuant to the Order of the Day, the Bill relating to the Law of Evidence, was read a second time.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bill into consideration.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to repeal an Act intituled "An Act to amend the Law for the relief of Insolvent Debtors."

The

The Honorable Mr. Gordon took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time to-morrow.

A Message was brought from the Assembly by Mr. Lawrence, with the following Bills, to which they desire the concurrence of this House :—

A Bill to extend the jurisdiction of the Police Magistrate of the City of Saint John to Carleton, and for other purposes :

A Bill to enlarge the jurisdiction of the City Court of the City of Saint John : and

A Bill in addition to and in amendment of an Act intituled “ An Act to further amend an Act to authorize the opening of a Street from Church Street to Princess Street, in the City of Saint John.”

The said Bills were severally read a first time.

ORDERED, That the said Bills be severally read a second time to-morrow.

A Message was brought from the Assembly by Mr. Steadman, with a Bill to extend the provisions of an Act intituled “ An Act relating to the election of Commissioners of Sewers for the Marshes around Bay Verte, in the County of Westmorland,” to the Marsh situate in Botsford, in the said County, on the easterly side of Gaspereaux River, and running from the Bay Verte shore northerly along said River to the Mouth of Timber River, known as Berrage Point Marsh ; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time to-morrow.

The Honorable Mr. Robinson, from the Select Committee appointed to report upon Communications laid before the House by His Excellency the Lieutenant Governor, on the subject of the Coast and River Fisheries of this Province, reported that they had attended to that duty, and recommend the following Report :—

The Committee appointed to Report upon the Documents relative to the Fisheries in Canada, laid before the House by Message of His Excellency the Lieutenant Governor, and also on other matters tending to improve and conserve the Coast and River Fisheries, beg to offer the following observations and suggestions as their Report on the matters referred to them :—

The Committee have carefully perused the Documents communicated to the House by Message of His Excellency the Lieutenant Governor, on the 21st day of February last ; and they have considered the Petition of William O. Smith, and others, praying protection for the Spawning Grounds in the Lakes and Streams of the River Saint John, which was specially referred to them. They have also directed their attention to the Laws and such of the local regulations now in force within the Province as they have had access to.

As regards the Documents relative to the Fisheries in Canada, the Committee recognize in them many excellent provisions and suggestions for the protection and improvement of this source of wealth, food, and industrial employment. Our Provincial

vincial enactments have been made with the same view. The former centralizes the Executive control in a General Superintendent acting under regulations made by the Governor General in Council. With the exception of the Coast Fisheries, the Laws of this Province, on the other hand, intrust the Fisheries to regulations made by the local County authorities, subject to the approval of the Lieutenant Governor in Council; and in lieu of a General Superintendent, provide for the appointment of local Wardens. There is nothing inconsistent or contradictory in the appointments of the Provinces in regard to the Fisheries in front of ungranted Crown Lands: in both Provinces provision is made for these being leased. The Canadian Act, however, contemplates the general leasing of the Salmon and Trout Fisheries of the several Rivers. There can be little doubt that the Coast as well as the River Fisheries, under proper regulations, and in particular by a strict and energetic protection of the Spawning Grounds, might become a source of wealth if not of Revenue, both of which objects appear to be attained in Great Britain and Ireland, under the efficient system adopted there. Canada has taken measures to accomplish the same object; and whether the same means cannot be adopted in this Province is now presented for consideration.

Whatever the existing regulations may be, there is much reason to doubt the efficiency of their enforcement; and this probability points to the necessity of strengthening the present system, or substituting another which shall afford greater promise of energy and usefulness.

The protection of the Spawning Grounds in the Lakes and Streams of the River Saint John, is, on consideration of the facts alleged in the Petition before referred to, of so much local importance, that it must be hoped that the local authorities when duly informed will put in force, for protective purposes, the Laws now on the Statute Book.

The Committee are deeply impressed with the necessity of greater attention being given to the protection of the Fisheries in general, as well as to the enforcement of a rigid inspection. The Fish in many places are wantonly destroyed. The existing arrangements are nearly if not quite inoperative; but the Committee scarcely feel in a position, as regards time and ready access to the various governmental and local regulations, to make definite suggestions as to the principles which ought to be insisted on, for the promotion of the important branch of economy committed to their consideration. They entertain no doubt however that means ought to be devised for the creation of a fund to defray in part, at least, the necessary expenses of protection, to which those directly interested might reasonably be called on to contribute. For this purpose, among other regulations, the Committee are of opinion that Fishermen engaged in the Shore and River Fisheries, should be required to take out a Licence, for which a fee might be exacted as a contribution to the fund—the Licence, moreover, would subserve the additional and valuable purpose of creating a distinction between the honest and industrious fisherman, and the reckless poacher.

It has also been pressed on the attention of the Committee, that the manner of remunerating the Wardens requires revision; but as that question involves money to be raised by taxes or otherwise, the Committee for obvious reasons do not dwell upon it.

Some of the communications from private sources which have been laid before the Committee, evince an intimate knowledge of the questions to be agitated; and it is hoped

hoped that those intrusted with them will lay the same before the proper authorities to aid in their deliberations.

In conclusion, the Committee are unanimously of opinion, that the present state of the Fisheries demands the best exertion of the Government, and that a portion of the approaching recess could not be better employed than in collating the various regulations which have been made, acquiring definite information, and comparing results, so as to secure a sure foundation for a comprehensive enactment to be perfected at the next Session of the Legislature.

All of which is respectfully submitted.

J. J. ROBINSON,
JAS. DAVIDSON,
WILLIAM HAMILTON,
A. M'L. SEELY,
W. H. ODELL,
R. GORDON.

Legislative Council Committee Room, 25th March, 1859.

ORDERED, That the Report be received.

On motion—

RESOLVED, That an humble Address be presented to His Excellency the Lieutenant Governor, communicating a copy of the said Report, and praying that His Excellency will be pleased to call the attention of his Government to the suggestions contained in the said Report.

ORDERED, That the Honorable Messieurs Hamilton and Robinson be a Committee to wait upon His Excellency with the said Address.

The Honorable Mr. Seely, by leave, presented a Petition from W. R. M. Burtis, for relief in respect of Railway Damages.

ORDERED, That the same be received and lie on the Table.

Adjourned until To-morrow at 11 o'clock.

SATURDAY, 26th March, 1859.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Robertson,
Mr. Harrison,
Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Seely,
Mr. Robinson.*

*Mr. Botsford,
Mr. Minchin,
Mr. Odell,
Mr. Steeves,
Mr. Hamilton,
Mr. Todd,
Mr. Rice,*

PRAYERS.

Pursuant to the Order of the Day, the Bill to repeal an Act intituled "An Act to amend the Law for the relief of Insolvent Debtors," was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

Pursuant to the Order of the Day, the following Bills were severally read a second time :—

A Bill to enlarge the jurisdiction of the City Court of the City of Saint John :

A Bill in addition to and in amendment of an Act intituled "An Act to further amend an Act to authorize the opening of a Street from Church Street to Princess Street, in the City of Saint John :"

A Bill to extend the jurisdiction of the Police Magistrate of the City of Saint John to Carleton, and for other purposes : and

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

ORDERED, That the House be put into Committee of the whole on Monday next to take the said Bills severally into consideration.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to incorporate the Victoria Suspension Bridge Company.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

A Message was brought from the Assembly by Mr. Ferris, with a Bill to alter the place for polling at Elections in the Parish of Brunswick, in Queen's County ; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time on Monday next.

A Message was brought from the Assembly by the Honorable Provincial Secretary, with a Bill to regulate the qualifications of Practitioners in Medicine and Surgery, and to provide a Medical Council of Health in the Province of New Brunswick ; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the said Bill be referred to the Select Committee appointed to examine and report upon all Bills relating to Corporations.

A Message was brought from the Assembly by the Honorable the Attorney General, with a Bill to exempt Ministers of Religion from taxation in certain cases ; to which they desire the concurrence of this House.

The

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time on Monday next.

A Message was brought from the Assembly by Mr. Chandler, with a Bill to alter and amend Chapter 125, Title xxxiv, of the Revised Statutes, "Of Absconding, Concealed, or Absent Debtors;" to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time on Monday next.

A Message from His Excellency the Lieutenant Governor was delivered by the Honorable Mr. Steeves, a Member of Her Majesty's Executive Council.

The Honorable the President read the same; and it was again read by the Clerk as follows:—

J. H. T. MANNERS-SUTTON.

His Excellency the Lieutenant Governor lays before the Legislative Council a copy of the Report of the Commissioners appointed to survey and establish the Boundary Line between the Provinces of Nova Scotia and New Brunswick, in connection with the Commissioners appointed by the Government of Nova Scotia.

March 26th, 1859.

J. H. T. M-S.

BOUNDARY WITH NOVA SCOTIA.

To His Excellency the Honorable John Henry Thomas Manners-Sutton, Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

The Commissioners appointed by Your Excellency to survey and establish the Boundary Line between the Provinces of Nova Scotia and New Brunswick, in connection with the Commissioners appointed by the Government of Nova Scotia, met pursuant to directions, and agreed upon the following as the Boundary Line between the said Provinces, viz:—

Commencing at the Mouth of the Missiquash River in Cumberland Bay, and thence following the several courses of the said River to a Post near Black Island; thence north fifty four degrees and twenty five minutes east, crossing the south end of Black Island, two hundred and eighty eight chains to the northerly angle of Trenholm Island; thence north thirty seven degrees east eighty five chains and eighty two links to a Post; thence north seventy six degrees east forty six chains and twenty links to the Portage; thence south sixty five degrees and forty five minutes east three hundred and ninety four chains and forty links to Tidnish Bridge; thence following the several courses of said River along its northern upland bank to its mouth; thence following the northwesterly channel to the deep waters of the Bay Verte, giving to Nova Scotia the control of the navigable waters and Tidnish River.

The Line from its departure from the Missiquash River to the Tidnish Bridge, was surveyed by Alexander Munro, Esquire, under the joint direction of the Commissioners, and Posts erected across the Bog between the Head of Missiquash River and the Head of the Lakes at the Portage, and the line from that point through the wilderness to the Tidnish Bridge opened out, as shewn by the Plan accompanying this Report.

The Commissioners intend during the next Summer, unless otherwise directed, to define the line from the Portage to the Tidnish Bridge more distinctly by the erection of Iron Posts.

Respectfully submitted.

(Signed)

JOSEPH AVARD, }
JAS. STEADMAN, } *Commissioners.*

March 17, 1859.

On

On motion—

The House was put into Committee of the whole to take into consideration the Bill to divide the Parish of Brighton, in the County of Carleton.

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to provide for the support of Lunatics committed to the Provincial Lunatic Asylum.

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill relating to the Law of Evidence.

The Honorable Mr. Saunders took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

On motion—

ORDERED, That the Order that the House be put into Committee of the whole on Monday next, to take into consideration the Bill to extend the jurisdiction of the Police Magistrate of the City of Saint John to Carleton, and for other purposes, be rescinded, and that the twenty ninth Rule of the House be dispensed with, as regards the said Bill, and that the House be put into Committee of the whole presently to take the same into consideration.

The House was put into Committee of the whole accordingly.

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

Adjourned until Monday next at 11 o'clock.

MONDAY, 28th March, 1859.

PRESENT :

THE HON.

*Mr. Saunders,
Mr. Robertson,
Mr. Harrison,*

Mr. Black, President.

*Mr. Botsford,
Mr. Minchin,
Mr. Odell,*

Mr.

Mr. Wark,
Mr. Ryan,
Mr. Hamilton,
Mr. Seely,
Mr. Robinson,

Mr. Steeves,
Mr. Gordon,
Mr. Todd,
Mr. Rice,
Mr. Earle.

PRAYERS.

Pursuant to the Order of the Day, the following Bills were severally read a second time :—

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

A Bill to exempt Ministers of Religion from taxation in certain cases : and

A Bill to alter the place for polling at Elections in the Parish of Brunswick, in Queen’s County.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bills severally into consideration.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to divide the Parish of Brighton, in the County of Carleton.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, had made certain amendments thereto, and recommended the same, as amended, to the adoption of the House.

The said amendments were then read by the Clerk, as follows :—

At A. in Section 1, expunge “Wellington,” and insert “Peel.”

At B. in Section 2, expunge “Wellington,” and insert “Peel.”

At C. in Section 3, expunge “Wellington,” and insert “Peel.”

At D. in same Section, expunge “Wellington,” and insert “Peel.”

At E. in Section 4, expunge “Wellington,” and insert “Peel.”

At F. in same Section, expunge “Wellington,” and insert “Peel.”

At G. in same Section, expunge “Wellington,” and insert “Peel.”

At H. in Section 5, expunge “Wellington,” and insert “Peel.”

The said amendments being read a second time, and the question of concurrence put thereon, they were severally agreed to by the House.

ORDERED, That the same be engrossed, and the Bill as amended, read a third time to-morrow.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to extend the provisions of an Act intituled “An Act relating to the election of Commissioners of Sewers for the Marshes around Bay Verte, in the County of Westmorland,” to the Marsh situate in Botsford, in the said County, on the easterly side of Gaspereaux River, and running from the Bay Verte shore northerly along said River to the Mouth of Timber River, known as Berrage Point Marsh.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, had made a certain amendment thereto, and recommended the same, as amended, to the adoption of the House.

ORDERED, That the Report be received.

The said amendment was then read by the Clerk, as follows :—

At A in the Title, expunge the words “ on the easterly side of Gaspereaux River, and running from Bay Verte Shore northerly along said River, to the Mouth of Timber River.”

The said amendment being read a second time, and the question of concurrence put thereon, it was agreed to by the House.

ORDERED, That it be engrossed, and the Bill as amended, read a third time to-morrow.

The Honorable Mr. Botsford, from the Committee appointed to examine and report upon all Bills relating to Corporations, presented a further Report.

ORDERED, That the Report be received.

The same was then read by the Clerk, as follows :—

The Committee to whom were referred all Bills relating to Corporations, report^t that they have examined “ A Bill to regulate the qualifications of Practitioners in Medicine and Surgery, and to provide a Medical Council of Health in the Province of New Brunswick,” and recommend the said Bill to the favourable consideration of the House.

Respectfully submitted.

Committee Room, March 28th.

A. E. BOTSFORD, *Chairman.*

ORDERED, That the House be put into Committee of the whole presently, to take the said Bill, together with the Report of the Select Committee thereon, into consideration.

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

A Message was brought from the Assembly by Mr. Williston, with a Bill to regulate the sale and disposal of Church and Glebe Lands of the Church of England in this Province ; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time to-morrow.

A Message was brought from the Assembly by the Honorable the Attorney General, with a Bill relating to the Boundary Line between the Provinces of New Brunswick and Nova Scotia ; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time to-morrow.

A Message was brought from the Assembly by Mr. Williston, with a Bill to amend Chapter 133, Title xxxiv, of the Revised Statutes, "Of Trespasses on Lands, Private Property, and Lumber;" to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time to-morrow.

The Honorable Mr. Robinson, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with the Address of the House on the subject of the Shore and River Fisheries, reported that they had attended to that duty, and that His Excellency was pleased to say that he would consult his Council with respect to the said Address.

The Honorable Mr. Seely, by leave, presented the following Petitions:—

From George E. Fennety and others, for amendment in Act 21 V. cap. 46 :

From the Mayor, Aldermen, and Commonalty of Saint John, for Act to extend jurisdiction of the City Court : and

From the same, to extend jurisdiction of Police Magistrate to Carleton, and for other purposes.

ORDERED, That the same be received and lie on the Table.

Adjourned until To-morrow at 11 o'clock.

TUESDAY, 29th March, 1859.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Robertson,
Mr. Harrison,
Mr. Wark,
Mr. Ryan,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

*Mr. Botsford,
Mr. Minchin,
Mr. Odell,
Mr. Steeves,
Mr. Hamilton,
Mr. Seely,
Mr. Robinson,*

PRAYERS.

Pursuant to the Order of the Day, the following Bills, as amended, were severally read a third time and passed:—

A Bill to divide the Parish of Brighton, in the County of Carleton : and

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

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bills with certain amendments, to which they desire the concurrence of the Assembly.

Pursuant

Pursuant to the Order of the Day, the following Bills were severally read a second time :—

A Bill to amend Chapter 133, Title xxxiv, of the Revised Statutes, "Of Trespasses on Lands, Private Property, and Lumber :"

A Bill to regulate the sale and disposal of Church and Glebe Lands of the Church of England in this Province :"

A Bill relating to the Boundary Line between the Provinces of New Brunswick and Nova Scotia.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bills severally into consideration.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into further consideration the Bill to regulate the qualifications of Practitioners in Medicine and Surgery, and to provide a Medical Council of Health in the Province of New Brunswick.

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, had made certain amendments thereto, and recommended the same, as amended, to the adoption of the House.

ORDERED, That the Report be received.

The said amendments were then read by the Clerk, as follows :—

At A Section 2, expunge the words "was actually practising," and insert the words "has been in the continued practice of."

At B in the same Section, expunge the word "before," and insert the word "since."

At C in same Section, insert the following words—"But no person not possessing a Medical Degree, Diploma, or Licence to practice Medicine or Surgery from any College or other Public Institution in Great Britain, Ireland, Canada, France, or the United States, authorized to grant the same, or a Licence from the Lieutenant Governor of the Province to practise Medicine or Surgery, shall be eligible to become a Member of the Medical Council."

At D in Schedule B, expunge the words "was in," and insert the words "has been in continued."

At E in same Schedule, expunge the word "before," and insert the word "since."

At F in same Schedule, expunge the words "was practising as a Medical Practitioner," and insert the words "have been in the continued practice of Medicine."

At G in same Schedule, expunge the word "before," and insert the word "since."

The said amendments being read a second time, and the question of concurrence put thereon, they were severally agreed to by the House.

ORDERED, That they be engrossed, and the Bill as amended, read a third time to-morrow.

On motion—

ORDERED, That the Order of the House, in reference to the Bill to regulate the sale and disposal of Church and Glebe Lands of the Church of England in this Province, be

be rescinded, and that the House be put into Committee of the whole presently, to take the said Bill into consideration.

The Honorable Mr. Robinson took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time to-morrow.

A Message was brought from the Assembly by the Honorable the Attorney General, with the following Bills, to which they desire the concurrence of this House :—

A Bill relating to the Law Library : and

A Bill to amend the Act for the encouragement of Agriculture, and to provide for the establishment of a Provincial Board.

The said Bills were severally read a first time.

ORDERED, That the said Bills be severally read a second time to-morrow.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to exempt Ministers of Religion from taxation in certain cases.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, and recommended that the further consideration thereof be postponed for three months.

ORDERED, That the Report be received ; and it was thereupon

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

Adjourned until To-morrow at 11 o'clock.

WEDNESDAY, 30th March, 1859.

PRESENT :

THE HON.

*Mr. Saunders,
Mr. Robertson,
Mr. Minchin,
Mr. Harrison,
Mr. Wark,
Mr. Ryan,
Mr. Seely,
Mr. Robinson,*

Mr. Black, President,

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Odell,
Mr. Steeves,
Mr. Hamilton,
Mr. Rice,
Mr. Earle.*

PRAYERS.

Pursuant to the Order of the Day, the following Bills were severally read a third time and passed :—

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

A Bill to regulate the sale and disposal of Church and Glebe Lands of the Church of England in this Province.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the last entered Bill without any amendment, and to the first entered Bill with certain amendments, to which they desire the concurrence of the Assembly.

Pursuant to the Order of the Day, the following Bills were severally read a second time:—

A Bill relating to the Law Library: and

A Bill to amend the Act for the encouragement of Agriculture, and to provide for the encouragement of a Provincial Board.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bills severally into consideration.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill relating to the Boundary Line between the Provinces of New Brunswick and Nova Scotia.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

On motion—

The House was put into Committee of the whole to take into consideration the Bill relating to the Law of Evidence.

The Honorable Mr. Saunders took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to amend Chapter 133, Title xxxiv, of the Revised Statutes, "Of Trespasses on Lands, Private Property, and Lumber."

The Honorable Mr. Saunders took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

Pursuant

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to incorporate the Victoria Suspension Bridge Company.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, and recommended that the further consideration thereof be postponed for three months.

ORDERED, That the Report be received ; and it was thereupon

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

A Message was brought from the Assembly by Mr. C. Perley, with a Bill to alter and amend an Act intituled " An Act to encourage the destruction of Bears in, this Province ;" to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bill into consideration.

A Message was brought from the Assembly by the Honorable Mr. Smith, with a Bill to explain Chapter 69, of Title x, of the Revised Statutes, " Of the Commissioners of Sewers for the Parish of Sackville ;" to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bill into consideration.

A Message was brought from the Assembly by Mr. Chandler, with a Bill to alter and amend an Act relating to Co-Partnerships ; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bill into consideration.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to alter the place for polling at Elections in the Parish of Brunswick, in Queen's County.

The Honorable Mr. Earle took the Chair.

After some time the House resumed.

The

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to extend the jurisdiction of the Police Magistrate of the City of Saint John to Carleton, and for other purposes.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to alter and amend Chapter 125, Title xxxiv, of the Revised Statutes, "Of Absconding, Concealed, or Absent Debtors."

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

On motion—

The House was put into Committee of the whole to take into consideration the Bill in addition to and in amendment of an Act intituled "An Act to further amend an Act to authorize the opening of a Street from Church Street to Princess Street, in the City of Saint John."

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, and recommended that the further consideration of the same be postponed for three months.

ORDERED, That the Report be received ; and it was thereupon

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

The Honorable Mr. Seely, by leave, presented the following Petitions :—

From William Olive and others, against the Bill to extend jurisdiction of Police Magistrate to Carleton : and

From O. B. Cougle and others, with a similar prayer.

ORDERED, That the same be received and lie on the Table.

The

The Honorable Mr. Kinnear, by leave, presented a Petition from the Justices of the Peace of the City of Saint John, for a Bill in reference to Sewerage.

ORDERED, That the same be received and lie on the Table.

Adjourned until To-morrow at 11 o'clock.

THURSDAY, 31st March, 1859.

PRESENT:

THE HON.

*Mr. Saunders,
Mr. Robertson,
Mr. Minchin,
Mr. Harrison,
Mr. Wark,
Mr. Ryan,
Mr. Seely,
Mr. Robinson,*

Mr. Black, President.

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Odell,
Mr. Steeves,
Mr. Hamilton,
Mr. Rice,
Mr. Earle.*

PRAYERS.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to amend Chapter 133, Title xxxiv, of the Revised Statutes, "Of Trespasses on Lands, Private Property, and Lumber."

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, had made a certain amendment thereto, and recommended the same, as amended, to the adoption of the House.

ORDERED, That the Report be received.

The said amendment was then read by the Clerk, as follows:—

At A in Section 1, insert the words "mentioned in the sixth Section of Chapter 133, Title xxxiv, of the Revised Statutes, 'Of Trespasses on Lands, Private Property, and Lumber.'"

The said amendment being read a second time, and the question of concurrence put thereon, it was agreed to by the House.

ORDERED, That it be engrossed, and the Bill as amended, read a third time to-morrow.

A Message was brought from the Assembly by Mr. C. Perley, that the Assembly had agreed to the amendments sent down from this House to the Bill to divide the Parish of Brighton, in the County of Carleton.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to alter and amend Chapter 125, Title xxxiv, of the Revised Statutes, "Of Absconding, Concealed, or Absent Debtors."

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, had made certain amendments thereto, and recommended the same, as amended, to the adoption of the House.

ORDERED, That the Report be received.

The said amendments were then read by the Clerk, as follows:—

At A at the end of the Bill, add a new Section, as follows:—

“2. The arrest or confinement of any debtor mentioned in the eleventh Section of Chapter 124, Title xxxiv, of the Revised Statutes, under a Capias ad satisfaciendum or other final process issued out of any Court in this Province, who may now or hereafter be in custody, shall not in any case be deemed a satisfaction of the debt so as to deprive a creditor who shall discharge his debtor from custody of the benefit of his judgment and execution thereon against the property of the debtor.”

At B in the Preamble, expunge the words “eleventh Section of the said Act,” and insert the words “Absconding and Concealed Debtors’ Law.”

At C also in the Preamble, add the following words, “and it is also necessary to amend the Insolvent Confined Debtor’s Law.”

At D in the Title, expunge the remainder of the Title, and insert the following words, “the Law relating to Absconding and Insolvent Confined Debtors.”

The said amendments being read a second time, and the question of concurrence put thereon, they were severally agreed to by the House.

ORDERED, That the same be engrossed, and the Bill as amended, read a third time to-morrow.

A Message was brought from the Assembly by Mr. Steadman, that the Assembly had agreed to the amendment sent down from this House to the Bill to extend the provisions of an Act intituled “An Act relating to the election of Commissioners of Sewers for the Marshes around Bay Verte, in the County of Westmorland,” to the Marsh situate in Botsford, in the said County, known as Berrage Point Marsh.

A Message was brought from the Assembly by the Honorable Provincial Secretary, that the Assembly had agreed to the amendments sent down from this House to the Bill to regulate the qualifications of Practitioners in Medicine and Surgery, and to provide a Medical Council of Health in the Province of New Brunswick.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to amend the Act for the encouragement of Agriculture, and to provide for the establishment of a Provincial Board.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to enlarge the jurisdiction of the City Court of the City of Saint John.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time to-morrow.

On motion—

The House was put into Committee of the whole to take into consideration the Bill relating to the Law Library.

The Honorable Mr. Wark took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

The Chairman further reported, that on the question that the further consideration of the said Bill be postponed for three months, the Committee divided as follows:—

CONTENT.

The Hon. Mr. Robertson,
Mr. Minchin,
Mr. Harrison,
Mr. Steeves,
Mr. Seely,
Mr. Earle.

NON-CONTENT.

The Hon. Mr. Saunders,
Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Odell,
Mr. Wark,
Mr. Ryan,
Mr. Robinson,
Mr. Rice.

The Chairman further reported, that the following amendment was moved and seconded, viz:—

Provided always, that before any payment is demanded of an Attorney not a Member of the Barristers' Society, the arrears due by the Barristers to the Society be first paid, or legal measures adopted for their collection.

And it was decided in the negative.

ORDERED, That the Report be received, and the Bill read a third time to-morrow.

Adjourned until To-morrow at 11 o'clock.

FRIDAY, 1st April, 1859.

PRESENT:

THE HON.

*Mr. Saunders,
Mr. Robertson,
Mr. Minchin,*

Mr. Black, President.

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,*

Mr.

Mr. Harrison,
Mr. Wark,
Mr. Ryan,
Mr. Rice,

Mr. Odell,
Mr. Steeves,
Mr. Seely,
Mr. Earle.

PRAYERS.

Pursuant to the Order of the Day, the following Bills were severally read a third time and passed :—

A Bill to amend Chapter 133, Title xxxiv, of the Revised Statutes, "Of Trespasses on Lands, Private Property, and Lumber :"

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

A Bill relating to the Law Library : and

A Bill to enlarge the jurisdiction of the City Court of the City of Saint John.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the two first entered Bills with certain amendments, to which they desire the concurrence of the Assembly ; and had agreed to the two last entered Bills without any amendment.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to explain Chapter 69, of Title x, of the Revised Statutes, "Of the Commissioners of Sewers for the Parish of Sackville."

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time to-morrow.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to alter and amend an Act intituled "An Act to encourage the destruction of Bears in this Province."

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time to-morrow.

A Message was brought from the Assembly by the Honorable Mr. Smith, with a Bill to enable the Dorchester Olive Freestone Company, of the County of Richmond, State of New York, to hold property in this Province ; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time to-morrow.

A Message was brought from the Assembly by the Honorable Mr. Wilmot, with a Bill to authorize the Justices of the Peace for the City and County of Saint John to raise

raise a sum of money for erecting an addition to the Alms House of the said City and County; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time to-morrow.

A Message was brought from the Assembly by Mr. Scovil, with the following Bills, to which they desire the concurrence of this House :—

A Bill to erect part of the Parishes of Greenwich and Springfield, in King's County, into a separate Parish: and

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

The said Bills were severally read a first time.

ORDERED, That the said Bills be severally read a second time to-morrow.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to provide for the support of Lunatics committed to the Provincial Lunatic Asylum.

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, had made a certain amendment thereto, and recommended the same, as amended, to the adoption of the House.

ORDERED, That the Report be received.

The said amendment was then read by the Clerk, as follows :—

At A in Section 1, insert the words "within the meaning of the said Chapter."

The said amendment being read a second time, and the question of concurrence put thereon, it was agreed to by the House.

ORDERED, That the same be engrossed, and the Bill as amended, read a third time to-morrow.

A Message was brought from the Assembly by the Honorable Provincial Secretary, with a Bill to authorize the Trustees of Victoria College, in the City of Saint John, to wind up and close the affairs of the said College; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time to-morrow.

A Message was brought from the Assembly by the Honorable Mr. Gray, with a Bill relating to the recovery of damages against the Commissioners of the European and North American Railway, in certain cases; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time to-morrow.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to alter and amend an Act relating to Co-Partnerships.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, and recommended that the further consideration thereof be postponed for three months.

The Chairman further reported, that on the question for postponing the further consideration of the said Bill for three months, the Committee divided as follows :—

CONTENT.

The Hon. The President,
Mr. Saunders,
Mr. Botsford,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Ryan,
Mr. Seely,
Mr. Rice.

NON-CONTENT.

The Hon. Mr. Robertson,
Mr. Kinnear,
Mr. Wark.

And so it passed in the affirmative.

ORDERED, That the Report be received ; and it was thereupon

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

On motion—

ORDERED, That the Order that the following Bills should be read a second time to-morrow, be rescinded, that the twenty ninth Rule of this House be dispensed with, as regards the said Bills, and that they be read a second time presently :—

A Bill relating to the recovery of damages against the Commissioners of the European and North American Railway, in certain cases :

A Bill to authorize the Trustees of the Victoria College, in the City of Saint John, to wind up and close the affairs of the said College : and

A Bill to authorize the Justices of the Peace for the City and County of Saint John to raise a sum of money for erecting an addition to the Alms House of the said City and County.

The said Bills were severally read a second time.

ORDERED, That the House be put into Committee of the whole to-morrow to take the first entered Bill into consideration.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the last entered Bill, and that the House be put into Committee of the whole to take the same into consideration presently.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time to-morrow.

ORDERED

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the Bill to authorize the Trustees of the Victoria College, in the City of Saint John, to wind up and close the affairs of the said College.

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

The Honorable Mr. Kinnear, by leave, presented a Petition from P. Robinson Moore, against the Act to incorporate the Dorchester Olive Freestone Company.

ORDERED, That the same be received and lie on the Table.

Adjourned until To-morrow at 11 o'clock.

SATURDAY, 2nd April, 1859.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Robertson,
Mr. Minchin,
Mr. Harrison,
Mr. Wark,
Mr. Ryan,
Mr. Rice,*

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Odell,
Mr. Steeves,
Mr. Seely,
Mr. Earle.*

PRAYERS.

Pursuant to the Order of the Day, the following Bills were severally read a third time and passed :—

A Bill to alter and amend an Act intituled “ An Act to encourage the destruction of Bears in this Province :”

A Bill to explain Chapter 69, Title x, of the Revised Statutes, “ Of the Commissioners of Sewers for the Parish of Sackville :”

A Bill to authorize the Justices of the Peace for the City and County of Saint John to raise a sum of money for erecting an addition to the Alms House of the said City and County : and

A Bill to provide for the support of Lunatics committed to the Provincial Lunatic Asylum.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the three first entered Bills without any amendment ; also, that they had agreed to the last entered Bill with a certain amendment, to which they desire the concurrence of the Assembly.

Pursuant to the Order of the Day, the following Bills were severally read a second time :—

A Bill to enable the Dorchester Olive Freestone Company, of the County of Richmond, State of New York, to hold property in this Province : A

A Bill to alter and amend an Act intituled "An Act relating to Highways:" and
 A Bill to erect part of the Parishes of Greenwich and Springfield, in King's County,
 into a separate Parish.

ORDERED, That the House be put into Committee of the whole on Monday next,
 to take the said Bills severally into consideration.

Pursuant to the Order of the Day, the House was put into Committee of the whole
 to take into consideration the Bill relating to the recovery of damages against the
 Commissioners of the European and North American Railway, in certain cases.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and
 recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time on Monday
 next.

A Message was brought from the Assembly by Mr. Williston, that the Assembly
 had agreed to the amendments sent down from this House to the Bill to amend Chap-
 ter 133, Title xxxiv, of the Revised Statutes, "Of Trespasses on Lands, Private Pro-
 perty, and Lumber."

Pursuant to the Order of the Day, the House was put into Committee of the whole
 to take into further consideration the Bill to authorize the Trustees of the Victoria
 College, in the City of Saint John, to wind up and close the affairs of the said College.

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said
 Bill, had made some further progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

On motion—

The House was put into Committee of the whole to take into consideration the Bill
 to exempt the Homestead and certain other property under a certain value from sale
 under Execution.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said
 Bill, and recommended that the further consideration thereof be postponed until the
 next Session of the Legislature.

ORDERED, That the Report be received; and it was thereupon

RESOLVED, That the further consideration of the said Bill be postponed until the
 next Session of the Legislature.

A Message was brought from the Assembly by Mr. Lawrence, with a Bill to autho-
 rize the extension of King Street, in that part of the City of Saint John called Carleton;
 to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the said Bill be read a second time on Monday next.

Adjourned until Monday next at 11 o'clock.

MONDAY, 4th April, 1859.

PRESENT :

THE HON.

Mr. Saunders,
Mr. Robertson,
Mr. Minchin,
Mr. Harrison,
Mr. Wark,
Mr. Ryan,
Mr. Rice,

Mr. Black, President,

Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Odell,
Mr. Steeves,
Mr. Seely,
Mr. Earle.

PRAYERS.

Pursuant to the Order of the Day, the Bill relating to the recovery of damages against the Commissioners of the European and North American Railway, in certain cases, was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

Pursuant to the Order of the Day, the Bill to authorize the extension of King Street, in that part of the City of Saint John called Carleton, was read a second time.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bill into consideration.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to alter and amend an Act intituled "An Act relating to Highways."

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

A Message was brought from the Assembly by the Honorable the Attorney General, that the Assembly had agreed to the amendment sent down from this House to the Bill to provide for the support of Lunatics committed to the Provincial Lunatic Asylum.

A Message was brought from the Assembly by the Honorable Mr. Allen, with a Bill to amend the Act to incorporate the City of Fredericton; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the House be put into Committee of the whole presently to take the said Bill into consideration.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

A Message was brought from the Assembly by Mr. Hanington, with a Bill relating to Sick and Disabled Seamen; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bill into consideration.

Adjourned until To-morrow at 11 o'clock.

TUESDAY, 5th April, 1859.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Robertson,
Mr. Minchin,
Mr. Harrison,
Mr. Wark,
Mr. Ryan,
Mr. Rice,*

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Odell,
Mr. Steeves,
Mr. Seely,
Mr. Earle.*

PRAYERS.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to enable the Dorchester Olive Freestone Company, of the County of Richmond, State of New York, to hold property in this Province.

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, had made a certain amendment thereto, and recommended the same, as amended, to the adoption of the House.

ORDERED, That the Report be received.

The said amendment was then read by the Clerk, as follows:—

At A in Section 1, expunge the word “two,” and insert the word “ten.”

The said amendment being read a second time, and the question of concurrence put thereon, it was agreed to by the House.

ORDERED, That the same be engrossed, and the Bill as amended, read a third time to-morrow.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to alter and amend an Act intituled “An Act relating to Highways.”

The

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, had made certain amendments thereto, and recommended the same, as amended, to the adoption of the House.

ORDERED, That the Report be received.

The said amendments were then read by the Clerk, as follows:—

At A expunge the words “or both,” and insert “on failure of finding sufficient distress, or by Warrant of commitment in the first instance.”

At B Section 2, add the following Sections:—

“3. The fourth, fifth, seventh, eighth and ninth Sections of an Act passed in the eighteenth year of the Reign of Her present Majesty, intituled ‘An Act relating to Highways,’ are hereby repealed.”

“4. Sections three, four, five, six, and eight, of an Act passed in the twenty first year of the Reign of Her present Majesty, intituled ‘An Act to alter and amend an Act intituled, An Act relating to Highways,’ shall apply to every case of an extension or alteration of any public highway: If in any alteration a new road be opened, and the old road or any part of it be shut up and revert to the owner of the land on which said new road may pass, the Jury shall take into consideration the value of such old road, or any part thereof so shut up, in diminution of damages: Where roads are laid out, altered, or extended, under any Law relating to Highways, and the damages, if any, paid as provided, the Commissioners or Surveyors may enter upon and open such roads, and remove therefrom any obstructions.”

The said amendments being read a second time, and the question of concurrence put thereon, they were severally agreed to by the House.

ORDERED, That the same be engrossed, and the Bill as amended, read a third time to-morrow.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to erect parts of the Parishes of Greenwich and Springfield, in King’s County, into a separate Parish.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill relating to Sick and Disabled Seamen.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

Pursuant

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to authorize the extension of King Street, in that part of the City of Saint John called Carleton.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into further consideration the Bill to amend the Act to incorporate the City of Fredericton.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, had made certain amendments thereto, and recommended the same, as amended, to the adoption of the House.

ORDERED, That the Report be received.

The said amendments were then read by the Clerk, as follows:—

At A in Section 10, expunge the word “one.”

At B in Section 50, insert the words “in his absence by the.”

At C in Section 74, insert the words “or of any of the Bye Laws of the said City.”

At D in Section 76, insert the words “or otherwise.”

At E in Section 86, add the following proviso:—“Provided nevertheless, that all fines, penalties and forfeitures arising under or imposed by virtue of this Act, or any Bye Law of the said Corporation, and all costs whatsoever received by the said Mayor and payable to the City funds, shall be on the first Monday in every month paid over to the City Treasurer, and a detailed Account thereof rendered by the Mayor under oath, which oath any Magistrate is hereby authorized to administer.”

At F in Section 88, expunge the remainder of the Section.

The said amendments being read a second time, and the question of concurrence put thereon, they were severally agreed to by the House.

ORDERED, That the same be engrossed, and the Bill as amended, read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill with certain amendments, to which they desire the concurrence of the Assembly.

The Honorable Mr. Wark, from the Joint Committee on the part of this House to prepare an Address to Her Majesty on the subject of the Registry of Ships and Reciprocity of Trade, reported that they had attended to that duty, and presented a Draft of said Address; which he read.

A Message was brought from the Assembly by Mr. Kerr, with a Bill for establishing a Police Force in the Town of Chatham, in the County of Northumberland ; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bill into consideration.

A Message was brought from the Assembly by Mr. Lawrence, with a Bill in addition to and in amendment of certain Acts relating to Canterbury Street, in the City of Saint John ; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the House be put into Committee of the whole to-morrow to take the said Bill into consideration.

A Message was brought from the Assembly by Mr. DesBrisay, with a Bill to regulate the time of holding the Circuit Courts in the Counties of Sunbury, Kent, and Saint John ; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bill into consideration.

A Message was brought from the Assembly by the Honorable Provincial Secretary, with a Bill to revive and continue the Act relative to the Streets and Squares in the City of Saint John ; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bill into consideration.

Adjourned until To-morrow at 11 o'clock.

WEDNESDAY, 6th April, 1859.

PRESENT :

THE HON.

*Mr. Saunders,
Mr. Robertson,
Mr. Minchin,*

Mr. Black, President.

*Mr. Botsford,
Mr. Kinneear,
Mr. Peters,*

Mr. Harrison,
Mr. Wark,
Mr. Ryan,
Mr. Rice,

Mr. Odell,
Mr. Steeves,
Mr. Seely,
Mr. Earle.

PRAYERS.

Pursuant to the Order of the Day, the following Bills, as amended, were severally read a third time and passed :—

A Bill to enable the Dorchester Olive Freestone Company, of the County of Richmond, State of New York, to hold property in this Province : and

A Bill to alter and amend an Act intituled “ An Act relating to Highways.”

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bills with certain amendments, to which they desire the concurrence of the Assembly.

A Message was brought from the Assembly by the Honorable the Solicitor General, with a Bill to authorize the Roman Catholic Episcopal Corporation for the Diocese of New Brunswick to sell and dispose of certain Lands in the City of Fredericton ; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bill into consideration.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill in addition to and in amendment of certain Acts relating to Canterbury Street, in the City of Saint John.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to erect parts of the Parishes of Greenwich and Springfield, in King's County, into a separate Parish.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

On

On motion—

The House was put into Committee of the whole to take into consideration the Bill to authorize the Trustees of the Victoria College, in the City of Saint John, to wind up and close the affairs of the said College.

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to revive and continue the Act relative to the Streets and Squares in the City of Saint John.

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to regulate the time of holding the Circuit Courts in Sunbury, Kent, and Saint John.

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some further progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

A Message was brought from the Assembly by Mr. Mitchell, with the following Resolution :—

“ House of Assembly, 6th April, 1859.

“ Ordered, That Mr. Mitchell, Mr. Macpherson, and Mr. Wright, be a Committee on the part of this House, to join such Committee as may be appointed by the Honorable the Legislative Council, to wait upon His Excellency the Lieutenant Governor with the Joint Address to Her Majesty on the subject of the Navigation Laws and the right of Registry of British Vessels in Foreign Countries, and request that His Excellency will be pleased to transmit the same, to be laid at the Foot of the Throne.

“ CHAS. P. WETMORE, Clerk.”

ORDERED, That the Honorable Messieurs Wark and Seely be a Committee on the part of this House, to join the Committee of the Assembly in presenting the Address to Her Majesty on the subject of the Registry of Ships and the Reciprocity of Trade,
to

to His Excellency the Lieutenant Governor, and request him to transmit it to be laid at the Foot of the Throne.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

Adjourned until To-morrow at 11 o'clock.

THURSDAY, 7th April, 1859.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Robertson,
Mr. Minchin,
Mr. Harrison,
Mr. Wark,
Mr. Ryan,
Mr. Rice,*

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Odell,
Mr. Steeves,
Mr. Seely,
Mr. Earle.*

PRAYERS.

On motion—

The House went into consideration of the following Resolution:—

Whereas the Charters of the several Banks in this Province contain the following Section:—

“ The holders of the Stock of the said Bank shall be chargeable in their individual and private capacity, and shall be holden for the payment and redemption of all Bills which may have been issued by the said Corporation, and also for the payment of all debts at any time due from the said Corporation, in proportion to the stock they respectively hold; provided however, that in no case shall any one stockholder be liable to pay a sum exceeding the amount of stock then actually held by him: provided also, that nothing previously contained, shall be construed to exempt the joint stock of the said Corporation from being also liable for and chargeable with the debts and engagements of the same;”

and no provision is contained in said Charters or any of them, by which the creditors of said Banks can avail themselves of the said liability; neither is there any provision for preventing or restraining the President and Directors of the said several Banks from issuing their Notes in case of suspension of Specie payments or of Bankruptcy; therefore

RESOLVED, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to cause a Commission to issue to take into consideration and prepare, during the recess, a Bill to remedy the above defects.

Upon the question whether the said Resolution should pass, the House divided as follows:—

CONTENT.

The Hon. Mr. Robertson,
Mr. Ryan,
Mr. Seely.

NON-CONTENT.

The Hon. The President,
Mr. Saunders,
Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Harrison,
Mr. Odell,
Mr. Rice,
Mr. Earle.

So it passed in the negative.

A Message was brought from the Assembly by Mr. Chandler, that the Assembly had agreed to the amendments sent down from this House to the Bill to alter and amend Chapter 125, Title xxxiv, of the Revised Statutes, "Of Absconding, Concealed, or Absent Debtors."

A Message was brought from the Assembly by the Honorable Mr. Smith, that the Assembly had agreed to the amendment sent down from this House to the Bill to enable the Dorchester Olive Freestone Company, of the County of Richmond, State of New York, to hold property in this Province.

The Honorable Mr. Odell presented to the House a Bill intituled "An Act to amend Chapter 107, Title xxviii, of the Revised Statutes, 'Of the Church of England.'"

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bill into consideration.

A Message was brought from the Assembly by the Honorable Mr. Smith, with a Bill to incorporate the Caledonia Asphaltic Mining and Manufacturing Company; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the said Bill be referred to the Select Committee appointed to examine and report upon all Bills relating to Corporations.

A Message was brought from the Assembly by Mr. Wright, with a Bill relating to an Act intituled "An Act to explain an Act intituled An Act to regulate the sale of Spirituous Liquors;" to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bill into consideration.

A

A Message was brought from the Assembly by Mr. Lewis, with a Bill in amendment of Chapter 137, Title xxxvii, of the Revised Statutes, "Of the jurisdiction of Justices in Civil Suits," so far as relates to the duties of Constables; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bill into consideration.

A Message was brought from the Assembly by Mr. Gilbert, with a Bill relating to certain Islands in Queen's County; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bill into consideration.

A Message was brought from the Assembly by Mr. Cudlip, with a Bill to modify the Laws relating to Interest and Usury; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bill into consideration.

A Message was brought from the Assembly by Mr. Lawrence, with a Bill to authorize the widening of Harding Street, in the City of Saint John; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bill into consideration.

The Honorable Mr. Seely, by leave, presented a Petition from the Mayor, Aldermen, and Commonalty of the City of Saint John, for an Act relating to levying, assessing, and collecting Taxes.

ORDERED, That the same be received and lie on the Table.

The Honorable Mr. Wark, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House, the Return of Persons employed in Engineering Staff of the Railway.

[See Appendix.]

Adjourned until To-morrow at 11 o'clock.

FRIDAY, 8th April, 1859.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Robertson,
Mr. Minchin,
Mr. Harrison,
Mr. Wark,
Mr. Ryan,
Mr. Rice,*

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Odell,
Mr. Steeves,
Mr. Seely,
Mr. Earle.*

PRAYERS.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to regulate the times of holding the Circuit Courts in the Counties of Sunbury, Kent, and Saint John.

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill intituled "An Act to amend Chapter 107, Title xxviii, of the Revised Statutes, 'Of the Church of England.'"

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House.

ORDERED, That the Report be received, the Bill engrossed, and read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That the Title of the Bill be—

An Act to amend Chapter 107, Title xxviii, of the Revised Statutes, "Of the Church of England."

ORDERED, That Mr. Dibblee do carry the said Bill down to the Assembly, and acquaint that House that the Legislative Council have passed the same, and desire the concurrence of the Assembly thereto.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to modify the Laws relating to Interest and Usury.

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

Pursuant

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill relating to certain Lands in Queen's County.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

The Honorable Mr. Botsford, from the Committee appointed to examine and report upon all Bills relating to Corporations, presented a further Report.

ORDERED, That the Report be received.

The same was then read by the Clerk, as follows :—

The Committee to whom were referred all Bills relating to Corporations, report that they have examined " A Bill to incorporate the Caledonia Asphaltic Mining and Manufacturing Company," and recommend the said Bill to the favourable consideration of the House.

Respectfully submitted.

Committee Room, April 8th, 1859.

A. E. BOTSFORD, *Chairman.*

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bill, together with the Report of the Select Committee thereon, into consideration.

On motion—

The House was put into Committee of the whole to take into consideration the Bill relating to an Act intituled " An Act to explain an Act intituled ' An Act to regulate the sale of Spirituous Liquors.' "

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to authorize the Roman Catholic Episcopal Corporation of the Diocese of New Brunswick to sell and dispose of certain Lands in the City of Fredericton.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received and the Bill read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

On

On motion—

The House was put into Committee of the whole to take into consideration the Bill in amendment of Chapter 137, Title xxxvii, of the Revised Statutes, "Of the jurisdiction of Justices in Civil Suits," so far as relates to the duties of Constables.

The Honorable Mr. Saunders took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to authorize the widening of Harding Street, in the City of Saint John.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

On motion—

The House was put into Committee of the whole to take into consideration the Bill for establishing a Police Force in the Town of Chatham, in the County of Northumberland.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

On motion—

The House was again put into Committee of the whole to take into consideration the Bill to modify the Laws relating to Interest and Usury.

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

Adjourned until To-morrow at 11 o'clock.

SATURDAY, 9th April, 1859.

PRESENT:

THE HON.

*Mr. Saunders,
Mr. Robertson,
Mr. Minchin,
Mr. Harrison,
Mr. Wark,
Mr. Ryan,
Mr. Rice,*

Mr. Black, President.

*Mr. Botsford,
Mr. Kinneur,
Mr. Peters,
Mr. Odell,
Mr. Steeves,
Mr. Seely,
Mr. Earle.*

PRAYERS.

A Message was brought from the Assembly by Mr. Allen, with a Bill to alter and amend the Act to incorporate the City of Fredericton ; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the House be put into Committee of the whole presently to take the same into consideration.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

A Message was brought from the Assembly by Mr. Kerr, with a Bill relating to the settlement and support of the Poor of this Province ; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the House be put into Committee of the whole on Monday next, to take the said Bill into consideration.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to authorize the widening of Harding Street, in the City of Saint John.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to incorporate the Caledonia Asphaltic Mining and Manufacturing Company.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, had made a certain amendment thereto, and recommended the same, as amended, to the adoption of the House.

The said amendment was then read by the Clerk, as follows:—

At A at the end of the Bill, add the following words—“in the first instance; and no creditor or person or persons having any demand against the said Corporation, for or on account of any dealings with the said Corporation, shall have recourse against the separate property of any shareholder on account thereof, except in case of deficiency, or where the joint stock of the said Corporation shall fall short of or not be equal to the payment of any debt, due or demand against the same; and in such case the goods and chattels, lands and tenements, of each shareholder, shall and may be levied upon and seized respectively, to satisfy such debt or demand, to the extent of double the amount of the share or shares or interest of such shareholder in the joint stock of the said Corporation, but no more; and such double amount, or so much as may be necessary to satisfy such debt, due, or demand, shall and may be levied and seized by process of execution in the same suit in which such debt, due or demand may be recovered against said Corporation.”

The said amendment being read a second time, and the question of concurrence put thereon, it was agreed to by the House.

ORDERED, That the same be engrossed, and the Bill as amended, read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill with an amendment, to which they desire the concurrence of the Assembly.

The Honorable Mr. Wark, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with the Joint Address to Her Majesty on the subject of the Registry of Ships and Reciprocity of Trade, reported that they had attended to that duty, and that His Excellency was pleased to say, that he would forthwith transmit the same to the Secretary of State, to be presented to Her Majesty.

The following is the Joint Address agreed to by this House to Her Majesty on the subject of the Registry of Ships and Reciprocity of Trade.

To

To the Queen's Most Excellent Majesty.

The Humble and Dutiful Address of the Legislative Council and House of Assembly of the Province of New Brunswick, in General Assembly convened.

MAY IT PLEASE YOUR MAJESTY,

We, the Legislative Council and House of Assembly of Your Majesty's Province of New Brunswick, beg leave to approach the Throne with sentiments of attachment and fidelity to Your Majesty's Person and Government. We desire to represent to Your Majesty the depressed state of the Colonial Shipping interests, and to implore that Your Majesty may be pleased to extend to that National interest, such relief as Your Majesty is enabled by Statute to afford it, either through the exercise of those powers which are vested in the Crown, for the purpose of meeting the case which we beg most earnestly and respectfully to bring under the consideration of Your most gracious Majesty, or in such manner as may attain the desired end.

By the repeal of the Navigation Laws in 1850, the Ships of all Foreign Nations were admitted without restriction into every branch of the British carrying trade, excepting the Coasting Trade; and in 1854 that exception being also removed, the British Ship-owner has been from that period exposed to all the evil consequences of unequal competition with the Shipping of most Foreign States. In this Colony, the grievance of which we complain has been most severely felt. Your Majesty's subjects in New Brunswick are essentially a Ship-building and Ship-owning people: Capital to a large amount is invested in the Trade; and it has hitherto afforded to our Mechanics and labouring population a remunerative employment, and to our Farmers a ready market for agricultural productions. We do not hesitate to assure Your Majesty, that in its success is to a great extent involved the prosperity of this portion of Your Majesty's Dominions.

We would most respectfully state that we are far from desiring any alteration in the general Commercial policy of the Empire, and believe that the great changes which were made in 1849, which however have aggravated, and in a measure created, many of the difficulties under which Colonial Ship-builders and Ship-owners now labour, were made in the expectation that the policy, as well as the justice of Foreign Nations, would immediately suggest a reciprocity of those advantages which they derive from British generosity, sharing in all the benefits of her extended Commerce. But, may it please Your Majesty, these hopes have not been realized, and we now find that although Foreign Ships enjoy the right of Registry in our Ports, and the privilege of our carrying trade, and with regard to Shipping dues, and local duties and charges connected with the carrying trade, are placed on the same footing as our own Vessels, similar privileges have not been extended to the Ships of Your Majesty's faithful Subjects in most of those Countries whose Trade is of great importance to our Shipping interests. We respectfully say, that British navigation is in many cases impeded by restrictions and regulations almost amounting to prohibition, totally inconsistent with that liberal spirit of reciprocity from which emanated the repeal of the British Navigation Laws, thus compelling the Colonial Ship-owner to contend upon unequal terms with Foreign Nations, whose Mercantile Marine may be truly said to enjoy a bounty which is denied to Your Majesty's Subjects. The Imperial Act which made those concessions to Foreign Nations, also provided a remedy for the difficulties under which

we now labour, by investing Your Majesty with the wholesome and most equitable powers, by Order in Council, of placing the Ships of non-reciprocating Countries on as nearly as possible the same footing in British Ports as that in which British Ships are placed in the Ports of such non-reciprocating Countries.

We trust Your Majesty may be graciously pleased to adopt such measures in relation to this subject, as will enforce from those Countries that true reciprocity which they have hitherto refused, and induce them to concede to British Ships privileges similar to those which they now enjoy from British liberality. While thus earnestly soliciting Your most gracious Majesty to adopt this course, we wish distinctly to disclaim any intention of connecting this our prayer with any system of disputed Commercial policy. What we now seek is an act of justice, and we believe that an interest so important to the welfare of a Province, second to none in loyalty and attachment to Your Majesty's august House, will receive that consideration at the hands of Your Majesty, which you have ever evinced toward the people of this Colony.

DISSENTIENT

To the passing of the Bill to modify the Laws relating to Interest and Usury.

1st. Because the said Bill will derange the monetary transactions of the country.

2nd. Because no branch of industry can be profitably conducted by paying a higher rate of interest for borrowed capital than six per cent.

3rd. Because no Law should be enacted which authorizes the taking of a larger amount of per centage on capital lent than can be legally recovered.

CHARLES HARRISON,
JOHN EARLE.

A Message was brought from the Assembly by Mr. Lawrence, with a Bill relating to the levying, assessing, and collecting of Rates in the City of Saint John; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the House be put into Committee of the whole presently to take the same into consideration.

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

Adjourned until Monday next at 11 o'clock.

MONDAY, 11th April, 1859.

PRESENT :

THE HON.

Mr. Black, President,

*Mr. Saunders,
Mr. Robertson,
Mr. Minchin,
Mr. Odell,
Mr. Steeves,
Mr. Seely,
Mr. Earle.*

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Wark,
Mr. Ryan,
Mr. Rice,*

PRAYERS.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill relating to the levying, assessing, and collecting of Rates in the City of Saint John.

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

A Message was brought from the Assembly by the Honorable the Solicitor General, with a Bill in addition to an Act intituled "An Act relating to the Police of the City of Saint John;" to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the House be put into Committee of the whole presently to take the same into consideration.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

On motion—

The House was put into Committee of the whole to take into consideration the Bill relating to the settlement and support of the Poor of this Province.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The

The Chairman reported, that the Committee had gone into consideration of the said Bill, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

A Message was brought from the Assembly by Mr. Steadman, that the Assembly had agreed to the Bill sent down from this House, intituled "An Act relating to Intestate Estates and the Practice of Probate Courts," with an amendment, to which they desire the concurrence of this House.

The said amendment was then read by the Clerk, as follows:—

At A expunge the whole Section, and substitute—"That the word Estate used in the Act intituled 'An Act to amend the Act relating to Intestate Estates,' passed in the twenty first year of the Reign of Queen Victoria, shall be construed to mean Real Estate only."

The said amendment being read a second time, and the question of concurrence put thereon, it was agreed to by the House.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

A Message was brought from the Assembly by Mr. Steadman, with a Bill to incorporate the Caledonia Mining and Manufacturing Company; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bill into consideration.

Adjourned until To-morrow at 10 o'clock.

TUESDAY, 12th April, 1859.

PRESENT:

THE HON.

*Mr. Saunders,
Mr. Robertson,
Mr. Minchin,
Mr. Harrison,
Mr. Wark,
Mr. Ryan,
Mr. Rice,*

Mr. Black, President.

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Odell,
Mr. Steeves,
Mr. Seely,
Mr. Earle.*

PRAYERS.

On motion—

ORDERED, That a Select Committee be appointed to examine and report upon the Contingencies of this House for the present Session.

ORDERED, That the Honorable Messieurs Kinnear, Odell, and Seely, be the said Committee.

The

The Honorable Mr. Kinnear, from the Committee appointed to examine and report upon all Bills relating to Corporations, presented a further Report.

ORDERED, That the Report be received.

The same was then read by the Clerk, as follows :—

The Committee on Corporations, to whom was referred the Bill from the Assembly intituled "A Bill to incorporate the Caledonia Mining and Manufacturing Company," beg to report that they have attended to that duty, and recommend the Bill to the favourable consideration of the House.

11th April, 1859.

W. B. KINNEAR, *Chairman, &c.*

ORDERED, That the House be put into Committee of the whole presently, to take the said Bill, together with the Report of the Select Committee thereon, into consideration.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

The Chairman further reported, that on the question whether the Bill be postponed for three months, the Committee divided as follows :—

CONTENT.

The Hon. Mr. Robertson,
Mr. Minchin,
Mr. Peters,
Mr. Harrison,
Mr. Ryan,
Mr. Seely,
Mr. Earle.

NON-CONTENT.

The Hon. The President,
Mr. Saunders,
Mr. Botsford,
Mr. Kinnear,
Mr. Odell,
Mr. Steeves,
Mr. Wark,
Mr. Rice.

So it passed in the negative.

ORDERED, That the Report be received, and the Bill read a third time presently.
The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill relating to the settlement and support of the Poor of this Province.

The Honorable Mr. Wark took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, and recommended that the further consideration of the same be postponed until the next Session of the Legislature, and that in the meantime the said Bill be published in the Royal Gazette.

The Chairman further reported, that on the question whether the first Section of the said Bill should pass, the Committee divided as follows :—

CONTENT.

The Hon. Mr. Robertson,
Mr. Minchin,
Mr. Peters,
Mr. Wark,
Mr. Earle.

NON-CONTENT.

The Hon. Mr. Botsford,
Mr. Kinnear,
Mr. Harrison,
Mr. Ryan,
Mr. Rice.

So it passed in the negative.

ORDERED, That the Report be received ; whereupon it was

RESOLVED, That the further consideration of the said Bill be postponed until the next Session of the Legislature ; and further

RESOLVED, That in the meantime it be published in the Royal Gazette.

A Message was brought from the Assembly by Mr. Scovil, with a Bill to amend an Act intituled " An Act relating to Highways ;" to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the House be put into Committee of the whole presently to take the same into consideration.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

A Message was brought from the Assembly by the Honorable the Attorney General, with a Bill to establish the University of New Brunswick ; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the House be put into Committee of the whole presently to take the same into consideration.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

A Message was brought from the Assembly by Mr. Allen, with a Bill to amend the Revised Statutes, Title vi, "Of Municipalities;" to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the House be put into Committee of the whole presently to take the same into consideration.

The Honorable Mr. Wark took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended that the further consideration thereof be postponed for three months.

ORDERED, That the Report be received; whereupon it was

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

A Message was brought from the Assembly by Mr. Allen, with a Bill to continue and amend the Acts relating to Steam Navigation in this Province; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the House be put into Committee of the whole presently to take the same into consideration.

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

The Honorable Mr. Odell, from the Committee appointed to investigate and report upon all matters relating to the European and North American Railway, presented a Report.

The said Report was then read by the Clerk, as follows:—

The undersigned Members of the Committee appointed to report upon matters relating to the Accounts and Construction of the European and North American Railway, having had under consideration the Report of the Railway Commissioners referred to them on the 3rd ultimo, beg leave to offer the following observations:—

1. They regret that it is not in their power to submit a full Report upon the questions referred to them. The subject is in itself one which must necessarily require much time and attention, more in fact than can well be devoted to it during the Sitting of the Legislature, with a due regard to the general business of the Session. They have further to remark, that two of their number having been obliged to return home some time ago, those remaining naturally feel a delicacy in expressing their views upon points not previously discussed. They are moreover of opinion, that a full and impartial report in regard to the construction, working, and maintenance of the Railway, would require a very minute investigation, which could only be accomplished by a careful inspection of the Road, Stations, and Rolling Stock, together with practical illustrations of the working system now in operation. Under these circumstances, the undersigned have decided to confine their remarks to points investigated by the whole Committee, with the exception of a few general observations.

2. The first point to which the Committee directed their attention was that relating to the Accounts, particularly the great discrepancies apparently existing between those published by the Commissioners in their Report, and those reported on by the Auditor General, and which affected not only the gross amount but in most instances each separate head of expenditure.

3. Without here expressing an opinion as to the judicious or economical expenditure of the money, it is due to the Commissioners to say that the discrepancies alluded to have been satisfactorily explained.

4. The investigation of this branch of enquiry has been lengthy, having occupied by far the greater portion of the time which the Committee were enabled to devote to the subject. The Committee have examined the Auditor General and the Head Clerk of his Department, the Chief Commissioner of Railways and the Railway Accountant, and have had before them the detailed Accounts, and a portion of the vouchers connected therewith. This point being one in which the Legislature as well as the public have evinced a peculiar interest, and one not readily explained in a short Report, it was deemed advisable to call upon the Chief Commissioner and the Auditor General to submit separate explanations in writing. These were promptly furnished, and are appended to this Report for the purpose of affording detailed information on this head.

5. Much of the difficulty in respect of the Accounts has arisen from the want of a well digested and uniform system in keeping them; and the Committee were informed by the Auditor General's Department, that the absence of a proper classification of the Vouchers, so as to correspond with the several Abstract Accounts, had caused considerable delay and much additional trouble in auditing.

6. These difficulties it appears had not escaped the attention of the Commissioners, and were in a measure partly anticipated, enquiries having been instituted by them into the most approved modes of keeping Railway Accounts. Their investigation has resulted in the adoption of that now in operation upon the Grand Trunk Railway of Canada. The Committee have examined the new set of Books opened under the direction of the Commissioners, and they are pleased to be enabled to report their belief that the system is well adapted to the service; and they are assured that under it, difficulties such as have heretofore arisen in reference to the Accounts, cannot again occur, and that by this arrangement great facilities will be afforded in auditing future Accounts.

7. The question of a Water Terminus at Saint John having been brought to the notice of the Committee, they are deeply impressed with the importance of using great caution in the selection of this terminus, and in the necessity of ascertaining what facilities proprietors are willing to afford before fixing upon any site, and it is hoped that the serious attention of the Government and Railway Commissioners will be directed to this important point, free from local and individual influences.

8. *The general character of the Road.*—While from information before the Committee they are of opinion that the works have been well executed and are highly finished, it is a matter worthy of the grave consideration of the Government and the Railway Commissioners, whether an equally substantial Road, and one in every respect suitable to the wants of the country, might not have been constructed at a less cost, and if so, they trust that a more economical system will be adopted in future.

9. *General Staff and expenses of management.*—No complete return on this subject having been submitted, the undersigned are unable to ascertain the exact annual charge incurred therefor during the past year; but from the returns made in the Supplemental Report of the Railway Commissioners, and a statement of persons employed in the Engineering Staff, laid before them, the sum thus expended appears to be very large. The undersigned are of opinion, that this is also a matter requiring the attention of the Government and Railway Commissioners, under the full impression that a saving might be effected in these charges. They would therefore recommend an investigation of the subject, with a view to reduce the expenditure under these heads, so far as may be consistent with a due regard to the efficiency of the several departments.

10. In conclusion the undersigned have to remark that the utmost harmony and good feeling prevailed throughout their investigations. The Committee have alone been actuated by a desire to institute a fair and impartial enquiry into the matters referred to them; and they beg also to bear testimony to the ready promptitude evinced by the Auditor General and his department, the Chief Commissioner, Chief Engineer, and Railway Accountant, in affording information and explanations whenever called upon.

All which is respectfully submitted.

W. H. ODELL, *Chairman.*
A. E. BOTSFORD,
W. H. STEEVES.

Legislative Council Chamber, April, 1859.

[*See Appendix.*]

ORDERED, That the Report be received.

Adjourned until To-morrow at 10 o'clock.

WEDNESDAY, 13th April, 1859.

PRESENT:

THE HON.

Mr. Saunders,
Mr. Robertson,
Mr. Minchin,

Mr. Black, President.

Mr. Botsford,
Mr. Kinnear,
Mr. Peters,

Mr.

*Mr. Harrison,
Mr. Wark,
Mr. Ryan,
Mr. Rice,*

*Mr. Odell,
Mr. Steeves,
Mr. Seely,
Mr. Earle.*

PRAYERS.

A Message was brought from the Assembly by the Honorable the Attorney General, with a Bill to provide a contribution towards the expense of maintaining the Cape Race Light; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the House be put into Committee of the whole presently to take the same into consideration.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House without any amendment.

ORDERED, That the Report be received, and the Bill read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

The Honorable Mr. Odell, from the Committee appointed to examine and report upon the Contingencies of this House during the present Session, presented a Report, which was read by the Clerk, as follows:—

The Select Committee appointed to examine and report upon the Contingencies of this House for the present Session, beg to report that they have examined the same. The details are herewith submitted, amounting in the whole to £510 14 3½, which they recommend to be allowed.

The Committee would further recommend, that an arrangement be made at the opening of the Session in future, for all extra services required by this House; and also, that the Coachman in attendance upon the Legislative Council be notified that unless he provides more suitable accommodation for the Members of this House, his services will not be required.

W. H. ODELL,
W. B. KINNEAR,
A. M'L. SEELY.

Committee Room, 13th April, 1859.

1. Batty, Partington and Ion, for Stationery, ....	....	....	£240	9	6
2. Castle and Lamb, for Newspapers and Periodicals, ....	....	....	16	8	6
3. M'Millan, for Reviews and Periodicals, ....	....	....	3	2	0

Carried forward, £260 0 0

		<i>Brought forward,</i>	£260	0	0
4.	S. Barker, sundries,		3	7	3
5.	Hodge, for Freight, 40s. ; J. A. Pierce, for Printing, 21s. 6d.		3	1	6
6.	E. O'Brien, for sundry services,		6	1	3
7.	Due Clerk, for amount paid E. O'Brien in 1857, and not included in former Bill,		4	5	0
8.	Newspapers, to be accounted for by Clerk,		15	0	0
9.	Amount due Clerk on Newspaper Account,		1	17	0
10.	Telegraph Office,		32	7	10
11.	Watts, airing and cleaning Leg. Council Chamber during recess,		30	0	0
12.	Biggs, for Coach hire, including extra hire,		86	5	0
13.	A. Clark, 20s. 8d. ; J. Nesbit, 20s. ; Flanagan, 40s.		4	0	0
14.	S. R. Miller, for Stationery not imported,		3	13	6
15.	Extra engrossing for 1858 and 1859,		25	0	0
16.	C. Brannen, extra services after Sessions of 1858 and 1859,		5	0	0
17.	Several small Bills for sundries, as per Memorandum,		30	15	11½
			<hr/>	<hr/>	<hr/>
			£510	14	3½

ORDERED, That the Report be received and adopted.

The House adjourned during pleasure.

After some time the House resumed.

His Excellency the Lieutenant Governor came to the Council Chamber, and being seated in the Chair on the Throne, the Honorable the President commanded the Gentleman Usher of the Black Rod to let the Assembly know—"It is His Excellency's pleasure they attend him immediately in this House."

The House attended accordingly.

His Excellency then gave his assent to the following Bills, intituled—

An Act to provide for defraying certain expenses of the Civil Government of the Province :

An Act to provide for the repair and improvement of Roads and Bridges, and other Public Works and Services :

An Act to provide a Contribution towards the expense of the Cape Race Light :

An Act relating to the Boundary Line between the Provinces of New Brunswick and Nova Scotia :

An Act to amend the Act for the encouragement of Agriculture, and to provide for the establishment of a Provincial Board :

An Act relating to the Great Roads :

An Act to amend an Act intituled "An Act relating to Highways :"

An Act to continue and amend the Acts relating to Steam Navigation in this Province :

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

An

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

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

An Act to regulate the time of holding the Circuit Courts in the Counties of Sunbury, Kent, and Saint John:

An Act relating to the Law of Evidence:

An Act to modify the Laws relating to Interest and Usury:

An Act in amendment of Chapter 116, Title xxx, of the Revised Statutes, "Of Bills, Notes, and Choses in Actions:"

An Act to amend Chapter 133, Title xxxiv, of the Revised Statutes, "Of Trespasses on Lands, Private Property, and Lumber:"

An Act relating to the recovery of damages against the Commissioners of the European and North American Railway in certain cases:

An Act relating to Intestate Estates and the Practice of Probate Courts:

An Act to alter the time for holding the Inferior Courts of Common Pleas and General Sessions of the Peace in the Counties of York and Sunbury:

An Act in amendment of Chapter 137, Title xxxvii, of the Revised Statutes, "Of the jurisdiction of Justices in Civil Suits," so far as relates to the duties of Constables:

An Act relating to the Law Library:

An Act to place certain Provincial Buildings under the control of the Board of Works:

An Act to provide for the support of Lunatics committed to the Provincial Lunatic Asylum:

An Act relating to an Act intituled "An Act to explain an Act intituled 'An Act to regulate the sale of Spirituous Liquors:'"

An Act to alter and amend an Act intituled "An Act to encourage the destruction of Bears in this Province:"

An Act relating to Sick and Disabled Seamen:

An Act to alter the place for Polling at Elections in the Parish of Brunswick, in Queen's County:

An Act to regulate the sale and disposal of Church and Glebe Lands of the Church of England in this Province:

An Act to alter and amend the Act to incorporate the City of Fredericton:

An Act to amend the Act intituled "An Act to incorporate the Town of Moncton:"

An Act relating to the levying, assessing, and collecting of Rates in the City of Saint John:

An Act to enlarge the jurisdiction of the City Court of the City of Saint John:

An Act in addition to an Act intituled "An Act relating to the Police of the City of Saint John:"

An Act to extend the jurisdiction of the Police Magistrate of the City of Saint John to Carleton, and for other purposes:

An Act to authorize the Justices of the Peace for the City and County of Saint John to raise a sum of money for erecting an addition to the Alms House of the said City and County:

An Act to revive and continue the Act relative to the Streets and Squares in the City of Saint John :

An Act to authorize the widening of Harding Street, in the City of Saint John :

An Act in addition to and in amendment of certain Acts relating to Canterbury Street, in the City of Saint John :

An Act to authorize the extension of King Street, in that part of the City of Saint John called Carleton :

An Act for establishing a Police Force in the Town of Chatham, in the County of Northumberland :

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

An Act to explain Chapter 69, Title x, of the Revised Statutes, "Of the Commissioners of Sewers for the Parish of Sackville :"

An Act to extend the provisions of an Act intituled "An Act relating to the election of Commissioners of Sewers for the Marshes around Bay Verte, in the County of Westmorland," to the Marsh situate in Botsford, in the said County, known as Ber-rage Point Marsh :

An Act to divide the Parish of Brighton, in the County of Carleton :

An Act to erect parts of the Parishes of Greenwich and Springfield, in King's County, into a separate Parish :

An Act to establish Mark's Street, in the Parish of Saint Stephen, in the County of Charlotte, as a Public Highway :

An Act to amend an Act intituled "An Act to authorize the draining of German Town Lake, in the County of Albert :"

An Act to amend an Act to incorporate the Diocesan Church Society of New Brunswick :

An Act to authorize the Roman Catholic Episcopal Corporation for the Diocese of New Brunswick to sell and dispose of certain Lands in the City of Fredericton :

An Act to authorize the Rector, Church Wardens and Vestry of Saint Paul's Church, in the Parish of Grand Manan, to sell a certain part of the Glebe Land in said Parish, and invest the proceeds in other Lands :

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

An Act to authorize the Trustees of the Victoria College, in the City of Saint John, to wind up and close the affairs of the said College :

An Act to enable the Dorchester Olive Freestone Company, of the County of Richmond, State of New York, to hold property in this Province :

An Act to incorporate the Caledonia Mining and Manufacturing Company :

An Act to incorporate the Lepreaux Manufacturing Company :

An Act further to alter and amend an Act intituled "An Act to incorporate the Saint John Gas Light Company :"

and
An Act to establish the University of New Brunswick : (*with a suspending clause.*)

His Excellency was then pleased to deliver the following Speech :—

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

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

“ During the present Session many questions of importance, affecting the material and social interests of the People, have engaged your attention : Your exertions in the performance of your Legislative duties claim my acknowledgments.

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

“ I thank you for the Supplies which you have granted to Her Majesty. The Act for raising a Revenue will, I hope, afford ample provision for the requirements of the Public Service.

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

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

“ I congratulate you on the termination of your labours, and in releasing you from further attendance, I heartily wish you success in the occupations which await you at your homes.”

After which, the President of the Council, the Honorable Mr. Black, by His Excellency's command, declared the General Assembly to be prorogued until the second Tuesday in June next.

G. BOTSFORD, *Clerk.*



APPENDIX.

REPORT OF THE RAILWAY COMMISSIONERS OF THE PROVINCE OF NEW BRUNSWICK FOR THE YEAR 1858.

RAILWAY COMMISSIONERS' OFFICE,

Saint John, N. B., 2nd February, 1859.

To the Honorable the Provincial Secretary.

SIR,—The Commissioners beg to submit, for the information of His Excellency the Lieutenant Governor in Council, a Report on the state of the Railway Works under their charge.

Quarterly Accounts of all Expenditures, Liabilities, and Receipts, have already been furnished to the Auditor General as the Law directs.

The following Balance Sheet and Abstracts of Accounts, made up to the end of the financial year, (31st October 1858,) will shew the Expenditure and Receipts from the commencement of operations under the Government, including the amount paid Messrs. Peto, Betts, Brassey & Jackson.

CAPITAL ACCOUNT—31st October, 1858.

DR.

Engineering,	per Abstract A,	£35,407	15	2	
Permanent Way,	" B,	193,886	17	6	
Buildings,	" C,	17,874	13	5	
Rolling Stock and Machinery,	" D,	42,885	5	11	
Miscellaneous Stock,	" E,	1,563	9	2	
General Expenses,	" F,	5,851	8	3	
					£297,469 9 5
Expenditure on Sections Nos. 2 & 4, St. John, and No. 3, Moncton,	" G,	£58,159	5	0	
Do. on sundry unfinished Sections,	" H,	143,267	1	2	
Do. on other Contracts,	" I,	5,696	1	9	
					207,122 7 11
Balances of unsettled Accounts,		£102	15	9	
Cash,		154	2	9	
Traffic Department, (not received at this date,)		447	16	0	
General Stores on hand,		20,395	5	5	
					21,099 19 11
					£525,691 17 3

				CR.			
Treasury Department,	...	...	...	...	...	£517,618	0 2
Baring Brothers, due them in Account,	...	...	...	£7,109	1 0		
Bank of New Brunswick, (Over-drawn Account,)	...	...	...	216	16 9		
						7,325	17 9
Balance,	...	...	...			747	19 4
						<u>£525,691</u>	<u>17 3</u>

REVENUE ACCOUNT—To 31st October, 1858.

				DR.			
Locomotive Power,	...	...	...	per Abstract K,	£4,294	17 10	
Merchandise and Passenger Cars,	...	...	...	" L,	1,330	10 9	
Maintenance of Way and Buildings,	...	...	...	" M,	327	13 9	
General charges,	...	...	...	" N,	1,306	12 1	
							£7,259 14 5
Balance,	...	...	...				747 19 4
							<u>£8,007 13 9</u>

				CR.			
Traffic Receipts, Saint John, to date,	...	...	...	...	...	£2,917	0 11
D. P. Myers, Section No. 2, Saint John, (use of Trains, &c.)	...	...	...	£368	15 0		
Do. do. " " (wages of Drivers, &c.)	...	...	...	373	0 0		
Walker & Co., do. No. 5, " " " "	...	...	...	337	10 0		
J. Brookfield, do. No. 4, " " " "	...	...	...	296	0 0		
						1,375	5 0
Traffic Receipts, Shediac and Moncton,	...	...	...	...	...	2,476	19 7
Walker & Co., Shediac Wharf, (use of Engines, &c.)	...	...	...	£122	10 0		
Do. Section No. 1, Shediac, do. do. do.	...	...	...	361	10 8		
Wm. Stevens, " 2, do. do. do.	...	...	...	198	11 0		
Walker & Co., " 1 & 2, " do. do. do.	...	...	...	124	0 0		
Permanent Way, ... do. do. do. do. do.	...	...	...	431	16 7		
						1,238	8 3
						<u>£8,007</u>	<u>13 9</u>

GENERAL BALANCE SHEET—To 31st October, 1858.

Balance from Capital Account,	£747 19 4	Balance from Revenue Account,	£747 19 4
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Saint John, N. B., 30th October, 1858.

Abstract A.—Engineering.

Salaries and Office Expenses, (of this paid by Jackson,	£7,000	0 0)	...	£14,900	16 4
Surveying, &c. do.	5,000	0 0	...	11,835	10 0
Travelling Expenses and Incidentals, do.	3,208	3 10	...	6,179	19 7
Instruments and Drawing Material, do.	25	0 0	...	506	15 9
Inspectors, do.	...	...	...	1,613	17 6
Miscellaneous, do.	...	...	...	370	16 0
				<u>£35,407</u>	<u>15 2</u>

Abstract B.—Permanent Way.

Labour by Contract or otherwise,	...	...	...	...	...	£101,178	19	1
Rails, Chairs, Ties, Signals, &c. &c.	...	...	...	...	...	57,023	10	1
Land Damage,	...	...	...	...	...	19,331	17	9
Miscellaneous,	...	...	...	...	...	16,352	10	7
						<u>£193,866</u>	<u>17</u>	<u>6</u>

Abstract C.—Buildings.

Shediac Station House,	...	...	...	...	£875	0	0	
Freight Shed,	...	...	...	...	404	1	8	
Engine, Car, and Wood Shed,	...	...	...	...	563	7	8	
Machine, Blacksmiths' and Carpenters' Shop, and Store House,	...	...	...	...	959	13	10	
Tank House and Privies,	...	...	...	...	85	10	10	
Telegraph Office,	...	...	...	...	53	2	7	
								<u>£2,940</u>
								16 7
Ticket Office, &c. Saint John,	...	...	...	...	...	185	0	0
Advanced on Account of New Buildings, Pile driving, Plans, &c. Saint John,	...	...	...	...	...	723	12	9
								<u>£3,849</u>
								9 4
Moncton Station House,	...	...	...	...	£1,554	4	11	
Freight Shed, &c.	...	...	...	...	318	18	3	
Car Shed,	...	...	...	...	220	3	3	
Wood Shed and Tank House,	...	...	...	...	234	6	0	
Freight Shed on Wharf,	...	...	...	...	274	6	0	
								<u>£2,601</u>
								18 5
Kennebecasis Station House,	...	...	...	...	£656	18	3	
Wood Shed, Tank House, including Water Pipes, &c.	...	...	...	...	747	19	6	
								<u>1,404</u>
								17 9
								4,006
								16 2
Way Station Platforms, &c. on Line,	...	...	...	...	...	...	...	324
								13 6
Shediac Wharf,	...	...	...	...	£8,086	2	8	
Moncton,	...	...	...	...	559	16	6	
Appleby's,	...	...	...	...	373	15	3	
								<u>9,019</u>
								14 5
Engineer's Office, Wetmore's Lake,	...	...	...	...	£37	10	0	
Engine House, Lawlor's Lake,	...	...	...	...	65	0	0	
Stables, &c.	...	...	...	...	90	0	0	
Range of Houses,	...	...	...	...	185	0	0	
Blacksmith and Carpenters' Shop,	...	...	...	...	52	0	0	
Range of Houses at Scadouc,	...	...	...	...	100	0	0	
Shanty and Stable near Stevens',	...	...	...	...	35	0	0	
Engine House and Wood Shed, do.	...	...	...	...	109	10	0	
								<u>674</u>
								0 0
								<u>£17,874</u>
								13 5

Abstract D.—Rolling Stock and Machinery.

Engines and Tenders,	£18,226	1	2
Spare Gear,	1,412	3	8
Tools and Implements,	1,653	7	9
Snow Ploughs,	505	0	0
Stationary Engines,	570	13	0
Passenger Cars, including outfit,	5,547	3	10
Freight Cars,	3,213	13	11
Platform Cars,	4,722	15	10
Ballast Cars,	6,772	0	0
Miscellaneous, including Track Tools,	262	6	9
	<u>£42,885</u>	<u>5</u>	<u>11</u>

Abstract E.—Miscellaneous Stock.

Furniture in General Offices,	£966	6	6
Furniture in Stations,	351	16	2
Horses and Carriages for Engineers and Police,	245	6	6
	<u>£1,563</u>	<u>9</u>	<u>2</u>

Abstract F.—General Expenses.

Salaries and Office Expenses, Books and Stationary, Rents, &c.	£2,915	11	4
Insurance,	164	19	0
Interest and Commission,	292	8	2
Postages, Printing, and Telegraph Expenses,	632	11	1
Police Expenses,	1,019	1	2
Miscellaneous, including Travelling Expenses,	826	17	6
	<u>£5,851</u>	<u>8</u>	<u>3</u>

Abstract G.—Section Contracts.

Advanced to Contractor D. P. Myers, Section No. 2, St. John,	£38,598	11	10
Iron Bridge, and other Materials,	2,479	2	9
	<u>£41,077</u>	<u>14</u>	<u>7</u>
Advanced to Contractor John Brookfield, No. 4, St. John,	£15,272	3	8
Sundry Materials,	353	9	7
	<u>15,625</u>	<u>13</u>	<u>3</u>
Ballasting Section No. 3, Moncton, Walker & Co.	1,455	17	2
	<u>£58,159</u>	<u>5</u>	<u>0</u>

Abstract H.—Section Contracts.

Walker & Co., Section No. 5, St. John,	£30,285	5	1
Do. " 6, " Advance to date,	12,079	3	4
Do. " 5 and 6, " Rails, Chairs, &c.	16,489	9	7
	<u>£58,853</u>	<u>18</u>	<u>0</u>

Carried forward,

APPENDIX.

787

				<i>Brought forward,</i>	£58,853 18 0
Johnson & Blackie, Sec. No. 7,	Hampton,			£14,333 18 4	
Do. " 7,	" Rails, Chairs, &c.			6,065 0 6	
				<hr/>	20,398 18 10
D. P. Myers, " 8,	"			£10,340 17 11	
Rails, Chairs, &c.	"			1,423 13 5	
				<hr/>	11,764 11 4
Thos. King, " 9,	"			£4,205 3 9	
Rails, Chairs, &c.	"			2,423 19 11	
				<hr/>	6,629 3 8
M'Donald & M'Bean, " 4,	Salisbury,			£13,330 6 9	
Rails, Chairs, &c.	"			7,006 7 7	
				<hr/>	20,336 14 4
Walker & Co. " 5,	"			£6,270 10 3	
Rails, Chairs, &c.	"			3,630 7 0	
				<hr/>	9,900 17 3
Wm. Stevens, " 14,	Sussex—Stores, ... ..			... ..	3 0 0
Small & Crosby, Hammond River Viaduct, Advances,	"			£9,112 1 9	
Iron Bridge, and other Materials,	"			6,267 16 0	
				<hr/>	15,379 17 9
				<hr/>	<u>£143,267 1 2</u>

Abstract I.—Sundry Contracts.

John Brookfield, Station Grounds and Buildings, &c., St. John,				£2,186 13 9	
Fleming & Humbert, Locomotives,				497 9 8	
Moreton & Earle, Fencing Sections Nos. 5 and 6,				1,186 9 4	
Frederick James, Passenger Cars, &c.				1,498 1 11	
				<hr/>	£5,368 14 8
George Craig, Frogs and Switches,				£65 0 0	
Rails, Chairs, and Iron,				262 7 1	
				<hr/>	327 7 1
				<hr/>	<u>£5,696 1 9</u>

Abstract K.—Locomotive Power.

Salaries and Wages connected with running the Locomotives,				£1,978 2 7	
Firewood,				1,068 12 4	
Oil, Tallow, and Waste,				324 1 0	
Materials for repairing Engines and Tenders,				41 19 9	
Wages for repairing Engines and Tenders,				48 16 1	
Work not done by the Railway,				222 2 1	
Repairs to Work Shops, Tanks, and Tools,				1 12 1	
Water,				84 10 1	
Small Stores,				20 13 3	
Watchmen,				437 7 3	
Miscellaneous,				67 1 4	
				<hr/>	£4,294 17 10
				<hr/>	<u>£4,294 17 10</u>

Abstract L.—Merchandise and Passenger Cars.

Wages to Conductors, Brakemen, and Porters,	£803	8	5
Oil, Tallow, and Waste,	125	11	9
Materials for Repairing Cars,	15	10	1
Wages for Repairing Cars,	32	15	1
Work not done by the Railway,	97	1	9
Small Stores,	6	19	3
Wages to Switchmen,	186	8	2
Miscellaneous,	62	16	3
	<hr/>		
	£1,330	10	9

Abstract M.—Maintenance of Way and Buildings.

Inspectors, Plate-layers, and Labourers' Wages, and Tools,	£314	4	5
Repairs to Stations, Buildings, and approaches,	13	8	1
Small Stores,	0	1	3
	<hr/>		
	£327	13	9

Abstract N.—General Charges.

Salaries to Officers and Clerks,	£746	16	10
Advertising, Printing, and Stationery,	194	19	0
Insurance,	218	13	6
Damages to Men, Animals, and Goods, &c.	46	4	9
Miscellaneous,	99	18	0
	<hr/>		
	£1,306	12	1

EUROPEAN AND NORTH AMERICAN RAILWAY.

Statement shewing the amount of Expenditure to the different periods hereinafter named.

1856—July 6.	Purchase of Road and Materials from Messrs. Peto, Betts, Brassey & Jackson, £90,000 Sterling, or	£108,000	0	0
1857—April 1.	Expenditure under superintendence of A. L. Light, Chief Engineer,	58,452	11	11
Aug. 15.	Expenditure under first Board of Commissioners, W. H. Scovil, Chairman,	41,344	11	7
1858—Oct. 31.	Expenditure under present Board of Commissioners, R. Jardine, Chairman,	317,292	15	0
	Total,	<hr/>		
		£525,089	18	6

Statement shewing the actual cost of the Railway from Gilbert's Lane, Saint John, to Kennebecasis Station.

Labour of Grading, Masonry, Rock and Earth Excavation, &c. paid Myers, Brookfield, and Walker & Co.	£63,565 14 1
Proportion of work done by Jackson & Co.	2,187 10 0
Rails, Chairs, Spikes, Girders, Frogs and Switches, Sleepers, &c.	17,971 0 5
Fencing,	2,029 9 10
Levelling, Ridging, Siding, Sloping, Ditching, &c. &c.	2,842 13 6
Materials, Iron, Timber, Pile Shoes, &c. &c.	6,076 16 3
Proportion of Engineering Expenses,	8,396 4 1
9 3 5 miles @ £10,528 0 5 per mile. Total,	<u>£101,069 8 2</u>

Statement shewing the actual cost of the Railway from Moncton to Shediac.

Labour of Grading, Masonry, Rock and Earth Excavation, &c. paid Walker & Co. William Stevens, and John Brookfield,	£58,948 6 3
Proportion of work done by Jackson & Co.	17,812 10 0
Rails, Chairs, Spikes, Frogs and Switches, Sleepers, &c.	35,317 2 11
Iron Girders, Rails, &c. &c. for Scadouc Bridge,	3,502 11 10
Sidings, Sloping, Soiling, Ditching, &c. &c.	2,562 3 11
Fencing,	2,768 3 3
Materials, Iron, Timber, Pile Shoes, &c. &c.	7,730 5 4
Proportion of Engineering Expenses,	7,453 15 10
20 4-5 miles @ £6,543 0 6 per mile. Total,	<u>£136,094 19 4</u>

Statement shewing the actual cost of Construction, Grading, Roadway, &c. of Station Grounds from Mill Street to Gilbert's Lane, St. John, to 30th April, 1857.

Labour of Grading, Masonry, Pile Driving, &c. paid Walker, Brookfield & Myers,	£4,191 18 8
Materials, Timber, Iron, Rails, Spikes, Pile Shoes, &c. &c.	3,733 19 7
	<u>£7,925 18 3</u>

In the Appendix will be found,—

Report by Chief Engineer on the state of the works, with Estimate of probable cost.

Reports by William Parker, Esquire, C. E.

On the Railway Works: On the Rolling Stock: and on the Staff of Officers.

Report by the Superintendent, with summary of Plant, Stores, and Materials purchased from Jackson and Company, and since acquired by the Province.

Report by the Superintendent, with Traffic Returns.

Statement of proposed Stations on the Line.

Statement of amounts claimed, awarded, and paid for Land Damages.

It will be seen by the Chief Engineer's Report, that the probable cost of the Railway between Saint John and Shediac completed, including station buildings, wharves, rolling stock, land damages, and the £90,000 sterling paid to Messrs. Jackson and Company, will be £927,976 9 2 currency, or £773,313 14 10 sterling, equal to £8,500 currency, or £7,083 sterling per mile.

The Commissioners have every reason to believe that the final cost will not exceed this sum.

It will be observed from this Report, that the Railway will be of a very substantial character, capable of being run at high speed, and kept in repair at a minimum rate of cost. All the Bridges over 40 feet span will be of iron, the rails of the best Staffordshire iron, and the width of embankments, slopes, ballasting, and drainage, such as to ensure permanence.

The following comparative estimate will shew that this Railway, especially when the permanent character of its structure is considered, will, as regards cost and quality, compare favourably with any other on the Continent.

Statement shewing the average cost per mile of the European and North American Railway, compared with that of Nova Scotia and the Railways of the State of New York.

PARTICULARS.	AVERAGE COST PER MILE.		
	Nova Scotia Railway, 92 8-10 miles, including 5 9-10 miles of Double Track and Sidings.	New York Railways, 2,617 miles, including 570 miles Double Track and Sidings.	European and North American Railway, 109 18-100 miles, including 5½ miles of Double Track and Sidings.
Grading, Masonry, and Bridges,.....	£5,086 8 3	£3,614 15 4	£4,091 14 0
Superstructure, including Iron,.....	2,898 1 8	3,299 5 0	2,281 9 0
Station Buildings and Fixtures,.....	435 2 2	557 7 6	224 10 0
Locomotive Engines and Cars,.....	1,113 1 1	1,521 6 6	786 16 0
Land, Land Damages, and Fences,.....	167 17 8	1,106 15 0	493 10 0
Engineering and Salaries,.....	356 11 11	409 10 0	253 12 0
Other items not included in above,.....	986 13 7	2,189 5 0	367 19 0
	£11,043 16 4	£12,698 4 4	£8,499 10 2

It is stated in the Report for 1858 of the Grand Trunk Railway Company of Canada, that the cost of that Railway will be £10,000 sterling per mile.

The Great Western Railway, the next Road in point of importance in Canada, extending from the Niagara River to Windsor opposite Detroit, a distance of 228 miles, through a much more level and easy country, with an alignment, gradients, road bed, superstructure, and general finish, certainly not superior to the proposed European and North American Railway, with wooden Bridges which are being renewed with iron superstructures, has cost by the last reports upwards of £15,000 currency per mile.

The traffic returns shew a profit over working expenses of £747 19 1.

When it is considered that to ensure safety and accommodation to the public, nearly as large a staff has to be employed for the short lengths now run, as would suffice for a much greater distance, there is good reason to suppose that with the extension of the Railway, a more than corresponding increase in the profits may be expected; and the Commissioners feel satisfied that when Hampton and Sussex are reached,

reached, a considerable per centage on the cost of the Road over working expenses will be realized.

The Books are now kept on the system in use by the Grand Trunk Railway of Canada. All Accounts from the commencement of the Railway operations have been brought up in the new set of Books.

The Stations on the Line have been fixed at places which, from all the information in the possession of the Commissioners, will best serve the public and the requirements of the road.

There will be ten Wood and Water Stations, and eighteen intermediate or Flag Stations.

Three Bridges will be required over the Kennebecasis River in connection with the Railway, at or near Mill Stream, the Finger Board, and the site of the former Toll Bridge.

It will be observed that the cost of land and grading for the terminal Station at Saint John amounts to a large sum. Under the Company the Station grounds were selected to the eastward of the Marsh Bridge, as will be seen from the following extract from the Minutes of the Directors :—

“ At a Special Meeting of the Directors of the European and North American Railway Company, held 15th September 1853, at noon—Present :

R. Jardine, <i>President</i> ,	Hon. Mr. Chandler,
George Botsford,	“ Hazen,
D. J. M'Laughlin,	“ Wilmot,
S. L. Tilley,	“ Montgomery,
W. J. Ritchie,	“ Gray,
Hon. John Robertson,	“ Hayward.

Moved by Mr. Gray, seconded by Mr. Wilmot—

Resolved, That the Terminus at Saint John be on the Lands of Henry Gilbert, Esquire, in the vicinity of the Marsh Bridge, and on the lands in Courtney Bay ; and that Mr. Giles be requested to prepare a plan showing the quantity and position of land required in both places ; and that an application be made to the Government for a grant of so much of the said lands at Courtney Bay as may be necessary for such purpose, and negotiations forthwith entered into to purchase the same from Mr. Gilbert, or otherwise obtain possession thereof agreeably to law.”

The land selected by Mr. Giles, in accordance with this Resolution, was about ten acres between the Marsh Road and the Creek, on which no grading would have been required, and no buildings or building lots interfered with.

Soon after the Railway was transferred to the Government, it would appear that a different terminus was selected, as the Railway Track, after crossing the Creek at about a mile to the eastward of the Marsh Bridge, was altered so as to pass in a straight line north of the Creek close to Gilbert's Island, and through the Valley and Mill Pond to a Station at Mill Bridge.

This line avoided the level station grounds selected by the Company, and passed over a summit of twenty feet near the Valley Church, by an ascending grade of 70 feet per mile, and a descending grade to the station in the Mill Pond of 100 feet per mile.

The Railway was constructed by the Government over this summit, although it was then well known that no grade on any other portion of the road would exceed 45 feet to the mile, and that consequently the Railway could not be worked economically until this grade was reduced to the maximum.

On

On the 1st August 1857, the Commissioners Messieurs W. H. Scovil, F. W. Hatheway, and Joseph Myshral, put upon record the track between Gilbert's Island and the Mill Bridge, and five acres in the Mill Pond, and three acres at Gilbert's Lane, for station grounds.

Immediately thereafter several of the persons whose land had been taken applied for damages, and the present Commissioners who took office on the 15th August, having no power under the law to give up or re-convey lands so taken, had to pay for a considerable portion of it, and in such circumstances did not feel warranted in entertaining the question of a change of station grounds.

Finding that the price demanded for the five acres in the Mill Pond was £39,000; that to fill it up and make this site suitable for a station would cost at least £10,000 more; and that a deep cutting would have to be made through the summit to bring it to the level necessary for station grounds, the Commissioners, after much consultation with the Chief Engineer and Mr. Parker, determined to place the passenger station on the track between Dorchester and Garden Streets, to cut down the summit 9 feet so as to reduce the grade between the passenger station and the engine and car station at Gilbert's Lane to a grade of 45 feet to the mile; but even with this modification the cost of the station grounds is much greater than is desirable.

As a passenger station, engine house, and car sheds had to be provided for the traffic consequent on opening the Road to Hampton next Summer, the Commissioners had to decide between erecting temporary buildings, and incurring a considerable expense in grading the track and station grounds to the necessary level, and erecting permanent buildings. The latter course was adopted, and on reflection the Commissioners do not see that they could with propriety have decided otherwise.

The Commissioners have not yet determined on a mode of communication with the tide waters of Saint John.

There are three ways by which this can be obtained,—

First, by placing the freight terminus at Courtney Bay, and constructing wharves and a wet dock on the flats there as was originally determined on by the Company; and eventually, if found necessary, skirting the peninsula on which St. John is built, and running round the head of the wharves from the Breakwater to the Market wharf.

Second, by running from Mill Street across the head of North Slip, Hare's wharf, and Hon. John Robertson's wharf to the Market wharf.

Third, by extending the line of Railway westwardly towards the Falls of the River St. John by the ends of Long and St. Helena wharves, and so forming a deep sea wharf from Mill Street to Rankin's wharf.

Whichever of the three modes is determined on, it will we doubt not be found necessary in time to have a larger space for freight terminus than can be found between Gilbert's Lane and Mill Street, and land for this purpose can only be obtained in sufficient quantity and at a moderate price on the flats at Courtney Bay.

As there is some doubt whether the Commissioners have power under the law to take or construct wharves, or branch lines, further legislation will probably be required regarding this.

It would be also desirable to give power to the Commissioners to re-convey land taken and found not to be required.

The estimate of £30,000 for land damages is based on the present mode of appraisal
ment

ment being continued. If the law is altered so as to meet the views of landowners, it is hard to say what the damages would amount to.

The only portion of the track on which no appraisements have been made, between Sussex and Salisbury, is mostly in wilderness.

In England the cost of land taken for railways averaged ten thousand pounds per mile, although it has since been ascertained that the increase of value to land through which Railways passed would have been an ample equivalent to landowners for all the land taken, and that it will be so to even a greater extent in this country there is no reason to doubt.

In any County of the Province, landowners generally would be willing, with a Railway in prospect, to grant free right of way, in the belief that the benefits would compensate the damages; and in King's and Westmorland Counties, nearly three fourths of the track, as originally laid out, was granted. Nothing has since occurred to lessen the beneficial effect of Railways.

There are four level crossings of the main Post Road between Saint John and Shediac: at Sussex, Petitcodiac, Moncton, and Dorchester Road. At all other crossings Bridges are erected.

Although not provided for by law, level crossings have been made on every farm where practicable. In cases where Bridges over or under the Railway would have been necessary the Commissioners have considered it more for the public interest to pay damages for want of access.

The Tariff has been a subject of much consideration to the Commissioners. In Nova Scotia the fare for first class passengers has been fixed at 2d. currency per mile; in the United States it ranges from 2 to 4 cents; and in England is about 2d. sterling.

It has been ascertained that the cost of carrying passengers in the United States is 2 7-12 cents per mile, and that the paying point is 3 cents per mile.

The Commissioners have determined on a rate of three cents per mile, with the usual deductions for family and season tickets.

The Locomotive manufactured by Messrs. Fleming and Humbert last year has proved an efficient machine, equal in all respects to specification. A contract has been made with the same firm for two more Locomotives to be delivered this season at United States prices.

Passenger, Freight, and Platform Cars, have all been subjected to competition in this market, and are now being constructed at rather less than United States prices.

Wheels and axles for passenger and freight cars have been procured from known makers in England and the United States. Some made here are now being proved under ballast cars.

The Commissioners have purchased rails, chairs, and iron girders in England through Messrs. Baring Brothers. Instructions have been given to ask tenders for these materials from the first houses in the trade, and to accept the lowest.

Tenders are also to be taken in Liverpool for freight, as cargoes are ready.

All articles are manufactured under the supervision of an Inspector appointed by the Commissioners.

Full insurance is kept on all the railway property.

The Contracts have been made and the work apportioned, with a view to the expenditure of two hundred thousand pounds sterling per annum, as provided by law.

The Commissioners are of opinion that in the present state of the money market, and with labour and materials so low as they now are, it will be for the public interest to push the Works to completion as rapidly as can be done economically.

Respectfully submitted.

By Order of the Board.

R. JARDINE, *Chairman.*

R. W. CROOKSHANK, Jun., *Secretary.*

APPENDIX.

Report on the European and North American Railway, its progress, probable cost, &c., by Alexander L. Light, Chief Engineer.

Engineer's Office, Saint John, 2nd February, 1859.

To ROBERT JARDINE, Esquire,
Chairman of the Board of Railway Commissioners.

SIR,—I have the honor to submit the following Report on the European and North American Railway.

I am, Sir, your obedient servant,

ALEX. L. LIGHT, *Civil Engineer.*

INTRODUCTORY REMARKS.

On reference to my Report, (made and submitted in March 1858,) upon the Works of the European and North American Railway, it will be found that the state of the Line and the prospects relative to the completion of the several "Sections" then contracted for, were as follow:—

The Division from Moncton to Shediac, including the Moncton Branch, with the exception of a small portion of the ballasting, had been completed. This Division, twenty and one third miles in extent, had been opened for traffic.

The locations between Saint John and the Nine Mile House had been adjusted, and the Sections contracted for. The grading, with the exception of a small portion near the Five Mile House, had been nearly completed. The materials for all the Bridges required on this portion of the Line had been obtained.

Sections five and six, extending from the Nine Mile House to "Groom's Cove," near Hampton, a distance of eleven miles, had been put under Contract; but, although by the terms of the Contracts, it was required that these works should be completed in November 1858, owing to peculiar circumstances, which the Contractors had not anticipated, there was but little probability of this portion of the Line being completed before July 1859.

The Hammond River Viaduct had been contracted for; but it was not expected that

that the Contractors would fulfil their engagement to complete the work in October 1858, the time specified for finishing it.

The location between Groom's Cove and Sussex Vale, and that between Pitfields' Corner and Moncton, had been completed; and Sections 7, 8 and 9, Hampton, and 4 and 5 Salisbury Districts, comprised in the above, had been contracted for.

The terms on which the several Contracts had been taken, and the expectations entertained with regard to their probable fulfilment within the time specified in the Contracts, were stated.

The Division between Sussex Vale and Salisbury (28 miles in length) had not been located; but it had been ascertained by preliminary examination and survey, that this would prove the least expensive Section between Saint John and Shediac.

Of the whole Line from Saint John to Shediac, one hundred and eight miles and three tenths, (108 $\frac{3}{10}$ ths,) there had been opened for traffic twenty three miles and a half, (23 $\frac{1}{2}$;) there were under Contract fifty seven miles; and yet to be located, between twenty seven and twenty eight miles.

The advantage of selecting a course of Line differing in some degree from that located by Messrs. Peto, Brassey, Betts and Jackson, were pointed out and referred to.

From this brief abstract from, and reference to my former Report, some general idea may be formed of the condition of the Line when that Report was made, and the prospects then entertained with regard to the progress of the works.

Attached to that Report was an estimate of the probable cost of the whole Line; and it affords me some satisfaction to be able to state there is no reason to anticipate that the general cost of the work will exceed the estimate then made.

REPORT.—1859.

On its again becoming my duty to submit a Report upon the European and North American Railway, I have to say, that during the past Summer the remaining Division between Sussex and Salisbury has been located, and the Sections composing it were let at very moderate rates on the 8th of last October. Thus the portions of the Road that are not completed are all under Contract, and with two or three exceptions, I am happy to be enabled to state are progressing favourably.

The whole distance from Mill Street, Saint John, to Shediac Harbour (108 $\frac{3}{10}$ ths miles) has been divided into twenty one Sections, which were severally let out in pursuance of advertisements, inviting Sealed Proposals for the performance of the work.

I would here remark, that the Contracts for work of every description entered into subsequently to the 1st December 1857, have been, I think without exception, let to the lowest responsible bidder, who could procure the necessary securities required by law; it having been insisted upon that the Specifications in every instance should be strictly followed.

The Contracts under which these Works are being executed, with some exceptions, provide for the entire completion of the Railway, including grading, masonry, bridging, and tracklaying, upon each Section, for a gross sum. The Contractors "maintaining" the works for a twelve-month after their final completion—the Government finding iron rails, spikes, chairs, and iron girders for bridges, and the Contractors

Contractors furnishing all other materials of every description—provision being made for additions and deductions by a Schedule of fixed prices, by which the contracting parties are bound, should any alterations in the alignment become absolutely necessary, by which the quantities or nature of the work would be unavoidably altered.*

Table A, No. 9, in the Appendix, exhibits at one view, the numbers of Sections; the names of Contractors; dates of letting; amount of Contracts; value of work done up to 31st December 1858, and amount still remaining to be done. The continuation of this Table shows all other work of every description that has been executed by Contract or otherwise, since the commencement of the work, including that already finished, Surveys made, and “plant” furnished by the former Contractors, as well as work still to be done, not yet contracted for.

This Table, in fact, contains all *actual work* done and to be done, in reference to which, the *time* required to complete the Railway needs specially to be regarded. The balance of money in the final estimate, outside of the sum stated in this Table, is required for superstructure, iron girders, rolling stock, which can be easily purchased whenever required, and for land damages and contingencies, the former of which can be ascertained and adjusted at any time; and here I may observe that more than half of the three heaviest items, viz. the superstructure, iron girders, and rolling stock, are already delivered.

On examining this Table it will be seen that the whole value of actual work to be executed in the construction of the Railway, is £557,100 12 1, of which £371,973 12 8 was done up to the 31st December, leaving £185,126 19 5, or about one third, still to be performed. A careful perusal of this Table will furnish the best criterion by which the progress of the work may be correctly ascertained.

The quantity of earth and rock work on each of these Sections, the proportion done up to 31st December, the balance still remaining, the aggregate of the whole, and the value of the same at current prices, are stated in Table A, No. 10, by which it will appear that the whole earth work amounts to 3,383,572 cubic yards, and the total rock work is 148,620 cubic yards; and that of the former, 1,907,200 cubic yards, or nearly three fifths, and of the latter, 125,034 cubic yards, or five sixths, are already completed; or regarding the money value of these proportions of each at one shilling and three pence per cubic yard for earth, and five shillings and six pence for rock, and adding up the amounts thus obtained, it will be seen that three fifths (in point of value) of the aggregate excavation is done.

ESTIMATED COST.

The cost of the whole Line from Mill Street, St. John, to Shediac Harbour, including the Moncton Branch, Stations, Wharves, Rolling Stock, and Land Damages, amounts to £927,976 currency, or £773,313 sterling, or an average per mile of £8,500 currency, or £7,083 sterling, as will be seen by referring to Table A, No. 1, appended to this Report, which contains the final estimate, being a summary of the cost of the portions already completed, the work done by the former Contractors previous to the Railway reverting to the Province, the “Superstructure,” in which term is included the sleepers, iron rails, chairs and spikes, &c.) the Sections under Contract, as well as the Stations and Rolling Stock, the cost of which are severally enumerated in
separate

* See blank form of Contract, Specification, and Schedule, upon which Works have been let, at end of Report.

separate Tables, consecutively numbered, and attached to the final estimate of which they furnish the basis.

This estimate is grounded upon the actual cost of the Divisions from Moncton to Shediac, and from St. John to Salmon Brook, which are finished; and the several contracts, with but one exception, are finally closed and the accounts settled. The sums at which the unfinished Divisions have been taken by the several Contractors, have been assumed, and as usual in Railway estimates, fifteen per cent. on the whole now under construction has been added for contingencies.

In the estimate for the superstructure, the value of rails, chairs, spikes, &c., is based upon the cost of the latest importation made of these articles; whatever variation may arise in the price of iron from that stated, will of course vary the cost of the track.

The sleepers are estimated by taking as a standard the average of the prices bid by the several contractors, which is a sufficient basis of estimate. The track laying and ballasting are included in the section contracts.

The sidings are assumed at five per cent. of the whole length of superstructure; this will be sufficient for the purposes of traffic for some time; but as the business increases they will require to be much enlarged.

The rolling stock estimate is the same as stated by Jackson & Co. in their specification; it will be sufficient for the business of the road for one or two years; it is what ordinarily would be called a moderate equipment, as the quantity needed depends entirely upon the business to be done, and it can be easily augmented as the traffic increases.

A repair shop has been erected and suitably furnished at Shediac; but no buildings of this kind have been included in the estimate for St. John, as it is considered that the repairs can be made at the several machine shops already established in the City, at a cheaper rate for some time to come;—this however is problematical.

The estimate for the Stations includes several buildings in addition to those contemplated by the original Contractors; more than half the principal portion of which is either already built or contracted for, and it is believed that the remainder can be finished for the amount stated in the estimate.

I now proceed to review the progress of the several Divisions and Sections of the work in detail, in the order in which they were let and have been completed.

MONCTON DIVISION.

First, the Division from Moncton Station to Point du Chene, in Shediac Harbour, (19 42-100 miles) as well as the Moncton Branch—(88-100 of a mile) making a total of 20 3-10 miles, was let on the 1st of August 1856, and opened for traffic on the 20th August 1857. The earth works throughout the whole of this distance having consolidated during the winter of 1857-8, the work was thoroughly finished during the past summer, and delivered over to the Commissioners by the Engineer Department, with passenger and freight stations, engine houses, turn-tables, wharves, and all necessary appliances complete.

This Division is in perfect "running order," and permanently finished, with the exception of the eastern abutment of the Scadouc viaduct, and two wooden trestle bridges;

bridges; these structures were erected by the former Contractors; the latter have become so "shakey" from indifferent timber having been used in their construction, and from the piles being imperfectly driven, that they are fast becoming unsafe. As these last temporary structures are erected over insignificant streams, I would recommend that stone culverts be put under them this winter, and the space occupied by the bridges be filled in with embankment in the ensuing spring.

The cost of this alteration will not exceed one thousand pounds; should an accident occur here, ten times that amount might not pay even the pecuniary damages which might accrue or be awarded.

The eastern abutment of the Scadouc viaduct above mentioned is not now filled in with earth. This was tried, but owing to cracks immediately making their appearance in the masonry, it was found necessary to remove the earth as the abutment could not withstand the pressure. Trestles have therefore been erected inside, upon which the track has hitherto been sustained.

The cost of this Division, exclusive of the Moncton and Shediac wharves, Stations, and Rolling Stock, has been £6,485 per mile, as will be seen by Table A, No. 3, in the Appendix to this Report.

SAINT JOHN DIVISION.

Secondly, the portion of Division No. 2, extending from Mill Street, Saint John, to Salmon Brook beyond the Kennebecasis Station, comprising a distance of 9 6-10 miles, put under Contract on the 10th of January 1857, and opened for traffic on the 1st of June 1858, has been completed.

The cost of this portion of the work, exclusive of Stations, Rolling Stock, and Land Damages, has been £10,809 per mile, as may be seen by referring to Table A, No. 2, annexed.*

When the heavy nature of the work comprising this Division, the number of bridges for the purposes of the Railway, including the several crossings of the different public roads (over and under the same,) as well as the numerous and expensive level crossings of private roads that occur at nearly every division of property; when likewise the number of intermediate stations, and the superior character of the works generally, are taken into consideration, (of which I do not hesitate to say that they will compare favourably with any of a similar character and extent executed elsewhere in America,) everything, I say, being regarded, the cost will be satisfactorily accounted for.

Some of the causes why this Division has proved the most expensive portion of the whole Line, may be ascribed to the following facts:—

That here nearly half of the rock excavation on the whole Line had to be performed, and that of the very hardest description.

That there was an entire absence of any good natural ballast upon this part of the Division, this deficiency having to be remedied by the substitution of a costly foundation of broken stone, finished by a "top dressing" of very superior gravel ballast brought by tug boats and scows at an enhanced expense from the opposite shores of the Kennebecasis Bay.

That

* It is worthy of remark that both Mr. Jackson and Mr. Giles, (as I have been informed on reliable authority) have frequently stated it to be their opinion that this work would cost £10,000 Sterling, per mile.

That along the shores of the Kennebecasis, it became necessary to protect the embankment from the action of the water and the effects of freshet, by means of stone walls throughout their whole extent.

That the ground was of a soft and yielding nature at the four mile bridge, Robinson's Meadow, and Lawlor Lake.

The borings at these last mentioned places were taken before the work was commenced, discovering twenty five, forty, and about one hundred feet of soft material, at the deepest points beneath the original surface of mud or water, (as the case might be,) and these places there was no possible way of avoiding with propriety.

The difficulties were overcome as follows:—first, at the four mile bridge the seat of the embankment was well drained, and then carefully covered with six feet of strong green brush. The slopes of the embankment were made very flat, and the first half of the embankment made up of the peat bog itself, placed on in layers; the top of the embankment and outside of slopes being completed with clay from the adjoining cuttings. This method had the double effect of combining extreme lightness with breadth of base, and distributing the superincumbent weight over more surface. I am glad to say the work now referred to has been entirely successful, as the settlement of material has been trifling, indeed not much more than would naturally be produced by the consolidation of the particles of earth forming the mass.

Secondly, at the Robinson's Meadow in the vicinity of the five mile house, difficulties of a nature similar to those encountered at the four mile bridge presented themselves, only on a more extended scale, the bog being deeper and the embankment higher.

The unavoidable arrangement of the grade line at this point was such that the rock cuttings on each side were entirely insufficient in quantity to make up the embankment; all that could be spared from the southern cliff was put into this meadow. It was soon found that rock was an improper material to make up this embankment with, as from its great weight it broke through the crust and sunk down to the bottom of the bog, throwing up the marsh in ridges on either side. It was decided to reserve all the rock in the cutting north of the Meadow to put into the Lawlor Lake, (where it was required and would be exceedingly valuable) and make up the deficiency in the Robinson Meadow Embankment from side cutting formed in layers, with material carted from the adjoining hills, by which means it was hoped that a portion of the settlement could be in some measure prevented.

But here another obstacle presented itself, as the hills turned out to be composed of rock with a thin layer of earth on the surface, and no sufficient side cutting could be obtained with a reasonable lead, though search by means of trial pits was made.

The nearest side cutting that could be obtained was at M'Cullough's farm at the further side of the Lawlor Lake; but it was obvious that to get there the Lake must be first filled, and as there was no probability of this being completed with the greatest exertion before June 1858, and as the Robinson Meadow Embankment, from its requiring nearly the same quantity of material as the Lake, would take another season to complete, it was therefore decided that a timber viaduct which would last some fifteen years, by means of which the earth could be conveyed to complete the embankment at some future day.

The embankment at Lawlor's Lake, with the heavy rock cuttings on either side of it,

it, presented another serious obstacle ; in fact, the most difficult point in the whole line as eventually located.

On a revision of the location being made, with a view if possible to avoid the heavy work in this neighbourhood, it was ascertained by the borings that it was necessary to descend 60 feet deeper (to find solid bottom) than shewn on the original plans of survey made by former Contractors, and upon which the works had been let. The whole depth being as already stated, about 100 feet instead of 40 as shewn ; of which about 40 was water, and 60 feet of very light vegetable deposit. To counteract this, the original gradient through this portion of the work was lowered as much as possible.

After most of the rock cuttings on either side had been put into the Lake, there was still a deficiency of about 90,000 cubic yards of material, (as nearly as could be ascertained by a careful series of cross sectional soundings made on so treacherous a bottom,) required to be supplied to complete the embankment. To provide for this, recourse was had to a borrow pit near Torryburn ; and after a month's incessant labour, and some ten thousand yards had been put in, it was ascertained by another set of soundings instituted during the progress of the operations, that the works had progressed but little, as the earth had been dissolved and washed away by the action of the water ; and it became evident that if this system was persisted in, the embankment, if completed in this manner, would require a much greater amount of material than was originally anticipated, and even as much perhaps as would be requisite to fill up the greater portion of the Lake. Under all these circumstances it was decided to take advantage of the ice, and construct a temporary pile bridge,—which was effected by splicing long spars of spruce ; this bridge to be of sufficient width to contain three tracks : the centre track (in case of emergency) to be used for Passenger traffic : the two side tracks to be used exclusively for “construction purposes,” to accelerate the “tipping” of the earth, as by this means a whole train of cars could be tipped at once. While the bridge was in process of construction, two rows of side piles were driven extending longitudinally, parallel to the Railway ; the piles being placed at intervals of twenty feet, and driven until their tops were level with the surface of the ice ; these rows were placed 75 feet from the centre of the bridge, and on each side of it, enclosing a space of 150 feet in width, or a little narrower than the seat of the proposed embankment. Between these side piles, and extending under the temporary bridge, a flooring of timber and brushwood several feet in thickness, was laid all over the surface of the ice, which was sawn away and pressed under it. After the floor had been finished, hundreds of tons of stone were brought on by means of the temporary bridge, and carefully loaded all over the flooring equally, until the latter was sunk to the level of the surface of the water ; then large “cribs” were built upon the floor, and on each side of the bridge, and bonded in with the floor, by placing long *untrimmed* trees in the alternate tiers, with the butts to the outside of the cribs and their tops overlapping in the centre space between. These side cribs were composed of alternate layers of timber, brushwood, and stone, until they were brought up nearly to the surface of the water, being held in position by the side piles during their settlement. On this floor, and between these side cribs, the tipping was commenced in the following manner : waggon loads of rock were conveyed along the outer tracks of the bridge, and cast as far *over* the outside as the men were able to throw the stone ; after this had been continued for some time, earth was tipped *through* the
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the three tracks into the V or centre space between the stone. This mode of operating succeeded admirably—the Lake was filled in a very short space of time—and the settlement since the completion of the work has been very trifling indeed. The cost of this work, including the expense of the flooring of timber and temporary bridge, was much less than it could possibly have been done for by any other method than that adopted—while from the fact of the brush and timber being permanently under water, this portion of the work will be almost as durable as though the whole mass had been composed of stone.

LAKEFIELD DIVISION.

SECTIONS FIVE AND SIX—from Salmon Brook to Groom's Cove near Hampton, eleven miles in length, forming the balance of the Second Division, are the next in order.

It is here necessary to remark, that on the first of these Sections the most extensive departure from the original locations of the former Contractors was made; and the very serious difficulties, well known to exist in the neighbourhood of Gondola Point, including the large viaduct through the deep water at Harris' Cove, were entirely avoided—difficulties of far greater magnitude than any that occur on the line elsewhere.

It was ascertained by a carefully revised series of preliminary surveys, that a more direct line by the way of the Lakefield Settlement, up the valley of the Salmon Brook, and thence downwards to Hammond River, coinciding there with the old line, and crossing the River at the same point, could be selected at a reduced cost.

This alteration, without involving a steeper gradient than the maximum of 45 feet to the mile, as adopted upon this Railway, effected a saving of upwards of 400 degrees of curvature, and nearly one and a half miles of distance.

In addition to these manifest advantages, the *direct* saving, including damages to land and buildings, was estimated at £35,000. Besides this, however, there was a *prospective* and perpetual saving provided for by this important change, which is equivalent to a further sum of £32,216; this latter represents the capital which would accrue from the present and consolidated value of the yearly interest on the money (£19,070) which would have been required to build this unnecessary $1\frac{1}{2}$ miles of Railway,—added to the yearly running expenses and wear and tear. These two sums therefore taken together, exhibit a total saving of £67,216 effected by this alteration.*

The attainment of this great desideratum was hardly to be expected, as the line of country between these points had already been repeatedly explored without the object in view being accomplished.

For the purpose of obtaining an impartial opinion, where so many conflicting interests were at stake, the Commissioners in order to verify the estimate, concluded to open each line to the competition of experienced contractors; this resulted in offers being received to construct the line through the Lakefield Settlement for sums varying from £30,000 to £50,000 less than the shore line by the Gondola Point.

The Tender of Messrs. Walker & Co. which was accepted, was £30,917 less than their offer for the Gondola Point. This Section was let to them in June 1857, to be completed in November 1858. The terms of this Contract, with regard to the time of completion, have not been fulfilled for reasons hereinafter explained.

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* For a further explanation see Note A in the Appendix.

This part of the Division is peculiarly situated, being about $6\frac{3}{4}$ miles in length; the earth work is heavy, averaging nearly 60,000 cubic yards to the mile; the heaviest portion of it, situated at or near the summit, has to be conveyed by engine power either way to embankments situated at and near the foot of each incline.

By the terms of the contract it was stipulated to furnish a Locomotive Engine and forty Ballast Cars to the Contractors; these should have been in their hands as early as possible in the season; the Engine was not delivered before the latter end of October 1857, and the Cars in the following December, so that on the heavy or governing points of the work a good portion of the first season was virtually lost. The want of the Locomotive Engine prevented the Contractor from "stripping" the earth off the principal rock cutting near Otty's, before the setting in of the frost,—and for this reason but little rock was excavated at this point during the winter of 1857–8, when properly the whole of it should have been finished.

An additional Engine and 45 extra earth waggons were furnished to the Contractors in July 1858, after the works at Lawlor's Lake had been completed; and these have been working steadily since that date.

A Steam Excavator was likewise procured at the suggestion of Mr. Parker, the Consulting Engineer; it has been kept at work near the summit up to this time; but, notwithstanding this assistance, the works still require a period of time—including some months of summer—to complete them; and these, in justice to the Contractor, should be allowed him, in consideration of the delay caused by the want of the Locomotive and Cars.

It should also be borne in mind, that in such a confined working area as is here presented, only a limited number of men can be simultaneously employed. If the Contractor is allowed three months from the 1st of April next, this will afford a sufficient time to open the Road, if the work is *energetically* urged forward.

The Locomotive has already passed six times over the whole extent of the Line from Saint John to Hammond River during the past year.

SECTION SIX, which forms the eastern portion of this Division, extending from Hammond River to Groom's Cove, near Hampton, was let to the same parties, (Messrs. Walker & Co.) to be completed at the same time with the above work. Upon this Section the Government were to furnish no plant of any kind; the works are not so backward as those on Section 5, but they are still far from being complete; a portion of the grading and all the bridges are unfinished, although nearly half of the grading is done and the track laid upon it.

Some excuse should, however, be made for the Contractors on this Section also, as the exact location of the eastern portion, including the heaviest embankment through Groom's Gove, could not be definitely decided upon for some months after they took the Contract. The position of the line across this Cove was controlled by the fact of questions arising whether the Railway should pass through Hampton Village or the Ossekeag Valley, questions which the Commissioners were not in a position to decide until the completion of the locations to Sussex in October 1857, gave the preference to the route adopted.

From the limited time allowed in preparing the plans of construction for this Division, from the absence of that knowledge that more definite surveys could supply, and from the fact that at this time the Engineering Staff was far from complete, some

of Mr. Giles' general plans were (in order to save time) adopted, which, as well as others prepared under my own supervision, had in some cases to be modified to suit the altered circumstances.

At this time too, a system of letting the Contracts, different to that which had hitherto been adopted at Shediac, and from St. John to Kennebecasis Station, was decided upon for this Division; those Divisions having been let and tendered for upon a Schedule of prices only. By this latter mode of proceeding it was to a certain extent immaterial to the Contractor how much or how little work was to be executed, or what plan the Engineer decided to adopt; the former merely being paid by the cubic yard for any description of work at his Schedule price, this system giving the Engineer the advantage of preparing his plans as the work progressed, exactly suited to the nature of the case, or such as a further experience of the particular locality may have shown to be necessary and expedient to adopt.

It will be borne in mind, moreover, that these lettings embraced proposals for the Gondola Point Line, as well as for that by the Lakefield Settlement, as the adoption of the latter, as already stated, was dependent upon the comparison of the tenders for each route.

The two lines, with the Hammond River Viaduct and Section 6, embraced an extent of some twenty miles in length, and included the very heaviest portions of the road: much care and time were obviously requisite for the preparation of the necessary drawings.

Even if the same system of letting had been adopted on these, as that on the former Sections, (which it was my expectation at the time would have been done,) the addition of the Gondola Point Line was alone sufficient to have doubled the office work. But it was not until a short time before the period appointed for receiving the tenders, that I was informed that the Government insisted upon the works being let upon "gross" sums for each Section and all it contained.

On this account, previously to the letting, it became necessary to prepare a distinct set of Contracts, Specifications, Schedules, Estimates and Plans of every description, necessary for each *route*; as likewise drawings in detail of every separate piece of work required in both.

For the proper carrying out of this arrangement, there was not sufficient time, nor were there means to prepare the plans required, even had there been time. No draughtsman had been appointed, although I had several times remonstrated on the impossibility of perfecting works of the magnitude here involved with an insufficient standing staff.

However, the most that could be done under the circumstances was done; but after the location of a portion of the grades and alignment had been revised, some of the structures had to be modified; this caused some delay in getting the designs ready, and it was not until March 1858, that all the drafts were finally arranged for this Section, though it is proper to state, that they generally were prepared as fast as they were required by the Contractor.

HAMMOND RIVER VIADUCT.

The Hammond River Viaduct, situated midway between Sections 5 and 6, was let at the same time to Messrs. Small and Crosby, to be completed in October 1858.

This

This is a massive structure, and the most extensive of the kind on the whole route, being composed of stone and iron, or rather the most substantial Iron Girders of "Fairburn's Patent," supported upon Piers and Abutments of dressed granite, resting upon elaborately constructed pile foundations, which have been laid some twelve feet below the summer water level, and executed with the greatest care and regard to permanency, in order to withstand the rush of water that annually takes place upon this very hazardous stream at the periodical breaking up of the ice.

The Contractors have had a good many difficulties to contend with in the preparation of their artificial foundations, which have been somewhat more expensive than at first contemplated; they have therefore had to execute more work than it was expected would be required at the time when they entered into the Contract.

The site of the viaduct is peculiar; the line of Railway necessarily crossing the River at a point where the stream is divided by an Island.

The viaduct as originally designed by Jackson & Co., was composed of seven spans of 80 feet each, crossing a portion of both branches of the stream and the intervening Island, necessitating the construction of two abutments and *six* piers.

As all the water passed through a span of 235 feet, half a mile above at the crossing of the post road, this number of piers, requiring very expensive foundations and great width of costly superstructure, appeared excessive; and at the letting of June 1857, a different plan was prepared for *three* spans of one hundred feet each, supported on two Piers and two Abutments, to be erected over the eastern or main channel, in which the borings taken disclosed a hard bottom some 30 feet below the surface of the general depth of water during the summer; and drawings of the foundations were prepared accordingly. As soon after the letting, however, as an Engineer could be spared from the office, an elaborate Survey was made of the whole River half a mile above and below the intended bridge site, which fully demonstrated that it was better to erect the proposed structure on the intervening Island, and that a new water way should be made through the same, the original channels being filled up on either side with embankments.

This site was therefore adopted, thus dispensing with four Piers, including their costly foundations, besides 260 feet of unnecessary superstructure, and thereby enhancing the permanent safety of the Railway, besides effecting a very considerable reduction of cost.

This arrangement, by placing the longitudinal centre line of the bridge at right angles to the general direction of the current, allowed the water to pass freely between the Piers, and gave the Contractor the *advantage* of working upon dry land during the period of construction.

This alteration has also been of service in reducing the cost of "unwatering" the coffer dams for the Piers and Abutments.

When the bearing piles under the foundation came to be driven it was found that the *specified* depth of eighteen feet, which was deemed at the time as the utmost they could have been made to penetrate into the gravelly *substratum*, was insufficient. From the fact of quick-sand unexpectedly presenting itself it was necessary to drive the piles forty feet below the bottom of the dam instead of the distance specified.

This, of course, caused an extra expense to the Contractor, in consequence of more pumping being required during the driving of the longer piles as well as the expense of the additional length of pile.

The

The upper surfaces of the foundations are laid at a depth of about twelve feet below the level of summer water; therefore the piles composing their support extend to a depth of fifty two feet below this level.

From the fact of all the Cofferdams being more or less underlaid with gravel and quicksand, the continued and simultaneous use of three of "Gwynn's Patent" Steam Pumps has been required in each dam during the greater portion of the time. These difficulties I am happy to be enabled to state are now entirely overcome.

In the Spring of 1858, after due deliberation, and after the stream had been carefully watched through the previous Winter to observe the effects of the ice, it was decided that it would be safer to raise the level of the bridge three feet higher to ensure it against damage from ice in case of an extraordinarily high freshet. This was effected by putting in three feet more masonry in the footing courses of the Piers and Abutments without making any material change in the plan or description of the work. This additional masonry was found to be necessary, and would have been inserted at first if the same knowledge of the stream had existed at the time of letting as was afterwards obtained by more extended observation.

As any elevation of the Bridge necessitated a corresponding elevation of the embankment on either side, the quantity in the latter was thereby largely increased. It may be as well here to observe, that at the letting in June 1857, it was an object to keep these embankments as low as possible to save expense, it being known that they could be easily raised afterwards if required.

These alterations of detail will now be paid for as extras, upon a just and fair Schedule of prices, instead of appearing, as they would have done at first, in the Contract.

It may be as well here to state, that I consider it better policy to pay afterwards as an *extra*, upon a fair Schedule of prices, (as is fully provided for in this Contract) for what is really required, than to use so large a *margin* in the calculation of quantities (on work that may be to a certain extent problematical) for the sake of avoiding the popular outcry against extras, and thus run the risk of having to pay Contractors a price for work that they may never do; for it is well known that in "gross sum" Contracts, (particularly with Governments,) they generally manage to get an additional price for any extras that may arise; while on the other hand, no matter what the deductions may have been, they endeavour to get the full amount of the original price in the Contract.

The present condition of the Work may be stated as follows:—

The foundation of the Piers and Abutments are all laid; the two centre Piers are nearly completed; the eastern Abutment is above the level of the water, and the Contractor is now laying the masonry in the footing courses of the western Abutment, which is being laid "dry," to admit of the work being prosecuted during the Winter.

Nearly the whole of the Granite for the completion of the Bridge is delivered and dressed; and if ordinary exertion is used to get the two Abutments during the present Winter above the level of the usual Spring freshet, so that the works may not be stopped during the recurrence of the same in June and July next, there will be no difficulty in finishing the masonry by the beginning of August 1859. The Iron Girders are all delivered and housed, awaiting the completion of the masonry in the Piers, before a commencement is made towards erecting the former into position.

As the Girders can be raised upon a scaffolding before the *Abutments* are completed, it follows that the whole Viaduct may be finished simultaneously with the masonry, and the Railway carried over it about the first of August next. In case it should be desired to open at an earlier day, a temporary pile bridge can easily be erected in the Spring at a small expense.

This Viaduct, though it has progressed slowly, so far as completed is well done; and would be acknowledged by competent judges to be good work any where, and considering the low price at which this work was undertaken, the execution reflects credit on the superintending partner, Mr. W. H. Crosby.

SECTIONS SEVEN, EIGHT, AND NINE.

Sections Seven, Eight, and Nine, Hampton District, and Five and Four, Salisbury, next in order, were let on the 15th of December 1857, to Messrs. Blackie & Johnston, —Dillon P. Myers,—Thomas King & Co.,—Walker & Co., and M'Donald & M'Bean, consecutively, to be completed on the 1st November 1859.

The two first and the last of these Sections are well advanced; a reference to Table A, No. 9, in the Appendix, will show that if they proceed at the same rate during each portion of the allotted period that they have hitherto, they will be completed within the time specified.

Sections No. Nine, Hampton, and No. Five, Salisbury District, are not nearly in so satisfactory a state, and redoubled exertions will be required upon these Sections, during the ensuing Summer, to complete them in accordance with the terms of the Contracts, otherwise the final opening of the Railway may be delayed.

During the past Summer, the location between Sussex and Salisbury, 28 miles in extent, has been completed. This Division was divided into seven Sections of about four miles each; and the grading, masonry and bridging put under Contract on the 8th day of October last. The track-laying and ballasting being reserved, to be let hereafter as a separate Contract.

This latter course was adopted in consequence of it being found that, where these items were included with the other work, the Contractors injured the permanent material, (rails, chairs, spikes, and sleepers,) by using them for their own temporary purpose in the construction of their work; the damage thus caused, exceeded the additional cost of doing the work without such aid. The iron rails were frequently so injured in removing a few trifling yards of earth, from neglect in not "packing" the sleepers, &c., as to render them unfit for permanent track.

These Contracts, which are for the last remaining portion of the Road to be let, are to be completed by the 1st of June 1860. The "clearing" throughout this Division is completed, and the grading as well as the delivery of stone for bridges, materials for fencing and sleepers, &c., have been commenced upon all the Sections.

From the light nature of the grading upon this Division, averaging under 24,000 cubic yards of earth to the mile, there is not the least doubt but that the Contractors will be enabled to finish their work within the time specified.

Should circumstances occur to render it an object of importance to open the whole Railway before the 1st of July 1860, there would be no great difficulty in so doing; as by giving a small *bonus* to the several Contractors, the earth work on all the Sections above referred to, could be completed by the 1st of October 1859, instead of 1st June 1860.

A portion of the ballast could in the meantime be carted on the several Sections; and as soon as the Railway is ready for the Cars over the Hampton and Salisbury Divisions, so that the Rails can be delivered at Sussex and Salisbury respectively, the laying of the Track between these points may be immediately commenced, and successfully prosecuted to completion during the Winter of 1859-60; and sufficient ballast can be easily laid on during the Spring, to admit of the whole Road being certainly opened with safety by the 1st of July 1860, or by the 1st June, if necessary.

From what has now been said, in reference to the completed and still progressive portions of the Road, its state of progress may be briefly summed up as follows:—

				Miles.
1st Division—	Moncton to Shediac,	-	-	<i>completed,</i> 19.42
2d	“ Saint John to Salmon Brook,	-	-	<i>completed,</i> 9.60
“	“ Section 5 and 6, including Hammond River Viaduct,	-	-	$\frac{3}{4}$ ths done, 11.00
3d	“ Hampton to Sussex,	-	-	$\frac{1}{2}$ done, 23.18
4th	“ Moncton to head of Petitcodiac,	-	-	<i>2-5ths done,</i> 20.59
5th	“ Sussex to head of Petitcodiac—located, let, cleared, and work well begun,	-	-	24 51
	Branch to Wharves at Moncton,	-	-	<i>completed,</i> 0.88
Total Miles,				<hr/> 109.18 <hr/>

It having been recommended that the locations, as completed by Messrs. Peto, Brassey, Betts and Jackson, should be revised, I now proceed to give the characteristics of both locations, as well as a description of the character of work proposed to have been built by that firm, as compared with that now in course of construction.

CHARACTERISTICS OF THE ROAD AS ORIGINALLY LOCATED.

The Line, as originally located, commenced on the eastern side of the Marsh Creek, outside the bounds of the City of Saint John, and proceeded up the flat of the Marsh, crossing a bend of the Creek near the one mile House, (so called) until it struck the rough and broken ground near the “Moose Path,” here passing the present Post Road on the level, thence to beyond Torryburn, when the location followed the general contour of the shore of the Kennebecasis Bay, intersecting Davidson’s Cove, and thence having passed over the points of land intervening between Davidson’s Cove and Sandy Cove, it again met the Kennebecasis, afterwards pursuing with but little variation its sinuosities, until it reached Harris’ Cove, one quarter of a mile east of Gondola Point.

From this place, still skirting the shore line to the head of Forrester’s Cove, the Road would have passed over the intervening points of land to the Hammond River, and crossed the River by an iron girder Bridge, 560 feet in length. Proceeding from thence, the line skirted the shores of Darling’s Lake, crossing Groom’s Cove, and was carried over to the head of the Ossekeag; and from thence, following to the south side of the Kennebecasis River—the present channel of that River being crossed on the interval near the mouth of the Passekeag Creek, thus rendering (if this location had been adopted) an expensive diversion of the River necessary.

Between this point and Sussex Vale, the line was intended to have been carried over the several brooks requiring to be crossed, by means of wooden trestle bridges, varying from 30 to 180 feet in length. From

From Sussex Vale, by this location, the Road would have crossed Trout Brook and Salmon River by wooden and iron girder Bridges, 600 feet and 420 feet respectively in length; and passing through Upper Sussex, and turning up the Valley of Stone's Brook, following the same until it struck the head waters of the Anagance. From hence the line kept the southern side of the Anagance, still holding an easterly direction, and crossing that River a little below its confluence with the North River, at which place the name of the River becomes the Petitcodiac; from thence, keeping the Petitcodiac to the south, the line followed nearly the general bends of the Post Road to Moncton; crossing the Brooks which fall from the northward into the Petitcodiac, near their mouths, by wooden trestle Bridges,—thus continuing till it reached the Station at Moncton.

From Moncton the line wound round the rear of the Town, crossed Hall's Creek, and proceeded circuitously up the Valley of Harris' Mill Stream, to its crossing; thence to Cook's Brook, passing over the summit 161.9 feet above high water spring tide level at Saint John Harbour;—passing on through the Shediac Station to Cape Brule, a distance of 110 miles from the Marsh Bridge at Saint John.

CHARACTERISTICS OF THE LINE AS AT PRESENT LOCATED.

The Line, as at present located, begins at the Mill Pond Station, Saint John, and takes an easterly course, keeping on the northern side of the Marsh Creek, until it crosses it opposite the residence of Robert Jardine, Esquire, where it joins the line previously located; this portion of the original location having been previously partially constructed. From the Three Mile House the line diverges from that first located, and taking a direct course, passing 14 feet *above* the level of the Post Road at the Four Mile Bridge, and *under* the same at Lawlor's Lake, where it again intersects the old line; from thence to the Nine Mile House, the new line does not differ materially from the old one; but from the Nine Mile House to Hammond River, it will be seen by reference to a former portion of this Report, that the new line deviates widely from that originally located, being also much shorter and in every way preferable. From Hammond River to Hendricks', the two lines vary but little. Leaving this point, a marked deviation is observable; the new line passes over the summit near the corner of the Passakeag Road, winding round the large bend in the Kennebecasis, and again joining the former location at a distance of 27 miles from Saint John. By this *detour* the heavy excavations which would otherwise have been required for the alteration of the channel of the River, and the effects of the annual heavy freshets (often of a most disastrous nature) have been avoided.

From the point last named, to within a mile of the boundary between King's and Westmorland Counties, the new line, pursuing the same general direction, differs in many essential points from that originally located. Curves of larger *radii* and tangents of greater length have been substituted. From hence to Moncton the whole location consists of only four very long tangents and four curves of large radii. A great saving in curvature has been effected thereby, while the gradients are not in any way heavier than those designed for the former Road.

From Moncton to Shediac, the line having been partly constructed by Messrs. Jackson & Co., it became necessary to adopt the previous location; but here some changes were made, longer tangents being adopted in several places, thereby effecting

a direct saving in the curvature and distance. From Shediac Station to Point du Chene, the constructed line was followed for a short distance, but for the remainder a new line was located down to the present wharf.

The whole distance from Mill Street, Saint John, to Point du Chene in Shediac Harbour, is 108 3-10 miles, or only eight per cent. longer than a straight or "air" line, and it is also shorter than the original location by $2 \frac{1}{2}$ miles.

A Branch Line 88-100 of a mile in length, has been constructed from the Station in Moncton to the public wharf in that place. As this line crosses the heads of the wharves in this Town, Sidings and Loading Platforms have been provided for the accommodation of those using them. The public wharf has been entirely remodelled, repaired, and furnished with a moveable loading and landing Slip. Additions have also been made to the bed, so that vessels may lay at low tide with safety. A commodious Freight house has also been fitted up with conveniences for loading and storing freights.

The maximum gradients on either location are at the rate of 45 feet per mile.

Table B, No. 2, contains a summary, shewing the lengths of each description as designed for both lines. On the original location the *minimum* radius of curvature between Saint John and Shediac was 1,584 feet—the *maximum* was 5,280 feet.

On the revised location the minimum radius of curvature is 2,865 feet between Saint John and Moncton, and the *maximum* 12,278 feet. Between Moncton and Shediac the radii of the curves are the same as those of the original location. On the original location the total amount of curvature between Saint John and Shediac was 3,901 degrees or 35 degrees per mile.

On the revised location to Point du Chene, the total amount of curvature is 2,173 degrees or 20 degrees per mile.

- On the original location the total amount of straight line was 70.9 miles, and of curved line 40.1 miles.

On the revised location, the total amount of straight line is 79.7 miles, and of curved line 28.6 miles, making a gain of 8.7 miles of straight line, and a reduction of curvature expressed in length of 11.4 miles.

The whole amount of the ascents on the revised location from Saint John to Shediac, is 1,063 feet, and the amount of the descents is 1,075 feet.

The summit or highest point on the line, is twelve and a half miles from Saint John, and has an elevation of 165 feet above the level of high water in Saint John Harbour.

Table B, No. 2, exhibits the details of the gradients as designed for the new location, shewing their length, total distance from Saint John, rate per 100 feet, grade per mile, ascent and descent, and elevation above the tide water at Saint John.

Table B, No. 3, gives a summary of the curves and tangents as designed for both routes.

Table B, No. 1, shews the lengths between the different locations.

From the foregoing remarks it will appear that the advantages that have resulted from revising the locations previously made by Messrs. Peto, Brassey, Betts & Jackson, are very decided, and may be stated in general terms as follow:—

Seventy five curves have been dispensed with and straight lines substituted; ten of them being dangerous "reversed" curves, and sixteen others connected by short tangents

tangents of from twenty to ninety feet between the points of "reversion," that are scarcely less dangerous.

On the revised location, the shortest tangent line between two curves in opposite directions is 400 feet ; the minimum radius of curvature has been increased from 1,584 to 2,865 feet.

By these reductions of curvature and elongations of *radii*, the Railway will admit of very greatly increased speed with *safety*, and these improvements will also be the cause of a great permanent saving of wear and tear in the working of the road.

Sharp curves are always highly objectionable, particularly on passenger roads, from their "wear and tear" of Engines and Cars, and displacement of rails, &c. ; and the danger of running off the track is very much increased thereby, especially at high velocities.

The actual saving in distance effected from Saint John to the end of the wharf at Shediac, is *two and two thirds* miles, while at the high rate of speed that can and will be maintained upon this Railway, should its connection with proposed lines from East and West be effected, the absolute reduction of 1,727 degrees of angular deflection, (technically termed "curvature,") equal to four and eight tenths entire circles, will be equivalent to a further reduction in the working expenses of the road, of *six miles* ; or in other words, the amount of curvature here stated, had it *remained* in the line, would have entailed an expense in friction and loss of power, (exclusive of wear and tear) equivalent to that on six straight and level miles.*

These two items therefore, I maintain, *virtually* make a permanent saving in the working expenses of the passenger traffic equivalent to a reduction of *eight and two thirds miles of distance*.

CHARACTERISTICS OF CONSTRUCTION ON PRESENT ROAD.

The Railway is laid out as a single line of five feet six inches guage ; although the ample quantity of 100 feet in width of land taken, as well as the location of the centre line, likewise the Station Buildings, are arranged for a double track, if required hereafter.

The permanent way consists of a single T rail of the latest improved American pattern, 63 lbs. to the yard, of Staffordshire hammered iron, fastened down at the rail joints only, with cast chairs of 24 lbs. weight each, manufactured from "best Welsh cold blast" iron, to sleepers of cedar, haematac, or pine, nine feet in length, ten inches wide, and six inches deep, laid two feet four inches apart from centres, the largest being at the joints, and all bedded in clean ballast, twelve feet wide at the base of rail, and extending twenty inches in depth below the same level. The width of the road-bed is not less than twenty feet on embankments, and twenty four feet in excavations at "formation level," which is two feet below rail height.

The side slopes are nowhere less than one and a half horizontal, to one perpendicular, though, where required, these have been reduced to one and three quarters, and two to one.

In construction, the road-bed has invariably been kept two or three feet above the general level of the ground whenever practicable, in order to ensure a good drainage, and facilitate the removal of the snow, (a very necessary precaution in this climate ;)

when

* See Note B, at end of Report.

when this could not be effected without incurring too much expense, and when material obtained from excavation of ordinary width, was insufficient to complete the adjoining embankment, the low and wet cuttings liable to be deluged with water, have been increased to thirty-five feet in width at formation level, and capacious ditches opened on either side; thereby forming as it were *embankments throughout the cuttings*—a desideratum very essential for the efficient working of railways in the severe winters in this climate.

On steep side hill cuttings also, where ice would be liable to be formed over the rails, the excavations on the double track side, have been enlarged to twenty feet from centre, or thirty two feet in all, and a “catch water” drain ten feet in width and two feet in depth, below formation level, has been inserted between the side hill and the Railway; wherever the depth of embankments exceeded thirty feet, the formation width has been increased to twenty two feet, and the side slopes made two to one; and wherever the action of water had to be especially guarded against, “rip rap” or bank paving has been placed as a protection. The rock excavations are not less than twenty four feet in width, with side slopes of three inches to the foot.

The masonry for the large and more important bridges, is the best “Ashlar” with “hammer dressed” beds, and rough or quarry faces, laid in hydraulic cement; while that of the smaller class bridges, is of good substantial punched rubble laid dry.

The superstructure of all bridges of spans above forty feet is composed of wrought iron; all of these bridges have been so designed, as to ensure safety and stability, with proper regard to economy.

The patterns adopted are of three kinds, viz:—“Stephenson’s, Fairbairn’s, and Warren & Kennard’s patents.” Those that have hitherto been executed, may rank with the best of their respective kinds in other lands.

I may here remark, that latterly, all the iron rails and girders have been prepared under the superintendence of Charles May, Esq., C. E., of No. 3, Great George Street, Westminster—and it is but an act of justice to that gentleman to observe, that he has executed this duty with ability and fidelity.

The superstructure of bridges of spans under forty feet, is of wood, composed of the best well selected St. John pine timber. Table B, No. 4, gives a statement of the quantity of iron and wooden bridging that was to have been erected by the former Contractors, and also shews the greatly reduced quantity of bridging now being completed. A perusal of this Table will show, that although iron superstructure has been extended to the ten principal bridges, or to all spans of upwards of forty feet, while the original specification only contemplated applying iron to four bridges of spans of one hundred feet and upwards, yet the total quantity of iron bridges has been reduced from eighteen hundred and twenty, to thirteen hundred and ten lineal feet. The wooden superstructure has also been reduced from four thousand and eighty four, to two thousand three hundred and eighty six feet, or nearly one half. It is likewise worthy of remark, that nearly all the wooden bridging was originally intended to have been composed of *trestle work*, with the earth slopes running directly through the posts—a method of all others the least permanent. The wooden bridges now being constructed are the best of their several kinds; the material and workmanship in all, are to be of the best description, carefully planed and painted, and protected from the weather as much as possible, by a covering of asphaltum or zinc. They comprise
twelve

twelve of woodwork alone, and twenty two, having a similar superstructure with the former, but with the addition of stone abutments,—the span between which (with a special view to permanency) has been contracted to the shortest length consistent with the requisite space for the water: this will account for a portion of this reduction. A further reduction of trestle bridging has been effected by the substitution of arch and box culverts of stone, with embankments, wherever practicable, by which the consequent demand for repairs and liability to accident, has been greatly reduced.

Nearly all the main roads intersected by the Railway have been crossed, either over or under, by means of substantial bridges,—level crossings, (as originally intended) being the exception rather than the rule.

The arch culverts on the line vary from 4 to 12 feet span; they are of the very best description of material and workmanship, and laid in hydraulic cement.

The box culverts are of different sizes, and are, with a few exceptions, of a very good description of strong punched rubble masonry laid dry; no wooden culverts on the main line, covered by earth work, have been permitted.

From Moncton to Point du Chene the superstructure is composed of the **U** or bridge rails imported by Messrs. Jackson & Co. As a previous and extended experience of this rail on the St. Andrews and Quebec Railway had confirmed me in the opinion that the single **T** or American pattern was a superior form of rail for this climate, its adoption was recommended for the residue of the line between Moncton and Saint John, as already stated.*

In crossing the several viaducts and bridges between Saint John and Moncton, "Winslow's Compound," or continuous bearing rail, has been adopted. This dispenses with both joints and fishes, &c., and thus adds largely to the safety of the railway.

A pier 1,850 feet in length has been built at the Shediac terminus at Point du Chene,—1,000 feet of which is thirty feet wide, and 770 feet forty feet in width; at the end an **L** 80 \times 150 has been placed. A single track has been laid down, and a carriage road constructed alongside the railway throughout its whole length; suitable mooring posts and rings have been provided, thus ensuring, as far as possible, safety to ships moored alongside the pier. Loading platforms have also been erected, and cranes have been procured to facilitate the shipment of freight or cargo.

In further explanation of the style on which the works are being executed, I beg to refer to the form of Specification attached to the Contract at the end of this Report; and I take this opportunity of stating, that a strict adherence to the terms of these Specifications is invariably insisted upon.

In concluding these remarks upon the several constructions in this Railway, I beg to say, that the works generally are being built in a thorough and substantial manner, and with a due regard to the ultimate requirements and permanent efficiency of the road, and at the same time with every attention to a proper economy.

As some test of the goodness and safety of the road, it is worthy of remark, that since the two divisions from Moncton to Shediac, and from Saint John to Kennebecasis, have been opened, doing a considerable traffic, and at an average rate of speed of about 30 miles per hour, (while the train is in motion,) and extending over a period collectively of nearly two seasons, during which no accident or failure of any kind has taken

* See latter part of Note C. on this subject.

taken place, arising from imperfections in construction, or from any inherent defect in the way, works, or rolling stock.

And I believe I am justified in saying that no Engine or Train has been thrown off the main line through any of the above causes; indeed, no accident of this kind has occurred, and this is the more remarkable when it is remembered that both the above Divisions were opened for traffic before the ballasting was completed, and while a considerable proportion of the work was in an unfinished state.

ROLLING STOCK.

Table A, No. 8, shows a list of required quantity of Engines, Cars, Snow-ploughs, and equipment generally designed for the Railway; it will be sufficient to say, that they are of the newest and most approved American pattern, and are, in my opinion, better adapted to the climate of this country and the traffic to be anticipated than any other.

The experiment of building the Locomotives in this City, (Saint John,) has been entirely successful, and I have no doubt that the enterprising builders, Messrs. Fleming and Humbert, having perfected their arrangements, can make Engines equal to those imported from Boston.

The Passenger Cars on this Railway are especially worthy of notice; in point of interior capacity and general arrangement, I do not hesitate to say, (although made in this City,) that they are unsurpassed in America, and reflect much credit on Mr. James, the Contractor, who has spared no pains in their completion.

As it is very desirable that all the Rolling Stock of a Railway, each of their respective kinds, be of uniform size and pattern, so that they may be as much as possible duplicates of each other; and as there is now a large proportion of the stock required already on the road, prepared in accordance with well digested designs, I cannot conclude this notice without recommending that the original patterns be generally adhered to.

Exception has been taken to the wrought iron trucks under the Freight and Platform Cars, as being liable to get out of adjustment; but as this only happens in the event of Cars running off the rail, which very rarely occurs on this Railway, it is questionable whether the objection would not be overruled by the superior permanency of the iron truck.

OBSERVATIONS ON THE CONTRACT MADE WITH MESSRS. JACKSON & CO.

The superiority of the Road now being constructed, over that which would have been made under the original Contracts with Messrs. Jackson & Co. having been assumed in this Report, it is proper to state succinctly and clearly, the grounds on which a comparison of the two lines is presumed to be favourable to the former.

Such a comparison cannot be fairly made without adopting some standard by which the merits of both lines can be measured.

Assuming, therefore, that a road is in every point of view the best,—which is the shortest, the most level, durable, and at the same time the cheapest which can be made,—the following comparison may be instituted.

To facilitate this enquiry, it is well to refer to, and thoroughly examine, the original specification (marked A), a copy of which is annexed.

It must be remembered, that it has been considered judicious to substitute work of

a superior character to that specified and as exhibited on the drawings, and to add thereto.

From the character of the specification it will also be evident that extra work (not provided for therein) would have been imperatively required.

The points here briefly referred to, as particularly demanding attention, are more fully discussed in Note C. The additional cost to that which would have been incurred by strict adherence to the former contracts, was rendered necessary for the attainment of the following objects:—

- 1st. Additional cost of iron for superstructure.
- 2nd. Widening, straightening, and perfecting the grading.
- 3rd. The substitution of arch culverts, covered by embankments, and permanent bridging in place of trestle work, (occasional) wooden culverts, or level crossings.
- 4th. The erection of five additional wood and water stations.
- 5th. Grading depot grounds.
- 6th. The construction of Shediac, Moncton, and Torryburn wharves.
- 7th. Making 35 miles additional fencing, and liquidating land damages.

* The proper value of these several additional items is as follows:—

Original contract price, £6,500 sterling,	per mile,	£7,800	0	0	
Additional cost of iron above that specified,	"	240	0	0	
Additional earth work for widening, straightening, and perfecting grading,	"	633	0	0	
Additional cost of permanent bridging in lieu of trestle work, wooden culverts, and level crossings,	"	351	0	0	
Additional wood and water stations,	"	35	0	0	
Additional depot grounds,	"	138	0	0	
Additional wharves,	"	83	0	0	
Additional fencing,	"	51	0	0	
Land damages,	"	277	0	0	
Total cost of present road by original contract,		"	£9,608	0	0
Present estimated cost,		"	8,500	0	0
Saving per mile,		"	£1,108	0	0

From this it is evident, that it was only by the substitution of less perfect and permanent work, that the road could have been built cheaper than it is now being constructed.

It may not be improper here to call attention to the comparative estimate which has been furnished to you, of the average cost per mile of the Nova Scotia, New York, and European and North American Railways. It will therein be perceived that, in the items of grading, masonry, and bridging, the cost of this road is large in proportion—this increase, it must be remembered, is for work of an enduring and permanent character,

* For a further explanation of this comparative estimate, I refer to Note C, where the causes of these items being charged, are enlarged upon, and I also call attention to the significant quotations from the Report of Mr. Charles Hutton Gregory, and Mr. Walter Shanly, on the Grand Trunk Railway.

character, (which governs the annual outlay for repairs,) while in rolling stock, buildings, engineering, and contingencies, the proportion of this is small.

This Table is worthy of study and is very significant, affording as it does, a true criterion by which the permanent character and economy of expenditure on the European and North American Railway may be judged.

The system of allowing Contractors to prepare their own specifications, select their engineers, design their locations, and superintend their own constructions, is one which renders them to a great degree irresponsible, enabling them, in fact, to make a Railway to suit their own pecuniary advantage, and is altogether incompatible with the true interests of a Provincial undertaking, especially one of the magnitude and importance here involved.

While investigating the comparative merits of the two mentioned methods of Railway construction, it has been my somewhat unenviable duty, to institute a comparison between the line as first located and the works as now being completed; and I trust, that in so doing, I have not laid myself open to the charge of drawing invidious conclusions or of making contrasts further than was necessary to render the subject fully intelligible.

It is far from my intention to convey the impression that the Contractors or Engineers did not fulfil their several engagements, as *defined* and ascertained, by a strict construction of the terms of the original Contract. On the contrary, I do not hesitate to say that these gentlemen fully executed the works as specified, which were, as far as completed, constructed in accordance with the Contract. If just cause for complaint here exists, it is to be attributed to the want of definiteness in the specifications, which admitted of such latitude of interpretation.

The line as at first located was such a one as a judicious Engineer, whose special duty it was to study the pecuniary interest of his employers—without any regard to the subsequent cost of maintenance and running expenses—would have designed. It was, it is true, very curvilinear: but when it is taken into consideration that it was to have been paid for *by the mile*, and therefore rendering it a requisite object that the road should be made as long, and as easy to build as possible, this should cause no great surprise; in fact, it might have been *much less direct* than it was, and still have fulfilled all the requirements of the Contract.

The present excellent location of the European and North American Railway, is mainly attributable to the numerous surveys and plans previously made of it by several eminent Civil Engineers.

The first survey was made by John Wilkinson, Esquire, an exceedingly careful and scientific geodetic Surveyor, whose accurate and very superior topographical plans have been of the most essential service;—a survey subsequently prosecuted by Messrs. Beattie and Campbell, well known in the profession; afterwards by Frank Giles, Esquire, assisted by a very competent staff, whose comprehensive profiles and plans were of the greatest value in selecting the present location, (these being subject to the approval of A. C. Morton, Esquire, the Consulting Engineer.) All the gentlemen above referred to contributed to render the final survey and location comparatively easy, and gave to their successor and the Province the benefits of all their previous labours and experience.

Before speaking of the Engineering Staff, I must first beg to acknowledge the very
valuable

valuable advice and courteous consideration which I have invariably received from Mr. Parker, C. E., of Boston, who was employed by the Government to inspect and report upon the works.

ENGINEERING STAFF.

The staff has been organized upon the American system, which is considered the best adapted for the requirements of the construction of Public Works on this Continent, wherever the general and promiscuous way of letting works to men of all classes is entertained, without any special regard being had to their qualifications; and so long as the lowest tender for work must necessarily be accepted, such an organization of the staff will be imperatively requisite.

In England a different system is adopted; the Public Works are rarely let except to *bona fide* Contractors, well known to have extensive experience and capital; such men have generally a thorough knowledge of their business, and keep in their employ a regular staff of Engineers. The works are generally let to the contractors after the locations and plans have been carefully arranged and decided upon,—they becoming responsible for the works, and executing them under the supervision of their own Engineers; the Company or the Government, as the case may be, merely employing a Chief Engineer and such a limited staff of Resident Engineers and Inspectors as may be sufficient for the *general* supervision of the works.

This, it is evident, could not be done in this country, as for the reasons already stated the Contractors have not the experience as a general thing, nor have they the Engineers in their employ; and the result would be that, if works were let to them under the English system, the Engineering (if done at all) would be done very badly, while the construction generally would be “scamped.”

The English system has to a certain extent been tried in Nova Scotia, and I find from the very able Report of Mr. Laurie, the Civil Engineer appointed by the Government of that Province to examine and report upon the Nova Scotia Railway, that the result has not been satisfactory.

Extract from Mr. Laurie's Report, page 41:—

“It may be proper to state, that I consider the Engineer Department of the Road as having been organized on too limited a scale, originating, no doubt, in the laudable desire of economy, but in this it is quite possible to go too far. The force employed has not been sufficient to give the requisite levels and stakes during the progress of the work, and we consequently find, at several places, the grading out of line, excavations and embankments too wide, and at others not wide enough, improper ballasting used, and other matters of detail imperfectly executed. Some of the bogs and lakes which have swallowed up such large quantities of material, could have been partially or wholly avoided, and no doubt would have been, had proper soundings been taken to determine their depths on the original surveys. The services of one or two well qualified assistant Engineers, in addition to those who have been employed on the Road, to have given a personal superintendence to the work, would have saved large expenditures at many points—expenditures which, although nominally borne by the contractors, have generally in the end to be made up to them in the shape of allowances or otherwise. The duties of Chief Engineer are such, in the office, as prevents his spending much of his time upon the line during the construction of a Road.”

With the above view, the Engineering Staff has been latterly organized upon as limited a scale as was compatible with thorough efficiency, and the work has been systematically carried on in the following manner:—As soon as the surveys and
locations

locations had been completed, the plans and drawings prepared, and the contracts let and signed, the Road was divided into eight separate Divisions, each averaging about 13 miles in length, and placed under the charge of Division Engineers.

The duty of these Engineers was to attend to the careful "setting out" of the numerous works and structures, to see that they were built of the best material, in a proper manner and in accordance with the specifications, to make to the Chief Engineer regular returns of all work done and material delivered on their respective Divisions, for each month then ending, so that the Contractors could receive monthly payments for the exact amount of work done; in fact, to take sole and full charge of all the works on their respective Divisions, receiving orders from, and reporting weekly to the Chief Engineer, who by this means is kept constantly and correctly informed of everything transpiring on each Division of the Road.

A principal Assistant Engineer, of matured experience, was also appointed, whose duty it was to take the general supervision of the whole of the works, and act under and carry out the particular views and orders of the Chief Engineer, and pass over the work, as often as possible, consulting and advising with the several Division Engineers on the state of the works generally, and on any particular difficulty that might at any time arise.

In the principal Office at Saint John a Draughtsman and two Assistants, and also a Clerk, have been appointed. The duty of the former was to prepare all maps, plans, and drawings of structures of every description, under the especial direction of the Chief Engineer and the principal Assistant. This important service has been very onerous, from the fact of each Section being let separately for a "gross sum," necessitating the preparation of distinct sets of drawings in full detail for each Contract in duplicate; and it is but justice to say, that the execution of these latter reflects the greatest credit upon the gentlemen to whom this service has been entrusted. In addition to his special duties as Clerk, Mr. Stone has made out all the Contractors' monthly accounts as well as the pay lists and vouchers of the Engineering Department.

The following list shows the names and special duties of the Officers of the Staff, but it should be stated that some of the situations referred to are not at present occupied by their original holders:—

R. W. Burrowes,	Principal Assistant Engineer.	
George Wightman,*	Locating Engineer.	
Thomas Ramsay,*	Assistant Locating Engineer.	
Endicott King,*	Resident Engineer,	Saint John to Hampton.
John Stone,	Chief Clerk,	Principal Office, Saint John.
William Lunn,	Chief Draughtsman,	" " " "
H. G. C. Ketchum,	Assistant Draughtsman,	" " " "
John T. C. M'Kean,	" "	" " " "
Charles F. Ely,	Engineer in charge of Division,	Moncton.
F. P. Tuck,	Second Assistant,	" " " "
W. J. Croasdale,	Engineer in charge of Division,	Salisbury.
Frederick L. Dibblee,	Second Assistant,	" " " "
W. S. Rowson,	Engineer in charge of Division,	Anagance.
C. F. Gregory,	Second Assistant,	" " " "
H. F. Perley,	Engineer in charge of Division,	Sussex.
William L. Hazen,	Second Assistant,	" " " "

* Left the Road.

R. R. Thompson,	Engineer in charge of Division,	Norton.
E. R. Burpee,	Second Assistant,	"
W. H. Rankin,	Engineer in charge of Division,	Hampton.
G. F. Crookshank,	Second Assistant,	"
J. Edward Boyd,	Engineer in charge of Division,	Lakefield.
John H. Parks,	Second Assistant,	"
P. D. Cox,	Engineer in charge of Division,	Saint John.
J. Mahood,	Second Assistant,	"

In justice to the whole Staff I cannot allow this general notice of its various members to pass without gratefully acknowledging the ability, assiduity and faithfulness which have distinguished the entire corps. In this Report it would be out of place to particularize individual claims to regard; nor would it be in accordance with my own feelings to contrast the merits of the several officers mentioned who have each and all manifested an untiring zeal for the success of the road, and whose general conduct has been such as to entitle them to the warmest commendation; it is indeed to their zeal, fidelity and ability, that the degree of success attained in the prosecution of the details of the work, to which I can refer with satisfaction, is in a great measure attributable. Of every member of the Staff I can with sincerity say, that he has established a claim to a higher position than that which he now occupies.

As Heads of Departments, Messrs. Burrowes, Wightman, and King, are obviously entitled to special attention. If the position of these gentlemen in the Corps did not even demand this notice, my own grateful sense of the valuable and ready assistance which, whenever required, they have afforded me, calls for my warmest acknowledgment.

As Principal Assistant Engineer, his superior general engineering talents, practical knowledge of Mechanics, and a previous experience as Contractor as well as Engineer, have enabled Mr. Burrowes to afford me invaluable co-operation. To Mr. Wightman's skill as Locating Engineer, added to great experience and very superior judgment in selecting routes through a difficult and partly wilderness country, the superiority of the present location of the road over that formerly adopted, is mainly attributable.

Mr. King's unremitting attention to the onerous duties which devolved upon him as Resident Engineer in charge of the very heavy Division between Saint John and Hampton, together with his strict adherence to approved system and thorough practical knowledge, rendered his services of great value.

As Resident Engineer on the Moncton and Shediac Division, Mr. H. F. Perley's indefatigable zeal during the completion of this portion of the road, entitle him to great credit. To Mr. Perley also, as well as to the reliable assistance of Mr. H. G. C. Ketchum, I am much indebted for the aid they have afforded me in collecting many particulars, and arranging a portion of the data to be found in the Tables which accompany this Report.

In conclusion, I have to observe, that although this Report has exceeded the limits in which I had supposed it could be comprised, I trust that it will not be regarded as unnecessarily prolix or minute. When the great interest is considered, which is justly attached to the European and North American Railway—an interest not confined to this Province;—when the powerful influence which the success of the Road must have

have on the present fortunes, and in (its widest sense) the future welfare of our people;—when especially it is considered, that not hastily adopted or perhaps ill-founded expectations, are entertained, that this Road will ere long become the great thoroughfare of British North America—to form, it may not be presumptuous to hope, before many years elapse, the eastern portion of a great highway from the Atlantic to the Pacific—all these momentous topics for consideration being regarded,—it is surely most desirable, that every *official* statement or report relative to the Road, should be comprehensive and thorough.

I have the honor to be, Sir, your obedient servant,

ALEX. L. LIGHT, *Engineer.*

NOTE A.

In further explanation of the amount *virtually* saved by the adoption of the shorter route through Lakefield, it is necessary that the data forming the basis of the calculations made in the body of the Report, should be more fully enlarged upon.

The cost of the original line from Salmon Brook to Hammond River, around Gondola Point, 8.12 miles in length, would have been *by the lowest tender* £106,794, or at the rate of £13,152 per mile, including superstructure, stations, rolling stock, and land damages.

The saving in distance, effected by adopting the line through Lakefield, was 1.45 miles, which at the before mentioned rate would amount to £19,070, the annual interest on which sum at six per cent. is £1,144.

The annual wear and tear, and repairs, as well as the cost of running the trains, that would have arisen upon this unnecessary 1.45 miles of Railway, will be ascertained by the following investigations:—

The expense for repairs of iron rails, after allowing for the value of the old material, has been found to be equal to the cost of an entire renewal once in every fourteen years--that for cross ties to a renewal once in eight years.

The annual cost of repairs per mile upon a substantially finished way and works may be stated as £100.

Thus we obtain for annual wear and tear, and repairs, the sum of £370 upon this distance saved.

Assuming four as the least number of trains that would daily have passed each way over this 1.45 miles of Railway, if it had been constructed, we have an aggregate saving per annum of 3,500 miles of distance effected by the adoption of the Lakefield route.

The cost of running a train may be stated at two shillings and nine pence per mile, including all incidental expenses, except wear and tear and repairs of track; this makes a saving of £419 for this item

In a word, assuming the cost of this 1.45 miles of Railway to be as above, £13,152 per mile, or £19,070 for the whole distance, the interest of which is £1,144; the annual repairs, as well as wear and tear of superstructure, to be £370, and the annual running expenses also £419; the *total* annual expense will then be £1,933, which is the interest of £32,216 at £6 per cent.; which sum might profitably have been expended in shortening the Railway 1.45 miles.

It so happened that the line through the Lakefield settlement, instead of requiring this sum to be expended upon it over and above the cost of the Gondola Point Line, was actually obtained for £31,500 less money than the longer line—adding together, therefore, the sum actually saved and the sum that might properly have been expended to obtain the shorter route; we have the sum of £63,716 as the *virtual* saving by the adoption of the line by Lakefield, which was in every way superior.

The following is an extract from a work by W. M. Gillespie, C. E., Professor of Civil Engineering, entitled "Roads and Railroads," wherein as he himself expresses it, "the results of an Engineering experience in all parts of the United States. &c., have been combined."

This extract, from such a well known and undoubted authority, so fully embodies my own views upon this important subject, that I will make no apology for inserting it.

ECONOMY

"ECONOMY OF STRAIGHTNESS.

"From the great cost of the superstructure of a Railroad, and the continually increasing expense of keeping it in repair, it is highly desirable that it should be as straight, and consequently as short as possible.

"As the earthwork of a Railroad costs almost nothing for repairs, while those of its perishable superstructure are very great and proportioned to its length, as is also the cost in fuel, wages, and wear and tear of the engines of running the road, it will often be advantageous to make large expenditures for the former element of cost, in order to lessen the length of the road, and consequently the annual expenditures for the latter.

"Suppose the total cost of a Railroad to be \$30,000 per mile, the interest of which is \$1,800; the annual repairs of the superstructure \$1000 per mile; and the expenses of engines also \$1000 per mile: the total annual expense will then be \$3,800, which is the interest of \$63,000, which sum might profitably be expended to shorten the road one mile, or \$12 to shorten it one foot of length. If this single foot gained was the only result of a day's labour of a locating party, it would be a satisfactory equivalent for the expenses of such a day's work.

"On these grounds, a *short* route, which has the faults of steep grades and curves of small radius, may profitably receive an outlay of capital upon it, for the purpose of lessening these defects, equivalent to the cost of the difference of distance between it and a *longer* line, which has better grades and curves.

"From these considerations it is also seen that a line ought not to diverge from the direct course between its extremities, and thus increase its distance, for the sake of the trade of a small Town, for whose benefit the time and fare of all the passengers and freight on the whole line would thus be taxed. It would be preferable to make a branch track to the Town."—See "*Roads and Railroads*," page 270.

NOTE B.

REMARKS ON CURVES.

The theory of a perfect Railway requires that it shall follow a right line on plan and be uniformly level from end to end.

These two conditions are made impracticable by the interposition of natural obstacles, such as hills, rivers, buildings, &c., which must be avoided, or crossed, or passed within certain limits.

The principles regulating all lateral deviation are, *first*, that they can be made only in curves, angles being incompatible equally with the speed to be attained on Railways, and with the constantly parallel axes of the four or six wheeled machines impelled upon them; and *secondly*, that as the perfect condition is a right line, so does comparative perfection consist in the minimum amount of deviation from it, that is, in the largest possible radius of curvature.

The Count De Pambour, in his work on Locomotive Engines, says—"Curves in Railways present inconveniences which are by so much the greater as their degree of curvature is greater.

These inconveniences are of three kinds: 1st, when a wagon moves in a curve the wheel which follows the outer rail necessarily goes over more ground than that which follows the inner rail. Now, in wagons at present in use, the two wheels of the same pair are not independent of each other, but are fixed invariably on the axle which turns with them. Therefore the distance described by the one cannot be less than the distance described by the other, except the latter be drawn without turning over the difference between the two distances to be described. This is in consequence an additional resistance offered to the motion.

2nd. The centrifugal force created in the passage of the curve, by virtue of the velocity of the motion, may urge the wagon outwards, so far as to produce a contact and consequently a friction of more or less energy of the flange of the wheel against the outer rail; and the resistance produced by this cause is much more injurious than the former one, because the friction takes place on the whole of the distance performed by the wheel, and not merely on the difference of the distances performed by the two wheels.

3rd. Finally, the centrifugal force of the motion may be such as not only to press the flange of the outer wheel against the outer rail, but by pushing the wheel violently in a direction tangential to the curve, it may drive the flange of the wheel over the rail, and thus throw the train out of the rails."

The following Tabular Statement, compiled from the "Third Report of the Officers of the Railway Department," in England, in 1843, exhibits the average velocities attained on five different Railways—the great difference in which was mainly attributed to the difference in their curves only:—

						Average velocity attained.	
Northern and Eastern, ...	...	...	...	...	...	36	miles per hour.
Great Western, ...	...	...	...	...	...	33	
London and Birmingham, ...	...	...	...	...	...	27	
Manchester and Leeds, ...	...	...	...	...	...	24	
Birmingham and Gloucester, ...	...	...	...	...	...	23½	The

The Northern and Eastern Railway, with the exception of one sharp curve where it joins the Eastern Counties Line, is very straight, occasionally extending for several miles in a perfectly straight direction.

The London and Birmingham—constructed through a difficult country—has moderate curves and gradients. The Manchester and Leeds Railway has curves generally of $\frac{1}{4}$ of a mile radius, and some still less.

Thus it would appear that the sharper the curve, the greater the resistance offered to the impelling power, and consequently the greater expenditure of fuel in the locomotive engine to overcome that resistance; an increased amount of wear and tear to the rails and flanges; and it may be added, as the result of actual experience, entails an additional outlay for maintenance of nearly 25 per cent.

The following fact may also be deduced, namely—that reducing the curvature on a line of Railroad, not only *actually* shortens the distance to be travelled over, but *virtually* reduces that distance still further by enabling a much greater rate of speed to be attained, with safety and economy.

From this brief compiled history of the disadvantages of curves upon Railways, I now proceed to analyze as nearly as possible (from such data as are extant upon the subject) the approximate value of the *virtual* saving made by the reduction of curvature upon this road.

It is much to be regretted that the experiments which have hitherto been made relative to the resistance caused by curvature at high rates of speed have not been conducted upon a more enlarged scale, and in a more comprehensive manner; although sufficient is known to warrant very decided conclusions being made upon the subject.

From various experiments made upon curves of different radii, to ascertain the resistance due to curvature, it has been found that the resistance at the same speed is inversely in proportion to the radii, commencing with a curve of 6000 feet radius, and *merely moving the load*, the ratio of increase of resistance, as the radii were reduced, shows that 200 feet radius is the curvature upon which theoretically the resistance would be doubled, or upon which it would require double the power to draw a given load that would be required upon a level straight line.

A full circle of this latter radius would be about 1256 feet in length; it follows, therefore, that in passing round a full circle of this radius, the consumption of power which would be required will be twice that which would be necessary upon a level straight line of 1256 feet in length; or, in other words, the extra consumption of power required by the resistance due to the curve, would have drawn the load an additional distance of 1256 feet on a level straight line.

The resistance due to curvature being found, as before stated, to be precisely in inverse proportion to the radius, it follows that the total amount of resistance due to a full circle, or 360 degrees of curvature, would be the same whatever the radius might be; and that the extra consumption of power required to overcome that amount of curvature would be sufficient to draw the load 1,256 feet of additional distance upon a level straight line.

It must, however, be understood, that this result is deduced from experiments made upon a load *merely moving* at a very slow rate of speed.

No satisfactory experiments have yet been made in this country to determine the resistance on a given curve due to high rates of velocity, but it cannot be doubted that the increased resistance upon a given curve would be precisely in proportion to the speed.

In merely moving a load upon a level straight line, no resistance except friction is developed; this having been assumed in these experiments to be about eight pounds per ton, and the power necessary to move the load on a curve of 200 feet radius, being double that amount, it follows that eight pounds per ton is the resistance due to that curvature when a load is merely moved.

In estimating therefore the value of a road designed for moving heavy loads at a very low speed, that is to say, in reducing the length of such a road to its equivalent length of straight line, it would be a fair rate to add to the measured length 1,256 feet for every 360 degrees of curvature.

Applying this rule to the line under consideration, the saving of distance upon the new location, in consequence of the reduction of curvature, would be about one mile and a quarter; but when taking into view the fact, that we are constructing a Railway for moving trains at a speed of from 20 to 60 miles per hour, the actual saving of distance that will be found upon a proper equation will be far greater.

The above deductions from the experiments of Mr. Latrobe, the Chief Engineer of the Baltimore and Ohio Railway, which were made with great care, are perfectly reliable; they fully demonstrate

the value of the resistance of curvature when the load is *merely moved*; but no exact proportion has yet been accurately ascertained of the value of the additional resistance due to any increased rate of speed.

In the autumn of 1855, Mr. M'Callum, the eminent Superintendent of the New York and Erie Railroad, instituted a careful series of experiments for the purpose of determining the relative power required upon the several divisions of the road for the transportation of *heavy freight*.

Previous to the date of these experiments, it had been customary to estimate the friction of cars with wheels of 30 inches and journals of 3 inches diameter at about 7 lbs. per ton, or 8 lbs. per ton, for wheels of 33 inches, but the average of six experiments, at a speed of 10 miles per hour, conclusively shewed that the friction of the loaded cars did not exceed $4\frac{1}{2}$ to 5 lbs. per ton.

After a careful examination and comparison of the loads, moved upon the ruling grades and curves of various sections of the road, it was certainly ascertained that the friction of the cars was $4\frac{1}{2}$ lbs. per ton, (of 2,000 lbs.) The resistance of curves being $\frac{1}{2}$ lb. per ton for a deflection of one degree of curvature per 100 feet at the same rate of speed. Assuming the friction at 5 lbs. per ton, the resistance upon the deflection of one degree of curvature per 100 feet would be 10 per cent. additional; and as the resistance at the same speed is inversely in proportion to the radius as already stated, it follows, that a curve with a deflection of 10 degrees per 100 feet, or of 573 feet radius, would double the resistance; a full circle of this radius would be about 3,618 feet in circumference, therefore in passing round this curve the consumption of power which would be required would be doubled, or otherwise, the power requisite to carry the load around this curve, would have drawn it an additional distance of 3,618 feet upon a straight and level line. By this it will be apparent that the reduction of every 360 degrees of curvature would be tantamount to a reduction of 3,618 feet of distance.

In estimating therefore the value of a road designed exclusively for freight at a speed of 10 miles per hour, that is to say—in reducing such a road as previously stated, to its equivalent length of straight line, it would be a fair rate to add to the measured length 3,618 feet for every 360 degrees of curvature, or *vice versa*; applying this rule to the line under consideration, the saving of distance in consequence of the reduction of 1,727 degrees of curvature would be about $3\frac{1}{4}$ miles.

The only reliable experiments on the resistance of curvature at *high velocities*, are those of that eminent Civil and Mechanical Engineer, Daniel Kinnear Clark, Esquire. These trials were made in England, on one continuous run on varying gradients, and with various curves, of and under one mile radius.

Mr. Clark found that at a speed of 45 miles per hour, on curves of one mile radius and under, the resistance was upwards of 20 per cent. more than on a straight line. As he does not state what proportion of the curves were less than a mile radius, the data are to a certain extent indefinite. It is well known that by the Statute Law of England, curves having a radius less than a mile, are the exception upon Railways; it would therefore not be improper to assume a mile as the radius upon which the resistance will be increased 20 per cent. at the above speed. This point being established, the following results will be a natural consequence.

It being borne in mind that the resistance increases in inverse proportion to the radius, it follows that a radius of one-fifth of a mile, or a deflection of 5 degrees and 25 minutes per 100 feet, would double the resistance. The periphery of a full circle of the latter radius, will be about 6,635 feet, consequently, in passing round such a circle, the consumption of power required will be twice that which would be necessary on a level straight line of 6,635 feet in length.

Applying this calculation and deduction therefore to the line under consideration, and to the data previously given, we have a direct proportion as follows:—as the number of degrees in an entire circle is to the number of degrees of curvature saved by the present location, so is the circumference of a curve of one-fifth of a mile radius to the total virtual saving of distance (in consequence of the reduction of curvature) upon the new location, which saving has been ascertained to be 31,829 feet or a little more than six straight and level miles—adding this, therefore, to the direct saving of 2.66 miles before shown, we have altogether a saving equivalent to 8 and $\frac{2}{3}$ miles of distance.

Assuming these deductions and conclusions to be correct, (as it may safely be presumed they are,) being based upon the experiments of three of the most distinguished Engineers of the age, the question next arises—what expense might have profitably been incurred, to obtain this permanent virtual reduction of friction and consequent diminution of running expenses?

Assume

Assume the direct saving of $2\frac{3}{4}$ miles road at a cost of 7,800 per mile, (the original contract price,) the total will be £20,800, the interest of which is £1,248; to this add the annual saving of reduced running expenses over the whole $8\frac{3}{4}$ miles, (*virtually* saved,) which (by using the same figures already explained in Note A, is found to be equal to that upon 21,000 miles of distance, and which at the rate of two shillings and nine pence per mile,) is £2,987; this latter sum added to the interest upon the *actual* saving above mentioned, makes a total of £4,135, which is the interest of £68,916 at 6 per cent., which sum I maintain might profitably have been expended in *virtually* shortening the Railway the above distance.

The actual cost of this reduction has been £34,458, which may be seen as follows: The additional cost of grading as stated in the Report, was £633 per mile; of this item, one half was due to widening embankments and perfecting grading generally which would have been required on any line, the other half, chargeable to shortening and straightening, was equal to £34,458 as above stated.

Thus, it will be seen that the clear gain effected by the shortening and straightening alone, (exclusive of wear and tear of superstructure, already stated to be twenty five per cent.) without taking into account the increased *safety* insured thereby, amounts to the sum of £34,458.

NOTE C.

In arriving at the conclusion which I have with regard to the extra sums that must be added to the original contract price of £7,800 per mile to bring the road as designed by former Contractors to the same standard of excellence as the Railway now building, as stated in the estimate in the body of the Report, the following data have been employed:—

1st. Those obtained by a careful examination of the several very explicit plans, profiles, and estimates for the route originally intended to have been pursued, which were left by the former Contractors, and transferred to me by order of the Government.

Secondly, Those furnished by an intimate knowledge of the character of the works executed between Moncton and Shediac on this line, as well as by a close inspection of all the works in Canada completed by the same firm.

Thirdly, The final cost of the latter, and the remarks of the several Engineers who have reported thereon, in addition to those afforded by a careful study of the Specification (marked A, appended to this Report,) which confirmed the opinion adopted in reference to this subject, and which I now proceed to analyze.

1st. The Contract of which this Specification forms a part, defines that should the first cost of iron in England exceed £6 per ton, the additional cost should be regarded as an extra. The iron used upon this Railway has cost £8 per ton sterling, making a difference on the required quantity (at the rate of 100 tons per mile) equal to £240 currency.

Secondly, The embankments are required by the Specifications to be 15 feet wide at formation level, with slopes of one and a half horizontal to one perpendicular; this has been found insufficient, and they have been increased to 20 feet in width, and the slopes in many instances on high embankments have been increased to two to one; this added to the additional quantity required in straightening the line, increased the earthwork by 1,300,000 cubic yards. The rock work has been reduced from 194,000 to 125,000 cubic yards, by the change from the Gondola Point to the Lakefield route. By equating these differences of quantities at their respective values, it is found that here £633 per mile has to be charged to the original Contract.

The next item is the extra expense occasioned by the substitution of permanent bridging in lieu of trestle work, wooden culverts, and level crossings; here the specifications stated "that bridges under the Railway of 100 feet span and upwards, to be constructed of iron, and under that span, of timber or stone, or both, at the discretion of the Contractors, &c." On reference being had to the Plans it was found that there were four bridges marked "iron," of an aggregate length of 1,800 feet, over Scadouc, Salmon, Trout and Hammond Rivers, twenty two marked "wood." As these bridges were all designed with spans less than 100 feet, and as there was no necessity for making more than the specified width of iron, it would have been in excess of Contract if they had been so completed.

It is impossible to say of what character of work these bridges might have ultimately been, though in this comparison it has been assumed that they would be completed with iron.

There were bridges designated in the plans as "wooden viaducts," of an aggregate length of 4,084 feet.

feet. If those bridges built between Shediac and Moncton by the former Contractors, and which were specified in a similar way upon the Plan, may be taken as a criterion of the character of work in which the remainder would have been completed, the price stated of £5 per lineal foot would be considered as ample compensation for the construction of the whole.

The actual cost (by Contract) of completing the permanent bridging between Saint John and Moncton, exclusive of the three iron bridges common to both Lines, is £58,497; deducting £20,420 as the value of the trestle work above stated, there is a balance of £38,077, or £351 per mile to be added to the original Contract.

It will be seen by comparing Table A, No. 6, with the list of Stations in Specification A, before mentioned, that there have been added to the latter five wood and water stations, amounting in the aggregate to the sum of £3,750, equal to £35 per mile.

Grading of Depot grounds is an extra, and is the same as charged in Table A, No. 1, £14,982, which is equal to £138 per mile.

The additional wharves (at Shediac, Moncton and Torryburn,) are the same as charged in Table A, No. 1, and equal in the aggregate cost to £9,022 or £83 per mile. These wharves were not included in the original Specification.

The fencing was only to be "where required, of post and rail." As a considerable portion of the original location was through a wilderness country, it is considered that for at least one third of the whole distance the fencing would have been entirely dispensed with. On the present location the fencing is constructed on both sides of the line (of a very permanent character) for the entire length; therefore the charge of £5,600 for a distance of 35 miles (or at the rate of five shillings per rod,) equal to £51 per mile on the aggregate distance, is deemed a just one.

The Land damages, it will be seen by reference to the Specification, were not taken into account; the proper liquidation of this item is estimated in Table A, No. 1, to be £30,000, equivalent to the sum of £277 per mile.

All these items taken together make up the sum of £1,808, which, added to the original contract price of £6,500 sterling, or £7,800 currency, makes an increase (as previously shewn in tabular form) over and above our present estimated cost, equivalent to £1,108 per mile.

As the selection of the best form of Rail is a matter of paramount importance, I beg leave, in confirmation of my previously expressed opinion, to refer to the following quotations from the Report of Mr. Charles Hutton Gregory, (the eminent Civil Engineer sent out from England by the Grand Trunk Railway Company) "upon the construction of the Railway, the character of the Works, and the quality of the rolling stock supplied under the Contracts," of that Railway.

PERMANENT WAY.

"The description of Permanent Way specified and executed on your Railway was, I understand, settled after a consideration of the forms and details found to be most successful on the lines of the Northern States.

"The action of the severe frosts and rapid thaws distorts the whole structure of the Road to such an extent that the English system of continuous bearing, or cast iron chairs with fittings, were alike inadmissible; and it was necessary to adopt a form of great simplicity.

"The Rail of 63 lbs. per yard, which is either of the form called the Bridge rail, or that called the single T rail, rests directly on sleepers, 2 feet 6 inches apart, and is secured to them by spikes. The joints are supported on a wrought iron chair, weighing in some cases 8 lbs., and in some cases 12 lbs., the former being the prevailing weight.

"Simplicity is no doubt thus attained; and from all the inquiries I made, I am led to the conclusion that the arrangement adopted is the one approved by most of the local Engineers; and an identical arrangement has been adopted by eminent English Engineers on the Haddiscoe and Halesworth Railway in England, on the Altona and Kiel, on the Royal Danish Railway, and, I believe, on other lines on the Continent.

"These circumstances undoubtedly justified the adoption of such a system in the Specifications. This road is certainly superior to the road laid with light cast-iron chairs, so common in the Northern States; and where it is fully ballasted and well maintained with good material it runs well; but from a study of those parts of your line where it has been most severely tried, I have concluded that present experience might lead you to the adoption, in future works, of the single T rail, with fished joints, or with Adams' Bracket Chair of wrought iron, either of which, I believe, would make a more perfect road; but it is right to add that even the first and best known of these was not generally accepted as an improvement when your road was designed. Meanwhile, on the existing portions of your system, I believe that a sensible improvement might be effected by putting in large-sized Sleepers at the joints, and arranging the spaces between the Sleepers so as to be least next the joint sleepers.

"The crossings of your permanent way are of good construction, and the simple shifting rail adopted for Switches is, in my opinion, the best suited for this climate."—See Report, page 34, *Grand Trunk Railway, 1857.*

"The

"The Earthworks appear to have been properly executed; but the contract width of 15 feet was found to be insufficient for the embankments, which were subsequently increased, and the additional work allowed for in the final settlement."

"Many of the culverts have been made with timber tops to facilitate the clearing of them, and I do not consider this variation from the Specification to be objectionable, while the saving to the Contractors, where any exists, would be inconsiderable."—*Ibid*, page 25, 26.

"It is also noteworthy that the permanent character of the important Bridges on the Grand Trunk Railway proper, will in the course of years be productive of great saving, from the absence of those losses by decay, or fire, or flood, which as you know to your cost are too prevalent elsewhere, both in Canada and the United States."—*Ibid*, page 37.

Extract from Report of W. Shanly, Esquire, Chief Engineer of the Grand Trunk Railway:—

"East of the Saint Lawrence, the whole line to Portland, having been originally constructed without that view to permanency which characterizes it between Toronto and Montreal, and between Richmond and Quebec, the outlay called for in the renewal of wooden bridges, the reconstruction of imperfect masonry, and the ballasting of the permanent way, &c., has necessarily been very large, and must continue to be large for some years to come. The wooden bridges are the main source of expense. There were originally upwards of 9000 feet in length of this perishable description of structure between Longueuil and Portland. Renewals in iron have, to a certain extent, taken place already—the most important being that of the bridge over the River Richelieu, where 900 feet in length of tubular girder have been substituted for the original wooden bridge, which was far advanced in decay. A good many other bridges, also, which were no longer safe, have been renewed in wood, and the work of reconstruction is still going forward, and the road gradually assuming in other respects, as well as in the bridge work, a stable and permanent character.—The largest proportion of the expenditure is due to the American section of the line, 149 miles, from Island Pond to Portland, where the outlay chargeable to capital for the past year amounts to £438 10 2 per mile."—*See page 11, Report, December, 1858.*

N. B.—I may state that the approved portion of this superstructure, as well as the improvements recommended, (with the exception of the "Adams' bracket chair,") were adopted on this Railway as early as the Winter of 1856-7.

TABLES REFERRED TO IN THE FOREGOING REPORT.

TABLE A.—No. 1.

Approximate Estimate of the Cost of the European and North American Railway, from Mill Street, Saint John, to Shediac Harbour, including Stations, Rolling Stock, and Land Damages:

Grading, Masonry, Bridging, Fencing, laying Track and Ballasting, First Division, from Saint John to Salmon Brook, as per Table No. 2,	...	...	£86,784	5	8
Grading, Masonry, Bridging, Fencing, laying Track and Ballasting, from Salmon Brook to Sussex Vale, as per Table No. 9,	...	...	£160,921	4	3
Fencing, as per Table No. 9,	...	...	2,400	0	0
				163,321	4 3
Grading, Masonry, Bridging, and Fencing, from Sussex to Salisbury, as per Table No. 9,	...	...	£58,796	3	4
Clearing, as per Table No. 9,	...	...	1,500	0	0
Track laying and Ballasting,	...	...	19,000	0	0
				79,296	3 4
Grading, Masonry, Bridging, Fencing, laying Track and Ballasting, from Salisbury to Moncton,	...	...	£55,059	7	9
Clearing, as per Table No. 9,	...	...	1,850	16	5
				56,910	4 2
Grading, Masonry, Bridging, Fencing, laying Track and Ballasting, from Moncton to Shediac, as per Table No. 3,	...	...	...	92,531	15 4
Grading and preparing Depot Grounds,	...	...	...	14,982	17 8
Stations, as per Table No. 6,	...	...	...	24,515	14 1
Plant and Surveys by Jackson & Co., see Table No. 7,	...	...	...	29,735	17 1
Appleby's Wharf, as per Table No. 9,	...	...	...	373	15 3
Moncton do. do.	...	...	...	498	13 7
Shediac do. do.	...	...	...	8,150	2 8
Total amount of Contract Work, as per Table No. 9,	...	...	£557,100	12	1

	<i>Brought forward,</i>					£557,100 12 1
Contingencies, &c., 15 per cent. on £339,026 3 6, (being amount of work under construction,) ... ..	...	...	...	...	...	50,853 18 2
109.18 miles superstructure at £1,653 per mile, ... ..	...	...	...	...	...	180,474 10 9
5 per cent. for sidings, ... ..	...	...	...	...	...	9,023 14 6
Iron Girders for Bridges, ... ..	...	...	...	...	...	20,000 0 0
Rolling Stock, as per Table No. 8, ... ..	...	...	...	...	...	80,523 13 8
Land Damages, ... ..	...	...	...	...	...	30,000 0 0
						<hr/>
	Currency, ... ..	...	...	...	...	£927,976 9 2
	Sterling, ... ..	...	...	...	...	£773,313 14 10
						<hr/> <hr/>

Total distance, including Moncton Branch, equal to 109.18 miles, making cost per mile £8,500 currency, or £7,083 sterling.

TABLE A.—No. 2.

Cost of first Division from Mill Street, Saint John, to Salmon Brook, a distance of 9.60 Miles, exclusive of Stations, Rolling Stock, and Land Damages.

Section.						
No. 1. Charles Walker, Dillon P. Myers & J. Brookfield,	...	...	...	...	£4,191 18 8	
No. 2. Dillon P. Myers,	...	...	...	...	39,799 2 8	
No. 3. Walker Rankin & Walker,	...	...	...	...	9,693 18 7	
No. 4. John Brookfield,	...	...	...	...	17,524 4 9	
						<hr/>
Miscellaneous Account,	...	...	...	...	£6,476 0 0	
Iron and Girders,	...	...	...	...	700 0 0	
Fencing,	...	...	...	...	2,029 0 0	
Levelling and Ridging,	...	...	...	...	120 0 0	
Proportion of Engineering,	...	...	...	...	4,061 11 0	
Work done by Jackson & Co.	...	...	...	...	2,187 10 0	
						<hr/>
						15,574 1 0
						<hr/>
						£86,784 5 8
9.60 miles of Superstructure, at £1,653 per mile, ...	...	...	...	...	£15,868 16 0	
Sidings on do. ... ..	...	...	...	...	1,114 0 0	
						<hr/>
						16,982 16
						<hr/>
						£103,767 1 8
						<hr/> <hr/>

Equal to £10,809 per mile.

TABLE A.—No. 3.

Cost of Line from Moncton to Point du Chene, Shediac, including the Moncton Branch, (20.30 miles in all,) exclusive of Stations, Rolling Stock, and Land Damages.

John Brookfield, Section No. 3, ... ..	...	...	...	...	£16,181 11 8	
William Stevens, Section No. 2, ... ..	...	...	...	...	16,354 7 8	
Walker Rankin & Walker, Section 1, ... ..	...	...	...	...	27,178 4 1	
						<hr/>
						£59,714 3 5
Work done by Jackson & Co. ... ..	...	...	...	...	£17,812 10 0	
Fencing, Moncton to Point du Chene, ... ..	...	...	...	...	2,768 3 3	
Proportion of Engineering, ... ..	...	...	...	...	4,506 13 4	
Miscellaneous Account, including Maintenance, ... ..	...	...	...	...	7,730 5 4	
						<hr/>
						32,817 11 11
						<hr/>
						£92,531 15 4
						<hr/> <hr/>
						<i>Carried forward,</i>

	<i>Brought forward,</i>	£92,531 15 4
20.30 miles of Superstructure, at £1,653 per mile,	... £33,555 18 0	
Sidings, Sloping and Soiling,	... 2,562 0 0	
Iron Girders for Scadouc Viaduct, charged in Table No. 7,	... 3,000 0 0	
	<hr/>	39,117 18 0
Equal to £6,485 per mile.		<hr/> <hr/> £131,649 13 4

TABLE A.—No. 4.

Approximate Estimate of one mile of Superstructure and Ballast.

98 tons Iron Rails (63 lbs. to the yard) @ £12 10s.	... £1,225 0 0	
2 " " additional for waste @ £12 10s.	... 25 0 0	
<hr/>		
100 tons.	Total,	£1,250 0 0
<hr/>		
5 tons 8 cwt. Cast Iron Chairs of (24 lbs. each) @ £10 per ton,	£54 0 0	
12 cwt. " " additional for waste, @ £10,	6 0 0	
<hr/>		
6 tons.	Total,	60 0 0
<hr/>		
2½ tons Spikes @ £21,	... 52 10 0	
2,400 Sleepers @ 2s. 1d.	... 250 0 0	
Proportion of permanent points and crossings,	... 40 10 0	
	<hr/>	
	Total for Track,	£1,653 0 0
<hr/>		
4,350 cubic yards of ballast,	... £500 0 0	
	<hr/>	

N. B.—Track-laying included in Contracts.

TABLE A.—No. 5.

Approximate Estimate of the actual value (at current prices) of work done by Jackson & Co. between Shediac, Bend, and Saint John, as nearly as can be ascertained from measurements taken on reception of the work.

BEND AND SHEDIAC DISTRICT.

Clearing,	... £570 0 0	
Workmanship on Scadouc Bridge,	... 6,000 0 0	
125,800 cubic yards Earth Excavation, at 1s. 3d.	... 7,862 10 0	
1,500 cubic yards Masonry at 20s.	... 1,500 0 0	
180 lineal feet Wooden Bridging at 80s.	... 720 0 0	
2,900 tons Iron distributed, at 8s.	... 1,160 0 0	
	<hr/>	£17,812 10 0

SAINT JOHN DISTRICT.

18,750 cubic yards Earth Excavation at 1s.	... £937 10 0	
4,000 " " Rock Excavation at 6s. 3d.	... 1,250 0 0	
	<hr/>	2,187 10 0
	<hr/>	
Total amount,	... £20,000 0 0	
	<hr/> <hr/>	

TABLE A.—No. 6.

ABSTRACT OF STATIONS.

No. 1. "Saint John,"	... ..	Class No. 1,					
Passenger Station (wooden) including Shed,	...	...	£1,526	0	0		
Car House, 45 × 335,	...	...	1,331	0	0		
Engine House (brick) 175 feet diameter,	...	...	2,941	5	0		
Wood Shed 30 × 100,	...	...	256	0	0		
Freight House 50 × 150,	...	...	1,000	0	0		
						£7,054	5 0
No. 2. "Kennebecasis,"	... ..	Class No. 2,					
Passenger Station 50 × 28, Platform, &c.	...	...	£655	0	0		
Tank House, Woodshed, Privies, &c.	...	...	586	1	10		
						1,241	1 10
No. 3. "Nauwigewauk" Flag Station and Platform, &c.		Class No. 4,				150	0 0
No. 4. "Ossekeag,"	... ..	Class No. 2,					
including Passenger Station, Freight House, Tank and Wood Shed,						1,455	0 0
No. 5. "Passekeag" Flag Station and Platform,	...	Class No. 4,				150	0 0
No. 6. "Norton" Passenger Station, Freight House, Tank and Wood Shed,		Class No. 3,				970	0 0
No. 7. "Apohaqui" Flag Station and Platform,	...	Class No. 4,				150	0 0
No. 8. "Sussex,"	... ..	Class No. 2,					
Passenger Station 50 × 28,	...	...	£1,675	13	6		
Tank House 18 × 18,	...	...	111	5	0		
Wood Shed. 100 × 30,	...	...	303	10	0		
Freight House 70 × 45,	...	...	553	0	0		
Engine House 70 × 60, (3 pits,)	...	...	1,463	0	1		
Turntable 45 feet diameter,	...	...	466	10	0		
						4,572	18 7
No. 9. "Plumweseep" Flag Station and Platform,	...	Class No. 4,				150	0 0
No. 10. "Penobscuis" Flag Station and Platform,	...	Class No. 4,				150	0 0
No. 11. "Anagance" Passenger Station, &c.	...	Class No. 3,				970	0 0
No. 12. "Portage" Flag Station and Platform,	...	Class No. 4,				150	0 0
No. 13. "Petitcodiac,"	... ..	Class No. 3,				970	0 0
No. 14. "Salisbury,"	... ..	Class No. 2,				1,342	1 10
No. 15. "Boundary Creek" Flag Station and Platform,	...	Class No. 4,				150	0 0
No. 16. "Moncton" Station and Turntable,	... ..	Class No. 2,				1,556	7 5
Wood Shed required,	...	...	£256	0	0		
Freight Shed on wharf,	...	...	274	6	0		
						530	6 0
No. 17. "Shediac" Station and Turntable,	... ..	Class No. 2,	£1,947	13	5		
Wood Shed required,	...	...	256	0	0		
Freight House on wharf at Point du Chene,	...	...	600	0	0		
						2,803	13 5
						<u>£24,515</u>	<u>14 1</u>

TABLE A.—No. 7.

Statement shewing why the sum of £29,735 17 1, is included in Estimate No. 1 attached, and how the whole amount of £90,000 Sterling is accounted for.

Amount paid Jackson & Co., for Surveys, Work, Iron, Rails, and Permanent Material delivered, and Plant furnished, £90,000 Sterling, equivalent to				<u>£108,000</u>	<u>0</u>	<u>0</u>
Rails, chairs, spikes, sleepers in St. John, Bend and Shediac, delivered by Jackson & Co., and included in Estimate of superstructure,	£46,888	2	11			
Stationary Engine, and Fixings for Shediac Station, included in Estimate of Rolling Stock,	762	0	0			
Permanent wheels for Carriages, included in Estimate of Rolling Stock,	224	0	0			
Locomotive Engines "Hercules" and "Sampson," included in Estimate of Rolling Stock,	5,390	0	0			
Iron Girders for Scadouc Viaduct, included in Estimate from Moncton to Shediac,	3,000	0	0			
Probable value of Plant remaining after completion of the Railway,	2,000	0	0			
				<u>£58,264</u>	<u>2</u>	<u>11</u>
Actual value of work done by Jackson & Co., as shewn in Table A, No. 5,				20,000	0	0
Balance charged in Estimate A, No. 1,				29,735	17	1
				<u>£108,000</u>	<u>0</u>	<u>0</u>

TABLE A.—No. 8.

Approximate Estimate of Rolling Stock and Machinery.

8 Locomotives—"Saint John,"	£1,575	16	0			
"Kennebeccasie,"	1,700	0	0			
"Petticodiac,"	2,350	0	0			
"Anagance,"	2,731	6	2			
"Loostauk,"	2,325	0	0			
"Scadouc,"	2,350	0	0			
"Hercules,"	2,695	0	0			
"Sampson,"	2,695	0	0			
				<u>£18,422</u>	<u>2</u>	<u>2</u>
Engines on Road—'Total cost,						
8 more Locomotives required, @	£2,500	0	0	20,000	0	0
12 First Class Passenger Cars, "	650	0	0	7,800	0	0
4 Second Class "	404	5	0	1,617	0	0
4 Express and Baggage Cars, "	375	0	0	1,500	0	0
80 Covered Box Freight Cars, "	170	0	0	13,600	0	0
120 Platform Cars, "	145	0	0	17,400	0	0
40 Ballast Cars,				2,350	0	0
20 Hand Cars, "	20	0	0	400	0	0
4 Snow Ploughs, "	252	10	0	1,010	0	0
Shediac Stationary Engine, &c., Planer, Lathe, small Tools, Pump, Hoisting Gear, Shop Fixtures, &c.				1,814	11	6
				<u>£85,913</u>	<u>13</u>	<u>8</u>
2 Locomotives charged in amount paid Jackson & Co.				5,390	0	0
				<u>£80,523</u>	<u>13</u>	<u>8</u>

TABLE A.—No. 9.

No. of Section.	Names of Contractors.	Time of Letting.	Amount of Contract.			Total Amount of Contract referred to in previous Tables.			Value of Work done under Contract to 31st December 1858.			Amount of Contract remaining still to be done.			
			£	s	d	£	s	d	£	s	d	£	s	d	
No. 1	J. Brookfield, C. Walker and D. P. Myers,	Nov. 10, 1856,	4,191	18	8				4,191	18	8				
" 2	Dillon P. Myers,	Jan. 10, 1857,	39,799	2	8				39,799	2	8				
" 3	Walker & Co.	" "	9,694	18	7				9,694	18	7				
" 4	John Brookfield,	" "	17,524	4	9				17,524	4	9				
						71,210	4	8							
" 5	Walker & Co.	June 30, 1857,	40,872	12	4				30,410	4	5	10,462	7	11	
Ham. Riv. Via.	Small & Crosby,	" "	11,950	0	0				9,889	2	7	2,060	17	5	
No. 6	Walker & Co.	" "	20,946	16	9				12,559	14	1	8,387	2	8	
" 7	Johnston & Blackie,	Dec. 15, 1857,	32,457	19	9				18,465	10	6	13,992	9	3	
" 8	Dillon P. Myers,	" "	28,949	15	5				15,798	17	10	13,150	17	7	
" 9	Thomas King,	" "	25,744	0	0				9,118	3	4	16,625	16	8	
						160,921	4	3							
" 10	Beckwith Foster & Co.	Oct. 8, 1858,	11,743	10	1				559	15	0	11,183	15	1	
" 11	John Brookfield,	" "	6,581	4	4				1,514	12	0	5,066	12	4	
" 12	John Brookfield,	" "	6,619	19	7				1,058	17	4	5,561	2	3	
" 13	Dillon P. Myers,	" "	6,948	5	6				767	11	0	6,180	14	6	
" 14	William Stevens,	" "	7,491	17	5				741	5	2	6,750	12	3	
" 15	W. H. T. Sumner,	" "	7,496	0	0				310	2	4	7,185	17	8	
" 16	Beckwith Foster & Co.	" "	11,915	6	5				881	16	4	11,033	10	1	
						58,796	3	4							
" 5	Walker & Co.	Dec. 15, 1857,	25,172	17	9				8,875	15	5	16,297	2	4	
" 4	M'Donald & M'Bean,	" "	29,886	10	0				21,144	13	7	8,741	16	5	
						55,059	7	9							
" 3	John Brookfield,	Aug. 1, 1856,	16,181	11	8				16,181	11	8				
" 2	William Stevens,	" "	16,354	7	8				16,354	7	8				
" 1	Walker & Co.	" "	27,178	4	1				27,178	4	1				
						59,714	3	5							
Contract Work.		Names of Contractors.													
Passenger Station, St. John,	..	John Brookfield,	..	1,526	0	0	1,200	0	0	326	0	0			
Car Shed, "	..	John Brookfield,	..	1,331	0	0	1,200	0	0	131	0	0			
Engine House, "	..	W. H. Crosby,	..	2,941	5	0	515	0	0	2,426	5	0			
Kennebecasis Station,	..	Alfred Harris,	..	1,241	1	10	1,241	1	10						
Hampton Station,	..	Johnston & Blackie,	..	1,455	0	0	1,178	15	0	276	5	0			
Sussex Station,	..	Thomas King,	..	3,995	3	7				3,995	3	7			
Salisbury Station,	..	M'Kay & Butcher,	..	1,342	1	10				1,342	1	10			
Moncton Station,	..	John Brookfield,	..	1,556	7	5	1,556	7	5						
Freight Shed, Moncton,	..	M'Kay,	..	274	6	0	274	6	0						
Shediac Station,	..	Walker & Co.	..	1,947	13	5	1,947	13	5						
Appleby's Wharf,	..	Samuel Mayes,	..	373	15	3	373	15	3						
Moncton Wharf,	..	Constantine & Stevens,	..	498	12	7	498	12	7						
Shediac Wharf,	..	Fitzgerald & Walker & Co.	..	8,150	2	8	8,150	2	8						
Depot Grounds,	..	J. Brookfield & D. P. Myers,	..	14,982	17	8	8,152	13	9	6,830	3	11			
Levelling and Ridging,	..	Donovan,	..	120	0	0	120	0	0						
Fencing, St. John to Kennebecasis Station,	..	C. W. Allin,	..	2,029	0	0	2,029	0	0						
Fencing Sections 5 and 6,	..	Morton & Earle,	..	2,400	0	0	1,186	9	4	1,213	10	8			
Fencing, Moncton to Shediac,	..		..	2,768	3	3	2,768	3	3					
Clearing, Sussex to Salisbury,	..	Freeze, Price, &c.	..	1,500	0	0	1,500	0	0						
Clearing, Salisbury to Moncton,	..	W. H. T. Sumner,	..	1,850	16	5	1,850	16	5						
Work at St. John, by Jackson & Co.	..	..	..	2,187	10	0	2,187	10	0					
Do. Shediac, "	..	..	..	17,812	10	0	17,812	10	0					
Plant and Surveys, "	..	..	..	29,735	17	1	29,735	17	1					
Amount of Stations not contracted for,	..	..	..	6,905	15	0				6,905	15	0		
Miscellaneous, Accounts,	..	..	..	14,206	5	4	14,206	5	4					
Engineering, &c.	..	..	..	8,568	4	4	8,568	4	4					
Track-laying and Ballasting, Sussex to Salisbury, not contracted for,	..	..	..	19,000	0	0				19,000	0	0		
Iron Girders,	..	..	..	700	0	0	700	0	0					
							557,100	12	1	371,973	12	8	195,126	19	5

TABLE A.—No. 10.—EARTH AND ROCK WORK.

Sections and Divisions.	Names of Contractors.	Work on Contract.		Work done under Contract.		Work still to be done.	
		Cub. yards Earth.	Cub. yards Rock.	Cub. yards Earth.	Cub. yards Rock.	Cub. yards Earth.	Cub. yards Rock.
Section No. 1, St. John,	Walker, Brookfield and Myers,	23,046	14,102	23,046	14,102		
“ 2, “	Dillon P. Myers,	142,193	44,507	142,193	44,507		
“ 3, “	Walker Rankin & Walker,	51,303	4,509	51,303	4,509		
“ 4, “	John Brookfield,	80,450	5,182	80,450	5,182		
“ 5, “	Walker & Co.	431,399	17,921	263,481	13,830	167,918	4,091
Hammond River Viaduct,	Small & Crosby,	6,483		5,894		589	
Section No. 6, “	Walker & Co.	205,170	4,400	139,490	2,359	65,680	2,041
“ 7, Hampton,	Johnston & Blackie,	296,851	9,240	185,307	5,422	111,544	3,818
“ 8, “	Dillon P. Myers,	310,654	2,000	163,824	1,458	146,830	542
“ 9, “	Thomas King,	229,563	5,000	96,535	2,977	133,028	2,023
“ 10, Sussex,	Beckwith Foster & Co.	89,262		5,208		84,054	
“ 11, “	John Brookfield,	63,187		26,497		36,690	
“ 12, “	John Brookfield,	74,914		11,158		63,756	
“ 13, “	Dillon P. Myers,	102,823		13,226		89,602	
“ 14, “	William Stevens,	73,653		8,000		65,653	
“ 15, “	W. H. T. Sumner,	83,322	2,035	1,568	392	81,754	1,643
“ 16, Salisbury,	Beckwith Foster & Co.	104,104		2,012		102,092	
“ 5, “	Walker & Co.	253,604	11,100	66,006	7,492	187,598	3,608
“ 4, “	M'Donald & M'Bean,	302,742	300	176,247	208	126,495	92
“ 3, Moncton,	John Brookfield,	78,084	8,500	78,084	8,500		
“ 2, “	William Stevens,	87,707	2,007	87,707	2,007		
“ 1, Shediac,	Walker & Co.	112,007	3,817	112,007	3,817		
“ 1, 2, 3, “	Jackson & Co.	125,800		125,800			
“ 1 & 2, St. John,	Jackson & Co.	18,750	4,000	18,750	4,000		
Branch Line, Moncton,	William Stevens,	6,496		6,496			
Depot Grounds,	John Brookfield,	30,000	10,000	16,911	4,272	13,089	5,728
	Total,	3,383,572	148,620	1,907,200	125,034	1,476,372	23,586
Earth at average price of 1s. 3d. per cubic yard,		£211,473 5 0		£119,200 0 0		£92,273 5 0	
Rock “ “ 5s. 6d. “		40,870 10 0		34,384 7 0		6,486 3 0	
	Total,	£252,343 15 0		£153,584 7 0		£98,759 8 0	

TABLE B.—No. 1.

Statement showing the difference between the original Locations from Saint John to Cape Brule, and the revised Location from Saint John to Point du Chene.

ORIGINAL LOCATION TO CAPE BRULE.

From Mill Pond Station to Zero Saint John,	...	...	...	.878
“ Saint John to Moncton,	...	...	...	89.975
“ Moncton to Cape Brule,	...	...	...	19.850
Add for Wharf at Cape Brule,	...	...	...	.350
Total distance,	...	...	...	111.053 Miles.

REVISED LOCATION TO POINT DU CHENE.

From Mill Pond Station to Zero Saint John,	...	...	...	.878
“ Zero Saint John to Moncton,	...	...	...	88.085
“ Moncton to Point du Chene,	...	...	...	19.075
Add for Wharf at Point du Chene,	...	...	...	.350
Total distance,	...	...	...	108.388 Miles.

Distance per original location from Saint John to Moncton,	...	...	89.975
" " " " Revised do.			88.085
Saved by revised location,			1.890 Miles.
Distance per original location from Moncton to Cape Brule,	...	...	19.850
" revised " " to Point du Chene,	...	..	19.057
Saved by revised location,			.775 Miles.
Total saving by revised location from Saint John to Point du Chene over original location to Cape Brule,	...	...	2.665 Miles.

TABLE B.—No. 2.

Table of Curves and Tangents, as originally located on the European and North American Railway between Saint John and Shediac, beginning at Mill Pond Station.

SAINT JOHN TO MONCTON.					MONCTON TO SHEDIAC.				
No. of Curves.	Length of Curves of same Radii. Miles.	Radii. feet.	Deflection. ° ' "	Total Deflection ° ' "	No. of Curves.	Length of Curves of same Radii. Miles.	Radii. feet.	Deflection. ° ' "	Total Deflection ° ' "
9	2.183	1,584	427.30		2	.442	1,584	85.00	
4	.750	1,848	120.30		4	1.217	1,980	167.00	
4	.670	2,112	93.00		1	.154	2,244	22.00	
1	.330	2,376	41.00		6	1.979	2,640	226.30	
42	11.250	2,640	1300.00		1	.146	3,630	12.00	
6	1.500	2,904	153.00		2	.095	3,960	7.00	
6	1.375	3,168	97.30		2	.572	4,752	36.30	
1	.115	3,300	19.00		5	1.992	5,280	112.30	
1	.470	3,696	44.00						
26	6.649	3,960	454.30		23	6.597			668.30
1	.758	4,158	58.00						
29	7.471	5,280	424.30						
130	33.521			3232.30					
	57.332 Tangents.					13.253 Tangents.			
	90.853 Miles.					.350 Wharf at Cape Brule.			
						20.200 Miles.			

From Mill Pond Station Saint John, to Moncton,	...	...	90.853
" Moncton to end of Wharf, Cape Brule,	...	...	20.200
			111.053 Miles.
Total No. of Curves from Saint John to Shediac,	...	...	153=3901.00
Amount of Curvature per Mile,	...	...	35.11

TABLE B.—No. 2.—Continued.

Table of Curves and Tangents on the revised location of the European and North American Railway between Saint John and Shediac, beginning at Mill Pond Station.

SAINT JOHN TO MONCTON.					MONCTON TO SHEDIAC.				
No. of Curves.	Length of Curves of same Radii.	Radii.	Deflection.	Total Deflection.	No. of Curves.	Length of Curves of same Radii.	Radii.	Deflection.	Total Deflection.
		feet.	° ' "	' "			feet.	° ' "	' "
24	6.689	2,865	714.38		2	.442	1,584	85.00	
1	.228	3,016	22.46		2	.756	1,980	96.00	
2	.593	3,243	55.23		5	1.507	2,640	173.30	
1	.868	3,263	81.15		1	.146	3,630	12.00	
2	.621	3,438	54.39		2	.095	3,960	7.00	
6	1.670	3,822	132.48		2	.572	4,752	36.30	
1	.845	4,033	63.22		4	2.136	5,280	116.00	
1	.650	4,912	39.59						
1	.816	5,542	44.32		18	5.654			526.00
15	5.940	5,730	313.57			13.421	Tangents.		
1	.614	5,807	31.36			.350	Wharf, Point du Chene.		
4	2.256	11,460	63.00				19.425 Miles.		
1	1.214	12,278	29.54						
60	23.004			1647.49					
	65.959	Tangents.							
	88.963	Miles.							

From Mill Pond Station to Moncton, 88.963 Miles.
 Moncton to end of Wharf, Point du Chene, 19.425
 108.388 Miles.

Total No. of Curves, Saint John to Shediac, 78=2173.49
 Amount of Curvature per Mile, 20.08

Saving effected by Revised Location.

Number of Curves, 75=1727.11
 Amount of Curvature per mile, = 15.02

TABLE B.—No. 3.

TABLE OF GRADIENTS ON REVISED LOCATION FROM SAINT JOHN TO SHEDIAC.

Distance from St. John.	Length of Grade.	Inclination of Grade.	Grade per mile.	Ascent of Grade.	Descent of Grade.	Elevation above high water, Spring Tides, Saint John.	LOCALITY.
M. dec.	M. dec.	per 100 feet.		feet.	feet.		
	.000					5.25	
.253	.253	.727	38.38	9.75		15.00	
.385	.132	level				15.00	Station, Garden Street.
.689	.304	.812	42.87		13.00	2.00	
3.538	2.849	level				2.00	Marsh.
4.098	.560	.44	23.23	13.00		15.00	
4.334	.236	level				15.00	
5.378	1.044	.853	45.00	47.00		62.00	Lawlor's Lake.
5.544	.166	level				62.00	
7.054	1.510	.69	36.43		55.00	7.00	Torryburn.
7.886	.832	level				7.00	
8.075	.189	.40	21.12	4.00		11.00	
8.264	.189	.40	21.12		4.00	7.00	Nine Mile.
8.453	.189	level				7.00	Station.
8.832	.379	.15	7.92	3.00		10.00	
9.245	.413	.25	13.20	5.44		15.44	
12.582	3.337	.853	45.00	150.32		165.76	Summit.
12.616	.034	level				165.76	
15.996	3.380	.85	44.88		151.76	14.00	
16.276	.280	level				14.00	Hammond River.
16.901	.625	.15	7.92		6.00	8.00	
17.166	.265	level				8.00	
17.431	.265	.57	30.00	8.00		16.00	
17.506	.075	level				16.00	
17.771	.265	.57	30.00		8.00	8.00	
17.865	.094	level				8.00	Darling's Mill Stream.
18.149	.284	.40	21.12	6.00		14.00	
19.058	.909	level				14.00	
19.172	.114	.50	26.40	3.00		17.00	
19.211	.039	level				17.00	
19.438	.227	.57	30.00		6.84	10.16	Matthew's Ferry.
19.476	.038	level				10.16	
19.817	.341	.85	44.88	15.30		25.46	
19.855	.038	level				25.46	
20.265	.410	.76	40.12		16.46	9.00	Groom's Cove.
20.441	.176	level				9.00	
20.744	.303	.52	27.45	8.30		17.30	
22.715	1.971	.05	2.64		5.25	12.05	Hampton Station.
23.435	.720	.45	23.76	17.10		29.15	
23.510	.075	level				29.15	
23.983	.473	.25	13.20		6.25	22.90	
25.119	1.136	.65	34.62	39.00		61.90	
25.175	.056	level				61.90	
26.482	1.307	.716	37.80		49.40	12.50	Passekeag.
27.362	.880	level				12.50	
27.694	.332	.57	30.00	10.00		22.50	
27.959	.265	.25	13.20	3.50		26.00	
28.850	.891	.28	14.70		13.16	12.84	
28.944	.094	level				12.84	

TABLE B.—No. 3.—Continued.

Distance from St. John.	Length of Grade.	Inclination of Grade.	Grade per mile.	Ascent of Grade.	Descent of Grade.	Elevation above high water, Spring Tides, Saint John.	LOCALITY.
M. dec.	M. dec.	per 100 feet.		feet.	feet.		
29.835	.891	.25	13.20	11.75		24.59	Moose Horn Brook.
30.877	1.042	level				24.59	
31.824	.947	.05	2.64		2.50	22.09	
31.892	.068	level				22.09	
33.074	1.182	.40	21.10	24.86		46.95	
33.112	.038	level				46.95	Stark's Brook.
33.510	.398	.85	44.88		17.85	29.10	
33.863	.353	level				29.10	
34.381	.518	.49	25.80	13.32		42.42	
34.419	.038	level				42.42	
34.742	.323	.60	31.60		10.20	32.22	
35.409	.667	level				32.22	Drummond's Brook.
36.503	1.094	.29	15.30	16.06		48.28	
36.873	.370	.40	21.12		7.80	40.48	
38.086	1.213	level				40.48	Sproul's Ferry.
39.010	.924	.48	25.34	23.44		63.92	
39.080	.070	level				63.92	
39.894	.814	.44	21.64		17.63	46.29	Musquash Brook.
40.936	1.042	level				46.29	
41.163	.227	.52	27.45	6.24		52.53	
42.507	1.344	.10	5.28		7.10	45.43	
43.570	1.063	.18	9.50	10.10		55.53	Sussex Station.
43.814	.244	level				55.53	
43.947	.133	.21	11.08	1.47		57.00	
44.761	.814	.0544	2.87	2.34		59.34	
45.102	.341	.44	23.64	7.99		67.33	
45.139	.037	level				67.33	
45.925	.786	.36	19.00		15.33	52.00	Salmon River.
46.579	.654	level				52.00	
46.957	.378	.186	9.82	2.00		54.00	
47.525	.568	level				54.00	
48.869	1.344	.073	.384	5.16		59.16	Wallace's Road.
49.437	.568	.600	31.70	18.00		77.16	
49.569	.132	level				77.16	
50.213	.644	.2038	10.76		6.93	70.23	
51.237	1.024	.19	10.00	10.26		80.49	Salmon River.
52.013	.776	.22	11.60	9.08		89.57	
52.525	.512	level				89.57	
53.301	.776	.60	31.70	24.43		114.00	Stone's Brook, or Penobsquis.
53.585	.284	level				114.00	
55.232	1.647	.46	24.28	40.00		154.00	
55.470	.238	level				154.00	
56.586	1.116	.56	29.66		33.00	121.00	
59.271	2.685	.0141	.75		2.00	119.00	Anagance River.
60.271	1.000	.75	39.60	39.75		158.75	
60.335	.064	level				158.75	
61.410	1.075	.4923	26.00		27.95	130.80	
61.447	.037	level				130.80	Leek's Brook, or Portage.
61.882	.435	.391	20.50	9.00		139.80	

TABLE B.—No. 3.—Continued.

Distance from St. John.	Length of Grade.	Inclination of Grade.	Grade per mile.	Ascent of Grade.	Descent of Grade.	Elevation above high water, Spring Tides, Saint John.	LOCALITY.
M. dec.	M. dec.	per 100 feet.		feet.	feet.		
61.958	.076	level				139.80	
62.545	.587	.516	27.40		16.00	123.80	
62.602	.057	level				123.80	Hayward's Mill Brook.
63.114	.512	.518	27.40	14.00		137.80	
63.189	.075	level				137.80	
64.344	1.155	.77	40.70		47.00	90.80	
67.033	2.689	.0352	1.84		5.00	85.80	Steves' Brook.
67.980	.947	.40	21.12	20.00		105.80	
68.055	.075	level				105.80	
68.567	.512	.296	15.60		8.00	97.80	
69.331	.764	.77	40.70		31.00	66.80	
71.987	2.656	level				66.80	Petitcodiac River.
72.529	.542	.675	38.00	19.35		86.15	
74.421	1.892	.12	6.33		12.03	74.12	
74.934	.513	level				74.12	
75.447	.513	.73	38.54	19.68		93.80	
75.560	.113	level				93.80	
76.033	.473	.20	10.56		5.00	88.80	
76.108	.075	level				88.80	Salisbury Station.
76.539	.431	.20	10.56	4.60		93.40	
76.633	.094	level				93.40	Wortman's Creek.
77.011	.378	.20	10.56		4.00	89.40	
77.087	.076	level				89.40	
77.352	.265	.20	10.56	2.80		93.20	
77.409	.057	level				93.20	
77.636	.227	.20	10.56		2.40	89.80	
77.693	.057	level				89.80	
78.016	.323	.20	10.56	3.40		93.20	
78.187	.171	level				93.20	
79.420	1.233	.513	27.00		33.40	59.80	
79.974	.554	level				59.80	Nixon's Brook.
81.029	1.055	.70	36.50		39.00	20.80	
81.120	.091	level				20.80	Steves' Lake.
82.840	1.720	.83	43.98	75.42		96.22	
83.340	.500	.061	3.20	1.58		97.80	
83.378	.038	level				97.80	
83.643	.265	.28	14.70		3.92	93.88	
83.700	.057	level				93.88	Chartres' Brook.
83.908	.208	.14	7.40	1.55		95.43	
83.946	.038	level				95.43	
84.381	.435	.25	13.20		5.75	89.68	
84.419	.038	level				89.68	
85.129	.710	.11	5.80	4.12		93.80	
85.583	.454	.46	24.29		11.00	82.80	
86.152	.569	.833	43.98		25.00	57.80	Horsman's Creek.
86.195	.043	level				57.80	
86.422	.227	.80	42.24	9.00		66.80	
86.811	.389	level				66.80	
87.700	.889	.833	43.98		39.00	27.80	

TABLE B.—No. 3.—Continued.

Distance from St. John.	Length of Grade.	Inclination of Grade.	Grade per mile.	Ascent of Grade.	Descent of Grade.	Elevation above high water, Spring Tides, Saint John.	LOCALITY.
M. dec.	M. dec.	per 100 feet.		feet.	feet.		
87.769	.069	level				27.80	Post Road, Milner's.
88.110	.341	.833	43.98	15.00		42.80	
88.280	.170	level				42.80	
88.667	.387	.833	43.98		17.00	25.80	Jonathan's Creek. Zero, Moncton.
88.799	.132	level				25.80	
88.963	.164	.80	42.24	6.92		32.72	
89.063	.100	.80	42.24	4.02		36.74	Station, Moncton.
89.463	.400	level				36.74	
89.738	.275	.80	42.24	11.76		48.50	
89.850	.112	level				48.50	Hall's Creek.
90.350	.500	.833	43.98		22.40	26.10	
90.531	.181	level				26.10	
90.702	.171	.636	33.58	6.38		32.48	Chandler's Marsh, <i>Via</i>
90.849	.147	.861	44.90		6.68	25.80	
90.924	.075	level				25.80	
91.699	.775	.833	43.98	34.21		60.01	Harris' Mill Stream.
91.764	.065	level				60.01	
91.942	.178	.833	43.98		7.97	52.04	
92.162	.220	level				52.04	Harris' Mill Stream.
93.271	1.109	.71	37.48	41.06		93.10	
93.446	.175	level				93.10	
93.833	.387	.80	42.24	16.05		109.15	Cook's Brook.
94.033	.200	.636	33.58	5.95		115.10	
94.183	.150	.833	43.98	6.60		121.70	
94.258	.075	level				121.70	Summit.
94.533	.275	.833	43.98	12.10		133.80	
94.595	.062	level				133.80	
94.770	.175	.33	17.42		2.94	130.86	Summit.
95.082	.312	.833	43.98		13.75	117.11	
95.182	.100	.15	7.92		.80	116.31	
95.297	.115	.363	19.16		2.16	118.47	Hemlock Hill.
95.619	.322	.863	45.56	14.82		133.29	
95.894	.275	level				133.29	
96.081	.187	.275	14.52	2.73		136.02	Hemlock Hill.
96.143	.062	.50	26.40		1.65	134.37	
96.693	.550	.13	6.86	3.96		138.33	
97.230	.537	.81	42.76	23.27		161.60	Hemlock Hill.
97.280	.050	.11	5.80	.30		161.90	
98.155	.875	.833	43.98		38.50	123.40	
98.205	.050	level				123.40	Hemlock Hill.
98.555	.350	.833	43.98	15.40		138.80	
99.217	.662	.833	43.98		29.00	109.80	
99.642	.425	level				109.80	Hemlock Hill.
99.879	.237	.31	16.36	4.00		113.80	
100.154	.275	.833	43.98	12.00		125.80	
100.289	.135	level				125.80	Hemlock Hill.
100.476	.187	.79	41.71		8.00	117.80	
100.798	.322	.33	17.42		5.50	112.30	
101.235	.437	level				112.30	

TABLE B.—No. 3.—Continued.

Distance from St. John.	Length of Grade.	Inclination of Grade.	Grade per mile.	Ascent of Grade.	Descent of Grade.	Elevation above high water, Spring Tides, Saint John.	LOCALITY.
M. dec.	M. dec.	per 100 feet.		feet.	feet.		
101.458	.223	.79	41.71		8.50	103.80	
101.745	.287	level				103.80	
102.180	.435	.69	36.43		16.00	87.80	Post Road to } Dorchester. }
102.305	.125	level				87.80	
102.542	.237	.833	43.98	10.00		97.80	
102.592	.050	level				97.80	
102.717	.125	.45	23.76		3.00	94.80	
103.057	.340	.833	43.98		15.00	79.80	
103.234	.177	level				79.80	
104.552	1.318	.833	43.98		58.00	21.80	Girder Bridge, } Scadouc River. }
104.702	.150	level				21.80	
105.327	.625	.64	33.79	20.00		41.80	
105.389	.062	.188	9.92	1.00		42.80	
105.641	.252	.68	35.90		9.00	33.80	
106.144	.503	level				33.80	Shediac Station.
106.644	.500	.60	31.68		17.00	16.80	
106.769	.125	level				16.80	
107.382	.612	.60	31.68		19.00	-2.20	
107.925	.543	level				-2.20	
108.038	.113	.70	39.60		4.50	-6.70	
108.388	.350	level				-6.70	Wharf, Pt. du Chene, Shediac Harbour.
Total of ascents and descents, 1063.15				1075.10			

N. B.—It will be observed that the Level of Rails on Shediac Wharf is 6.70 below high water at Saint John, and the level of high tide at the latter place is 10.70 feet *above* that at Shediac Harbour.

ABSTRACT OF GRADIENTS.

DESCRIPTION.	NO.	LENGTH. MILES.	TOTAL LENGTH.
Level.	86	25.496	
10 feet per mile and under,	20	19.345	
20 " " "	24	10.701	
30 " " "	30	16.803	
45 " " "	56	36.043	
			108.388 Miles.

TABLE B.—No. 3.—Concluded.

Abstract of Gradients originally designed for the European and North American Railway, between Saint John and Cape Brule, Shediac, (beginning at Zero Saint John.)

DESCRIPTION.	NO.	LENGTH. MILES.	TOTAL LENGTH.
Level.	65	29.655	
10 feet per mile and under,	19	13.000	
20 " " "	32	12.646	
30 " " "	29	12.164	
45 " " "	99	42.360	
Add Mill Pond Station to Zero,		.878	
" for Wharf, Cape Brule,		.350	
			111.053 Miles.

TABLE B.—No. 4.

Statement showing the length of Iron and Wooden Bridging originally designed for the European and North American Railway, from Saint John to Shediac.

	Lin. ft. Iron.	Lin. ft. Wood.
Saint John to Sussex Vale,	560	2,192
Sussex Vale to Shediac,	1,260	1,892
Total amount,	1,820	4,084

Statement showing the length of Iron and Wooden Bridging as now being constructed upon the European and North American Railway, from Saint John to Shediac.

	Lin. ft. Iron.	Lin. ft. Wood.
Saint John to Sussex Vale,	510	1,343
Sussex Vale to Shediac,	800	1,043
Total amount,	1,310	2,386

REPORTS OF W. PARKER, ESQ., C. E.

(Copy)

Secretary's Office, Fredericton, 7th May, 1858.

SIR,—By direction of His Excellency the Lieutenant Governor, I am to request you to examine and report on the construction and general character of the European and North American Railway in this Province, and on the location of that part of the line now under contract.

I am also to request you to afford to the Commissioners of that Railway and to the Chief Engineer, the benefit of your advice on any matter connected therewith which they may refer to you.

I have, &c.

(Signed)

S. L. TILLEY.

William Parker, Esquire, C. E., Saint John.

(Copy)

Boston, Massachusetts, July 5th, 1858.

Honorable S. L. TILLEY,
Provincial Secretary, Fredericton, New Brunswick.

SIR,—In accordance with your Letter to me, dated May, 7th ult., I have “examined the construction and general character of the European and North American Railway in this (your) Province, and the location of that part of the line now under contract,” and have the honor to report as follows:—

FIRST—AS TO THE LOCATION.

The Railway on leaving Saint John runs in the direction of Lawlor's Lake, rendered famous for the difficulty which has attached its filling up for the transit, but which has

has now happily been overcome, and thence proceeds in the same course until it enters the Valley of the Kennebecasis River, at the distance of six or seven miles from the City. It then pursues the said Valley on its southerly side all the way to Sussex Vale or its vicinity, excepting two diversions therefrom, made to avoid sinuosities or to secure better ground for the line to occupy.

These diversions are—the first, from “Henderson’s Cove,” near the Nine Mile House, and the mouth of Salmon Creek, to a point nearly opposite the mouth of Hammond River, which is crossed on the way. The second, from near Groom’s Cove, two miles west of Hampton over a dividing ridge, to Patticake Creek, in order to secure a favourable crossing of the intervale lands of that stream, which are exceedingly wide nearer its mouth, and would have there exposed a Railway embankment over them to frequent damage, and even risk of destruction.

By the first of these diversions a saving both of distance and cost is secured. By the second a saving of cost and improved alignment and gradients are obtained at a small sacrifice of distance.

From Sussex Vale the line as projected leaves the immediate valley of the Kennebecasis River for one of its tributaries, which it follows to near its source, and thence across the dividing ridge of land, there very lightly defined, to the valley of the Petitcodiac.

Pursuing this last named valley to the “Bend” at Moncton, the line avoids the sidelong ground near the River, indented as it is by deep creeks of soft and treacherous bottom, and keeps a higher level and more direct course over the more even back grounds, thereby securing greater regularity of gradients, and saving both distance and cost.

From Moncton to Shediac, as from Saint John to the “Nine Mile House,” the line is completed and in use, its location being generally favourable and judicious.

Twenty eight miles are yet to be placed under contract, but the line is determined and well nigh definitely marked out; this portion extends from Sussex Vale into the valley of the Petitcodiac, and is over very favourable ground.

The location of that part of the line now under contract is judiciously made, and admits of little or no amendment. It extends from Kennebecasis Station near the “Nine Mile House,” to Sussex Vale, and from a few miles west of Salisbury to Moncton, an aggregate distance of about fifty one miles.

Where the line traverses the sidelong ground of the Kennebecasis Valley, which it does for a distance of about thirty five miles, it might be supposed at first sight that by a free use of curves, accompanied by some undulation of gradient, much saving might have been realized of the cost, as set forth in the estimate of the Engineer and in the Contracts; but it has so happened that the level at which the exposure to freshet has determined the grade line, finds the hill side full of projecting knolls or head lands, and deep gulfs or cross valleys, with wide and flat intervales, which preclude much of the benefit that a tortuous-line would have otherwise secured; and after a careful examination, I am of the opinion that the line is located along that part of the route as economically, with slight exceptions, (if any) as it could well have been done.

The greatest rise or fall per mile in the whole line will be forty five feet. The most severe curvature will have a radius of nearly three thousand feet.

SECONDLY

SECONDLY—THE CONSTRUCTION.

The construction, so far as it has proceeded, is of good character, and the specifications and contracts look to its continuance.

The width of the road bed at subgrade or formation level has been assumed at twenty feet in embankment, and not less than twenty four feet in excavation, with slopes varying from one and a half to two feet horizontal for every foot vertical, according to the nature of the earth to be sustained. These dimensions and slopes I regard as liberal, and think that they may be reduced in some instances without hazard to the character or permanency of the work—the qualities of the prevailing earth will, however, require much caution in doing so.

The masonry consists of abutments and piers for bridges, walls, and arches or other covering for culverts; these are of a high quality, well adapted for durability, and generally very creditable to those concerned.

It is not improbable indeed that it may be found safe in some of the works yet to be built, to lower the standard of quality, or substitute a different class of masonry, and thereby reduce somewhat the cost. This, however, must be confined to the less conspicuous and lighter works, which are only important as a matter of expense in their number and aggregate amount.

The superstructure of three of the Bridges on the line—one of them erected some time ago over the Scadouc Creek, near Shediac, by the former Contractors—one over the Post Road near Saint John—and the Bridge over Hammond River—are, or are to be, of the Iron Girder class, made of Boiler Iron; a form of structure which, though somewhat expensive, is preferred by many Engineers to all others for its simplicity, for its permanent adjustment, and for its great strength when well proportioned. Permanency, including proof against fire, seems to have been thought especially called for in the localities above named.

All other bridge superstructures are, or are to be, of wood; and in some cases in which the exposure did not forbid, even the abutments and piers are provided for, of the same; but in all instances they are well planned for substance and durability, so far as compatible with the material used.

The buildings thus far erected seem to be judicious and appropriate, and as far as I have been able to learn, will meet the probable wants of the several localities.

The track or Railway proper is of an excellent character, and will compare favourably with the best Railways in the United States.

Care has thus far been taken both in the formation of the road bed, and in the supply of "ballast," to secure good and rapid drainage, obviously so important in your climate; the Sleepers or Cross-ties are good and substantial; and the Railway Bars, which are of the T pattern, prevalent in this country, are of approved proportion and quality, the latter indeed is much better than usual, offering a reasonable warrant of economy in the future repairs of the line.

I hope, Sir, that the above statements and remarks are sufficiently comprehensive and explicit to satisfy His Excellency the Lieutenant Governor, yourself, and the members of the Government with whom you are associated. I am glad that I can offer so favourable a Report on the subject, and I trust that the delay of it to this time may not have caused disappointment to any one.

On entering upon the duty assigned me, much of my time was first demanded by the second portion of your letter, viz. in advising with the Commissioners and Chief Engineer upon matters of detail, requiring immediate decision and then held in suspense; and I was desirous to make careful personal examination of the line, as well as of all other matters, before I should venture to express an opinion. This I have done, traversing much of the line on foot for that purpose.

It would have been extraordinary if nothing open to criticism, modification, or improvement had been found; but I take pleasure in saying that comparatively little has appeared; that little has been and will be the subject of conference with the Commissioners and Chief Engineer, to which the close of your letter invites me, with a view to restraining the cost of the line, as much as consists with securing a good practical Railway.

I am, &c.

(Signed)

WM. PARKER, *Civil Engineer.*

Saint John, N. B., June 26, 1858.

ROBERT JARDINE, Esquire,
Chairman of the Railway Commissioners of New Brunswick.

SIR,—Yours of the 25th instant, asking my opinion as to the policy proper to be followed in procuring rolling stock for the Railway, and upon the proper rates for Passenger Fares, is before me.

It must be apparent that the greatest care in selecting rolling stock with reference to safety is of the utmost importance, and that nothing in the way of trial of new makers should be attempted without extreme caution. This is especially true of wheels and axles, and I recommend that for Passenger Cars wholly, and for Freight Cars mainly, you resort only to those makers of wheels and axles, whose work has been proved and stands in the front rank for excellence, giving at the same time such encouragement to home enterprise as may be derived from orders of these articles for use on your Ballast or Gravel Cars, and a few of your Freight Cars, until by continued and successful trial they shall be found *certainly* worthy of more extended use. Axles may, I think, be had best, with reference to cost and quality combined, from England; wheels (being of cast iron) from the United States, where they are (of cast iron) almost exclusively used.

In selecting makers of Locomotives a like course should be pursued, adhering to *one pattern* for each *class* of machines without deviation, that their repair and maintenance may be simplified and cheapened. There is little difference in essential properties among the several forms of Locomotives now made; but a *uniformity* of pattern has been found, whenever adhered to, connected with marked economy of repairs.

Those machines which you have already procured are of good quality and established repute; and I would adhere to the same makers, while they continue to do as well, at moderate prices, encouraging at the same time your home mechanics by occasional orders, made proportionately more frequent as their results shall be satisfactory—always, however, without variety of pattern.

Cars, whether for passengers, freight, or other uses, stand in a somewhat different position than wheels and axles, being subject to the foregoing remarks. The frames and bodies of cars are bulky, and subject to heavy charges for their transportation
from

from abroad, while their manufacture does not call for any great degree of *experience* superadded to mechanical skill and faithfulness.

Materials for their construction are abundant in this Province; so, I believe, is good mechanical labour; and I see no unavoidable hazard in preferring home artizans in this department at like prices. Looking, therefore, first to quality and to proper seasoning of lumber, and under a rigid inspection, I recommend that your Cars be made at home, allowing reasonable competition if it shall arise—the wheels and axles having been procured as before stated.

Rates of fare for passenger travel have been extensively experimented on in the United States, and with the exception of a few densely populated lines, and for *very long* travel, it is believed now that three cents per mile is the lowest rate expedient. Commutation for families, resident near the City, and for occasional excursion trains may be judiciously adopted at a reduction of not exceeding one half.

I am your obedient servant,

WM. PARKER, *Civil Engineer.*

(Copy)

Boston, December 2nd, 1858.

Honorable S. L. TILLEY,
Provincial Secretary, Fredericton, N. B.

SIR,—When last in Saint John with the opportunity to confer with the Chief Engineer and Commissioner, upon the list of “Staff,” submitted to me in yours of August 31st, it was apparent that much of that list had been changed in consequence of the completion of the location and laying out of the Railway from Sussex to Salisbury, preparatory to its being offered for contract; and I therefore deemed it proper to obtain a revised list, presenting the “Staff” as at present organized.

Such a list has recently been received and accompanies this communication.

In carefully considering it, as requested by you, I do not perceive that any material reduction could be made with due regard to the public service. The organization in both departments appear simple and well ordered, and the rates of compensation as low as could be expected to procure the services of persons well qualified for the several duties.

(Signed)

WM. PARKER, *Civil Engineer.*

REPORTS OF THE GENERAL SUPERINTENDENT.

Saint John, N. B. 4th March, 1858.

SIR,—Having been furnished on the 12th day of November last with an inventory of the plant and stores, made by Messrs. Peto, Betts, Jackson and Brassey, the 31st December, 1854, which was supposed on hand, when their right to the same was conveyed to the Province; and having been directed to take a particular account of all plant, stores or stock, now on hand, as well of that then received, as of that which has since been received by the European and North American Railway; and after comparing the same, ascertain the deficiency, if any;—

I have now, therefore, to report for the information of the Board of Commissioners, that in compliance with such instructions, I have carefully taken an inventory of all the Stores, Plant, or other property belonging to the "European and North American Railway," on the line or elsewhere, and having made the same up, find as follows:—

	Old.	New.
Office Furniture,	£150 16 0	£180 19 6
Engineering Stock,	120 0 0	347 3 5
General Stores,	2,406 18 1	730 14 7
Rolling Stock,	5,217 0 0	18,343 2 0
Earth Wagons,	4,967 0 0	
Buildings and Stations,	2,025 10 0	3,033 10 9
Permanent Way Stock,	9,775 9 3	18,603 13 3
Miscellaneous Stock,	2,526 8 7	2,151 1 4
Station Furniture, &c.		56 1 3

Making the value of the Old Stock and Stores now on hand, at their prices, £27,189 1 11—and the value of the Stock acquired since the line was handed over to the Province, £43,446 6 1, as per Stock Account herewith submitted.

With reference to the balance of the Plant, Stores, &c., delivered by Messrs. Peto, Betts, & Co., to the Province, I have to remark that £42,683 15 8 has been used in the construction, found worthless, or disposed of for the benefit of the road, as will appear by a Statement herewith submitted, (No. 1) with explanations therein, by Alex. L. Light, Esq., the Chief Engineer in charge of the Works. That Stores were sold Messrs. Walker, Rankin and Walker, John Brookfield, and William Stevens, Esqrs. Contractors, as per copies of Accounts herewith submitted—Nos. 1, 2 and 3, respectively, as follows, viz:—

Walker, Rankin & Walker,	-	-	-	-	£553 11 9
William Stevens,	-	-	-	-	328 5 8
John Brookfield,	-	-	-	-	259 0 0

That sales by auction was made at Moncton, on the 15th day of December last, to the extent of £103 12 6, and that Plant and Stores to the value of £2,685 10 2 have been found to be deficient, as per Account Sales No. 4, and Statement No. 5, also submitted.

The small prices of the chief part of the articles sold at Moncton on the day referred to, was caused by their being chiefly worn out and of little value.

I may say that during my stay of two months between Shediac and Moncton, during which time my attention, so far as was consistent with my other duties, was directed to this subject, I have been quite unable to obtain any clue to the articles represented as deficient in Statement No. 5, accompanying this Report.

I am sir, your obedient servant,

(Signed)

L. CARVELL, *Gen. Superintendent.*

R. JARDINE, *Chairman Railway Commissioners.*

STATEMENT No. 5.

(REFERRED TO IN FOREGOING REPORT.)

Statement of Plant and Stores found to be deficient upon taking an Inventory of the Materials surrendered to the Province by Messrs. Peto, Betts, Jackson and Brassey, and not accounted for.

16 Chairs,	@	4s. 6d.	£3 2 0
3 Drawing Tables,		60s.	9 0 0
2 Cupboards for Stationery,		45s.	4 10 0
1 Wash Stand, ... ..		...	1 1 0
3 Rulers,		1s. 6d.	0 4 6
1 Axe, ... ..		...	0 6 0
1 Iron Safe, ... ..		...	20 0 0
1 sett Drawers and Cupboard, ... ..		...	4 10 0
2 Japanned Candlesticks, ... ..		...	0 3 0
1 Office Clock, ... ..		...	3 10 0
6 Lamps with Shades, ... ..		...	1 10 0
2 Chairs,		6s. 3d.	0 12 6
1 Bed and Bedding—W. A. Rose's house, ... ..		...	12 0 0
1 Dobbin Cart, ... ..		...	10 0 0
98 Navy Barrows, ... ..		...	85 15 0
57 2 × 6 Waggon Wheels, 5 × 6 guage, ... ..		...	128 5 0
31 new Wrought Iron Axles,		37s. 6d.	58 2 6
200 large and small Wagon Pedestals, ... ..		...	76 13 9
41 setts new Iron Work,		205s.	420 5 0
6 Horse Sleds,		£8	48 0 0
2 Bob Sleds,		£3	6 0 0
6 Road Wagons,		£13	78 0 0
27 Box Horses,		2s. 6d.	3 5 0
1 40 feet Pile Engine, ... ..		...	20 0 0
1 Rammer Chain, 1 cwt. 3 qrs. 9 lbs.		30s.	2 14 10
2 Iron Monkeys, 17 & 18,		17s. 6d.	30 12 6
2 Bolts and 2 Keys for do. 1 cwt. 2 qrs. ... ..		...	3 12 6
2 new Girder Ropes, 3 qrs. 12 lbs.		55s.	2 7 1
18 Earth Wagons,		£33	594 0 0
3 Single Horse Carts,		£13	39 0 0
39 tons temporary Rails,		£8 10s.	331 10 0
13 temporary Frogs,		40s.	26 0 0
550 temporary Sleepers,		6d.	13 15 0
3 1½ yds. Earth Wagons,		£15	45 0 0
1 Pile Engine, ... ..		...	17 10 0
50 Corn Sacks,		2s. 6d.	6 5 0
1 Scotch Cart, ... ..		...	5 0 0
4 ½ Bushel Measures,		10s.	2 0 0
13 Pails,		1s. 3d.	0 16 3
6 Shovels,		3s. 6d.	1 1 0
10 Hay Forks,		4s.	2 0 0
9 setts Bells,		4s.	1 16 0
10 Lanthorns,		3s. 6d.	2 16 0
30 Curry Combs,		1s.	1 10 0
30 Hair Brushes,		4s.	6 0 0
5 Horse Brushes, ... ..		...	0 5 0
20 Mane Combs,		6d.	0 10 0
9 Head Stall Halters,		5s.	2 5 0

1 sett Double Harness, ...	...	...	...	...	£5 0 0
11 setts Harness, ...	...	...	...	@ 100s.	55 0 0
4 setts Trace Harness, ...	...	...	...	40s.	8 0 0
10 Nose Bags, ...	...	...	...	5s.	2 10 0
31 Horse Cloths, ...	...	...	...	10s.	15 10 0
10 Cart Saddles, ...	...	...	...	10s. 6d.	5 5 0
2 old Brushes, ...	...	...	...	1s.	0 2 0
5 Corn Seives, ...	...	...	...	4s.	1 0 0
2 Whips, ...	...	...	...	4s.	0 8 0
1 double open Sleigh, ...	...	...	...	...	25 0 0
1 single Sleigh, ...	...	...	...	...	7 10 0
7 Harness Straps, ...	...	...	...	...	0 3 6
14 Breachings, ...	...	...	...	15s.	10 10 0
7 Padlocks, ...	...	...	...	1s. 3d.	0 8 9
6 pair Reins, ...	...	...	...	7s.	2 2 0
21 Circingles, ...	...	...	...	5s.	5 5 0
6 Horse Cords, ...	...	...	...	1s.	0 6 0
2 small Measures, ...	...	...	...	2s.	0 4 0
1 " " ...	...	...	...	...	0 1 6
6 Crooper Pads, ...	...	...	...	6d.	0 3 0
2000 superficial feet Spruce for Wagons, ...	...	...	...	95s.	9 10 0
1 pair Bellows, ...	...	...	...	...	2 10 0
1 Back Iron, ...	...	...	...	...	0 15 0
1 Vice, ...	...	...	...	...	3 0 0
1 Vice, ...	...	...	...	...	1 18 6
3 setts Taps and Dies, ...	...	...	...	...	6 15 0
1 Guage for Taps, ...	...	...	...	...	0 1 6
1 Shifting Key, ...	...	...	...	...	0 2 6
6 Guages for Bolts, ...	...	...	...	1s. 3d.	0 7 6
7 Fire Irons, ...	...	...	...	...	3 10 0
1 Portable Forge, ...	...	...	...	...	10 10 0
3 Hall Stoves, ...	...	...	...	62s. 6d.	9 7 6
2 Sheet Iron Stoves, ...	...	...	...	50s.	5 0 0
21 16 inch Flat Files, ...	...	...	...	45s.	3 18 9
48 14 " half round Files, ...	...	...	...	34s. 6d.	6 18 0
39 16 " " " ...	...	...	...	48s.	7 16 0
32 14 " Flat " ...	...	...	...	34s.	4 10 8
18 16 " " " ...	...	...	...	45s.	3 7 6
40 9 " Cross Cut Saw Files, ...	...	...	...	16s. 6d.	3 6 0
36 6 " " " ...	...	...	...	16s. 6d.	3 6 0
9 17 " Flat Saw Files, ...	...	...	...	27s.	1 0 3
12 15 " " " ...	...	...	...	22s.	1 2 0
8 15 " half round " ...	...	...	...	24s.	0 18 0
8 14 " Hand Rasps, ...	...	...	...	32s.	1 4 0
17 cwt. Cast Steel, ...	...	...	...	76s.	59 12 0
1 cwt. Tallow, ...	...	...	...	10d.	4 13 4
57 cwt. 3 qrs. 9 lbs. Chain, ...	...	...	...	27s. 6d.	79 10 4
9 10 inch Dobbin Cart Knees, ...	...	...	...	2s. 6d.	1 2 6
29 pair Boxes for Dobbins, ...	...	...	...	4s.	5 16 0
5 Carpenters' Adzes, ...	...	...	...	8s.	2 0 0
4 Hand Saws, ...	...	...	...	7s.	1 8 0
5 Cross Cut Saws, ...	...	...	...	18s.	4 10 0
1 Pit Saw, ...	...	...	...	...	1 15 0
2 cwt. Rope and Tar Cord, ...	...	...	...	...	4 10 0
1 Iron Snatch Block, ...	...	...	...	...	0 12 0

2 Iron Sheave Blocks,	...	...	@ 12s.	£1 4 0
3 2 " Iron "	...	...	25s.	3 15 0
2 2 " " "	...	...	25s.	2 10 0
2 1 " " "	...	...	20s.	2 0 0
3 Iron Shears,	...	...	2s. 6d.	0 7 6
3 Seam Shoes,	...	...	10s.	1 10 0
24 Horse Shoe Knives,	..	...	1s. 6d.	1 16 0
28 Horse Brushes,	...	...	4s. 7d.	6 8 4
4 Brass Barrel Taps,	...	...	1s. 6d.	0 6 0
6 Watchmen's Lamps,	...	...	7s. 6d.	2 5 0
136 lbs. Mould Candles,	...	...	1s.	6 16 0
108 " Dip "	...	...	9d.	4 1 0
2 Plate Layers Adzes,	...	...	12s. 6d.	1 5 0
9 Rim Locks,	...	...	5s. 6d.	2 9 6
10 Iron Cupboard Locks,	...	...	1s. 6d.	0 15 0
30 Pinch Boxes,	...	...	10s.	15 0 0
33 Shovels,	..	...	4s.	6 12 0
18 Grafting Tools,	...	...	5s.	4 10 0
39½ gross Screws,	...	...	7s. 6d.	14 16 3
2 " Brass Screws,	...	...	6s. 6d.	0 13 0
5 Crib Wheels,	...	...	20s.	5 0 0
2 Post Screw Tackles,	...	...	19s. 6d.	1 19 0
4 pair Lewesis,	...	...	10s.	2 0 0
10 Hand Saw Files,	...	...	1s.	0 10 0
73 5 inch "	...	...	7½d.	2 5 0
3 Ladders,	...	...	20s.	3 0 0
3 Wood Pumps,	...	...	15s.	2 5 0
3 Tarpaulins,	...	...	...	15 0 0
1 Painted Tool Box,	...	...	...	0 10 6
24 cwt. 2 qrs. 10 lbs. Wagon Iron, old,	...	...	...	42 0 0
				£2,685 10 2

Saint John, N. B. 1st February, 1858.

L. CARVELL, *Gen. Superintendent.*

GENERAL SUPERINTENDENT'S OFFICE,

Shediac, 1st December, 1858.

SIR,—As the period has arrived for closing the Railway Accounts for the year, it becomes my duty to render you a statement of the proceedings of this Department since my appointment to office, and to furnish you with the Accounts and Tables required to show the nature and extent of the operations on each working division of the Road since it was opened for traffic.

In submitting this my first Annual Report, I may remark, that when called upon to assume the duties of this office they were entirely new to me; and consequently all the energies I possessed were necessarily taxed to overcome the difficulties of my position, in addition to which, a large amount of work, which, even to a person well versed in Railway matters would be discouraging, was rendered necessary in consequence of the disorderly condition in which things were found, and the entire absence of system in the commencement. I found that no attention whatever had been

been paid to the proper arrangement and delivery of the stores, that they were scattered far and wide, and all privileged alike to assist themselves to whatever they thought their necessities required; that a very irregular and by no means correct account was kept with the Contractors and others; and that no separate account had been kept of the expenses connected with the working department of the Railway, nor any record of the employment of the Locomotives, while every thing was, to all appearance, in the greatest possible confusion. Under these circumstances, it is obvious that my duties were rendered difficult and unsatisfactory; and the possibility of giving you a complete and minute statistical report from the beginning is hence quite out of the question.

My first step was, in conformity with your instructions, to proceed along the line of Railway and take a complete inventory of the stock and stores on hand, and to endeavour to trace the whereabouts of the stores and plant acquired by the Province from Messrs. Peto, Betts, Jackson and Brassey, as well as that which had since the transfer been acquired by the Board of Commissioners, and to place those articles in charge of competent and responsible persons, accompanied with particular instructions relating thereto. After performing this duty at Shediac, and after carefully checking the traffic receipts and attending to other duties, until the Trains on this Division had been stopped for the season, I left for Saint John and performed the same duty there; and the result of that enquiry I was enabled to present to you, in the shape of a special Report, on the 4th day of March last.

My next step was to proceed to make arrangements for having a proper and efficient *system* of doing the business of this department inaugurated; but this was rendered almost impossible by the loose manner in which the general accounts were being kept; I foresaw that the whole thing must be *upset*. This was a work of time and delicacy, and although much has been accomplished, and indeed by far the largest part overcome, still as the line proceeds to completion much remains to do. I found, as in almost all such cases, officers, who, like myself were inexperienced, had each acquired certain habits and systems of their own, and were each unwilling to substitute another. I had had a glance into the different systems of Railway accounts in the United States and the Canadas, and felt satisfied on mature reflection that nothing short of a complete abolition of the system, and the substitution of a modification of the Canadian Railway classification was required, before any proper and uniform system throughout the entire Railway management could be effected. The Board approved, as you are aware, of this course; a competent and efficient Accountant was procured; the change has been effected, and I am persuaded that the statements which will now, no doubt, shortly be presented by the Accountant, (based upon this classification,) for your consideration, will be entirely satisfactory to the Board and to the Country.

I allude to this because it was a necessary preliminary step to be taken before any effectual remedy could be applied to the defects in this department of the Railway; and now that it has been accomplished, I anticipate very little difficulty in the future, and hope to be enabled from time to time to present you with full and particular information on all matters connected with the operating portion of the line, as occasion may require.

It will not be necessary in this Report to allude particularly to the different projects

I have under consideration, for the better government of the staff under my control, and the more economical working of the line; but I may say that a proper and efficient *system*, together with the employment of competent and faithful officers to carry the same into effect, are at the foundation of all economy and good management, and will be productive of the best results.

The Staff of this Department, on the whole line, may be briefly stated as follows:—

1 General Superintendent,	6 Drivers,
1 Div'n Superintendent,	6 Firemen,
4 Station Masters,	1 Blacksmith,
2 Freight Agents,	1 Car Repairer,
2 Conductors,	5 Watchmen,
3 Brakemen,	1 Track Master,
4 Switchmen,	16 Trackmen.
1 Locomotive Foreman and Driver,	

The Track Master's services have since been dispensed with, and so soon as the Shediac and Moncton Trains are taken off—two Station Masters, two Freight Agents, one Conductor, one Brakeman, two Switchmen, one Watchman, and the sixteen Trackmen, will be relieved for the Winter, and the remainder of the hands on this Division, consisting of—

1 Locomotive Foreman and Driver,	1 Blacksmith,
1 Driver,	1 Carpenter and Car Repairer,
1 Fireman,	

will be profitably employed for the Winter, in repairing the Engines and Cars, and in making the Hand Cars which will be required for the whole Line.

The Receipts and Expenditure, the number of Passengers, Mileage of Engines, and Traffic generally on each Division of the Line, will be best shown on reference to the following Accounts, Abstracts, and Statements:—

SAINT JOHN DIVISION.

RAILWAY BOARD IN ACCOUNT WITH THE TRAFFIC DEPARTMENT.

1858.	DR.	
Oct. 31. To D. P. Myers.—This amount received from him, being proportion for carrying labourers,		£275 0 0
This amount received from D. P. Myers, proportion for repairing Ballast Wagons, charged Revenue Account,		93 15 0
Driver and Fireman's Time, running "Saint John," at Lawlor's Lake, 197 days, @ 20s. including sundry repairs,		197 0 0
43½ days use of "Peticodiac," every thing found, @ 80s.		176 0 0
		£741 15 0
Walker & Co.—Driver and Fireman's Time, running "Saint John," from 1st July to 31st October, at Wetmore's Lake, 123 days, (including extra time and sundry repairs,) @ 20s.		£123 0 0
	<i>Carried forward,</i>	

1858.	<i>Brought forward,</i>	£123 0 0	£741 15 0
Oct. 31.	To Driver and Fireman's Time, running "Kennebecasis," from 9th February to 31st, including extra time, 264 days, @ 16s. 3d.	214 10 0	337 10 0
	John Brookfield.—46 days use of "Peticodiac" and Cars, from 30th June to 31st August, @ 80s. ...	£184 0 0	
	21 days use of "Loostauk," from 20th September to 31st October, @ 80s.	84 0 0	
	7 days use of "Anagance," from 21st to 28th September, @ 80s.	28 0 0	296 0 0
	Allison & Washburn.—Carriage on Sleepers,		17 3 10
	Receipts.—This amount received since the opening to date, per Abstract A,		2,899 17 1
			<u>£4,292 5 11</u>
1858.	CR.		
Oct. 31.	By Locomotive Power, ... Per Abstract C,	£2,527 6 9	
	Merchandise and Passenger Cars, " D,	728 4 0	
	General charges, ... " E,	494 6 3	
	Balance at debit of Railway Board,	542 8 11	
			<u>£4,292 5 11</u>
	To Balance,		£542 8 11

E. O. E.

Shediac, 31st October, 1858.

ABSTRACT A.


TRAFFIC RECEIPTS.—FROM OPENING OF THE LINE TO 30TH OCTOBER 1858.

Date.	Where Received.	Passengers.	Freight.	Sundries.	Totals.
1858.					
February 1,	Between Saint John and Moose Path,	£680 0 6	... ..	...	£680 0 6
June 1,	" " " " " " " "	200 10 2	... ..	...	200 10 2
October 30,	Between Saint John and Kennebecasis,	1,941 14 5	£77 12 0	...	2,019 6 5
	Totals,	£2,822 5 1	£77 12 0	...	£2,899 17 1

The following Statement will show the number of Passengers carried since the opening, say—

Between Saint John and Moose Path—					
From 20th July 1857, to 1st February 1858,	...	...	...	...	27,201
“ 1st February 1858, to 1st June 1858,	...	...	...	...	8,020
					35,221
Between Saint John and Kennebecasis—					
Since 1st June 1858, with up Trains.	...	...	...	...	19,461
“ “ “ with down Trains,	...	...	...	...	16,496
					35,957
Total,					71,178

30th October, 1858.

 Two children, (over 4 years and under 12 years) counted as one passenger.

Statement showing name, capacity, and cost of each Locomotive on this District of the Railway.

Name.	Size of Cylinders	Diameter of Driv. Wheels	Capacity of Tender.	Makers.	Cost on Line.	When placed on Line.
Saint John,	12 x 20	4 feet,	1,200 gals.	Portland Co. Locomotive Works,	£1,575 16 0	24th December 1858.
Kennebecasis,	12 x 20	4 “	800 “	Boston Locomotive Works,	1,700 0 0	15th “ “
Peticodiac,	14 x 22	5 “	1,500 “	“ “	2,350 0 0	1st January “
Anagance,	15 x 22	5½ “	1,700 “	“ “	2,731 6 2	30th June “
Loostauk,	14 x 22	5½ “	1,600 “	Fleming & Humbert,	2,325 0 0	31st August “

List of Rolling Stock on this Division, (except the Engine and Tenders) with the collective value of each description.

3 First Class Passenger Cars,	...	...	...	...	...	£2,295 17 8
2 Second “	...	...	...	...	...	808 11 0
6 Freight Cars,	...	...	...	...	...	1,288 13 11
16 Platform,	...	...	...	...	...	2,112 15 10
40 Ballast Cars,	...	...	...	...	...	£2,350 0 0
131 Earth Wagons,	...	...	...	...	...	4,323 0 0
						6,673 0 0
3 Hand Cars,	...	...	...	...	...	63 10 0
1 Snow Plough,	...	...	...	...	...	252 10 0

The following Abstract of Locomotive Returns will show the performances of Engines, &c. &c. from the dates given.
SAINT JOHN DIVISION.

1888. Time Returns date from.	Name of Engine.	Hours in Steam.	Miles run.	CONSUMPTION OF				MILEAGE OF CARS BY THESE ENGINES.				Total Car Mileage.	Avg. No. in Steam.	Avg. No. 1 crd Wood miles to	Avg. No. miles to 1 gal. Oil.	Avg. No. miles to 1 lb Tallow.	Avg. No. miles to 1 lb Waste.	Avg. No. of Cars to 1 mile run.
				Wood in Cords.	Oil in Galls.	Tallow in Lbs.	Waste in Lbs.	1st Class	2d Class	Freight.	Platform								Ballast.
Jan. 1,	Peticodiac,	3,350½	13,324	326	192½	1	298	6,906	390	7,761	15,461	15,415	45,933	40.87	69.3	13,324	44.71	3.44
June 30,	Anagnance,	1,236	5,876	193½	65	116½	105	6,661	3,578	4,521	1,154	—	15,914	30.34	90.4	50.33	55.96	2.70
Sept. 1,	Loostauk,	4504	2,186	604	26	50	46	1,530	900	72	2,526	4,506	9,534	36.13	84.	43.72	47.52	4.36
		5,037	21,386	580½	283½	167½	449	15,097	4,868	12,354	19,141	19,921	71,381	36.86	75.5	128.15	47.63	3.33
April 5,	St. John,*	2,066	8,428								6,398	84,951	91,349					10.84
May 14,	Kennebecasis,	2,176	4,759								—	56,693	56,693					11.91
		4,242	13,187								6,398	141,644	148,042					11.22

* These Locomotives are employed in service of Contractors, who find fuel, oil, and waste.

The following Abstract of Locomotive Returns will show the performances of Engines, &c. &c. from the dates given.
SHEDIAC AND MONCTON DIVISION.

1888. Time Returns date from.	Name of Engine.	Hours in Steam.	Miles run.	CONSUMPTION OF				MILEAGE OF CARS BY THESE ENGINES.				Total Car Mileage.	Avg. No. in Steam.	Avg. No. 1 crd Wood miles to	Avg. No. miles to 1 gal. Oil.	Avg. No. miles to 1 lb Tallow.	Avg. No. miles to 1 lb Waste.	Avg. No. of Cars to 1 mile run.
				Wood in Cords.	Oil in Galls.	Tallow in Lbs.	Waste in Lbs.	1st Class	2d Class	Freight.	Platform								Ballast.
April 19,	Hercules,	582	2,826	64	39½	2	101	1,117	1,117	560	13,115	—	15,909	39.4	64.35	1263	25	6.25
May 4,	Sampson,	882½	3,053½	150	55½	4	197	1,760	1,780	1,020	6,179	—	10,739	20.3	55.00	763.37	15.5	3.51
April 19,	Scadouc,	1,860½	11,818	301	133½	18½	252	12,000	11,800	5,880	5,129	—	34,809	39.2	98.3	638.81	46.89	2.94
		3,325½	17,397½	515	228½	24½	550	14,877	14,697	7,460	24,423	—	61,457	33.78	76.14	710.	31.63	3.53

SHEDIAC AND MONCTON DIVISION.

RAILWAY BOARD IN ACCOUNT WITH THE TRAFFIC DEPARTMENT.

1858.	DR.			
Oct. 30.	To Walker & Co.—This amount received for wages of Fireman and Driver, while constructing Section 1, ...	£361	10	8
	This amount received for wages of Firemen and Drivers, Shediac Wharf,	122	10	0
	This amount for Robert Atkinson, (Station Master at Shediac,) services inspecting Shediac Wharf, ...	40	0	0
	William Stevens.—This amount received for wages of Firemen and Drivers, while constructing Section 2, ...	198	11	0
	Permanent Way, No. 2.—This amount charged for time of William Steadman, (Station Master at Moncton,) inspecting Sleepers,	50	0	0
	Permanent Way, No. 4.—This amount charged for time of Driver, Fireman and Cleaner, and use of Engines "Sampson" and Hercules," taking down Sleepers from 4th May to 5th August 1858,	275	0	0
	Walker & Co.—Time of Driver and Fireman and Watchman, and use of Engine and Cars, from 29th March to 3rd May, ballasting at Moncton,	124	0	0
Oct. 31.	To Permanent Way, No. 4.—Proportion of depreciation in value of Machinery used in construction on Sections 1 and 2, Shediac Wharf, and charged in Locomotive Power Account, No. 11,	66	16	7
	Receipts.—This amount being Traffic Receipts, from opening to date, per Abstract B,	2,476	19	7
				<u>£3,715 7 10</u>
1858.	CR.			
Oct. 31.	By Locomotive Power, Per Abstract F,	£1,767	11	1
	Merchandize and Passengers, " G,	602	6	9
	Maintenance of Way and Buildings, " H,	327	13	9
	General Charges, " I,	812	5	10
	Balance at the Debit of Railway Board,	205	10	5
				<u>£3,715 7 10</u>
	To Balance,			£205 10 5

E. O. E.

Shediac, October 31st, 1858.

ABSTRACT B.

TRAFFIC RECEIPTS.—FROM OPENING OF THE LINE TO 30TH OCTOBER, 1858.

1858.	Passengers.	Freight.	Wharfage and Storage.	Totals.
January 1, - - - -	£451 19 11	£333 3 0	...	£785 2 11
October 30, - - - -	804 19 7½	862 7 5¼	£14 9 7	1,691 16 8
Totals, - - - -	£1,256 19 6¼	£1,205 10 5¼	£14 9 7	£2,476 19 7

The following Statement will show the number of Passengers carried since the opening.

From 20th August 1857, to 1st January 1858, (latter inclusive)—

Going East,	1,959
“ West,	2,829
	4,788

From 19th April to 21st December 1858, (both inclusive)—

Going East,	4,007
“ West,	4,582
Shediac and Point du Chené,	1,426
	10,015

Total, 14,803

October 30th, 1858.

Statement showing the name, capacity, and cost of each Locomotive on this District of the Railway.

Name.	Size of Cylinder.	Diameter of D. W.	Capacity of Tender.	Maker.	Cost on Line.	Date when placed on Line.
Hercules,* - -	17 × 20	5 feet	1.700	Boston Lo. Works,	£2,600 0 0	
Sampson,* - -	17 × 20	5 feet	1.700	Boston Lo. Works,	2,600 0 0	
Scadouc, - -	14 × 22	5 feet	1.500	Boston Lo. Works,	2,350 0 0	1st Jan. 1858.

* These two Engines were imported by Messrs. Peto, Betts, Jackson and Brassey, and I am not enabled to say when they were first received.

List of Rolling Stock on this Division, (except the Engine and Tenders,) with the collective value of each description.

2 First Class Passenger Cars,	... ..	£1,520 0 0
2 Second do. do.	... ..	877 0 0
11 Freight Cars,	... ..	1,925 0 0
18 Platform Cars,	... ..	2,610 0 0
3 Trucks,	... ..	99 0 0
5 Hand Cars,	... ..	92 10 0
1 Snow Plough,	... ..	252 10 0

The following statement will show the character and quantity of the principal Freight which passed East and West over this District of Railway from 19th April to 30th October inst.

GOING EASTWARD.	GOING WESTWARD.
4,247 Brls. Flour,	115,360 lbs Oatmeal,
119 Hhds. Molasses,	14,461 Bush. Oats,
32 Brls. “	1,265 “ Potatoes,
21 Hhds. Sugar,	110 “ Plums,
78 Brls. “	928 “ Barley,
164 “ Pork,	712 Brls. Herring,
413 Chests Tea,	249 “ Pork,
221 Boxes Tobacco,	864 “ Oysters,
7,190 lbs Dry Fish,	148 Brls. and } Eggs,
152 Boxes Candles,	65 Boxes } Lobsters,
314 “ Soap,	15 “

341 Casks Lime,	445 Packages Butter,
132,430 lbs Bar Iron,	22 " Lard,
20,707 lbs Castings,	41 Bags salt,
99 Brls. Oil,	12,544 lbs Dried Fish,
740 Kegs and Bags Nails,	77 Hhds. and } Salmon,
87 Bags Salt,	667 Boxes }
13,250 Bricks,	56 Dead Hogs,
32 Tons Coals,	709 Tons Stone,
71 Stoves,	89 " Coals,
134 Ploughs,	72,730 sup. ft. Lumber,
16 Vehicles,	6,750 Bricks,
105 Casks, } Liquors.	18 Horses,
69 Brls. }	14 Wagons.
67 Kegs, }	
77 Cases, }	

SAINT JOHN DIVISION.

Abstract C.—Locomotive Power.

Salaries and Wages connected with running the Locomotives,	...	...	...	...	...	...	...	£1,145 14 5
Firewood,	...	...	...	...	...	...	...	616 18 11
Oil, Tallow, and Waste,	...	...	...	...	...	...	...	183 6 8
Materials for repairing Engines and Tenders,	...	...	...	...	...	...	...	1 1 3
Work not done by the Railway,	...	...	...	...	...	...	...	479 16 1
Repairs to Tools and Implements,	...	...	...	...	...	...	...	1 9 5
Water,	...	...	...	...	...	...	...	68 18 1
Small Stores,	...	...	...	...	...	...	...	9 15 0
Watchmen,	...	...	...	...	...	...	...	253 5 5
Miscellaneous,	...	...	...	...	...	...	...	67 1 4
								<u>£2,527 6 9</u>

Abstract D.—Merchandise and Passenger Cars.

Wages to Conductors, Brakemen, and Porters,	...	...	...	...	...	...	...	£463 17 5
Oil, Tallow, and Waste,	...	...	...	...	...	...	...	102 19 3
Materials for repairing Cars,	...	...	...	...	...	...	...	14 0 1
Wages for repairing Cars,	...	...	...	...	...	...	...	1 4 0
Work not done by the Railway,	...	...	...	...	...	...	...	84 18 6
Small Stores,	...	...	...	...	...	...	...	2 15 10
Wages for Switchmen,	...	...	...	...	...	...	...	51 1 1
Miscellaneous,	...	...	...	...	...	...	...	7 7 10
								<u>£728 4 0</u>

Abstract E.—General Charges.

Salaries to Officers and Clerks,	...	...	...	...	...	...	...	£171 9 0
Advertising, Printing, and Stationery,	...	...	...	...	...	...	...	124 3 9
Insurance,	...	...	...	...	...	...	...	160 13 6
Miscellaneous,	...	...	...	...	...	...	...	38 0 0
								<u>£494 6 3</u>

SHEDIAC AND MONCTON DIVISION.
Abstract F.—Locomotive Power.

Salaries and Wages connected with running the Locomotives,	...	...	...	...	...	...	...	£832	8	2
Firewood,	...	...	...	...	...	...	...	451	13	5
Oil, Tallow, and Waste,	...	...	...	...	...	...	...	140	14	4
Materials for repairing Engines and Tenders,	...	...	...	...	...	...	...	40	18	6
Wages for repairing Engines and Tenders,	...	...	...	...	...	...	...	48	16	1
Work not done by the Railway,	..	...	...	...	...	...	...	42	6	0
Repairs to Tools, &c.	...	...	...	...	...	...	...	0	2	8
Small Stores,	...	...	...	...	...	...	...	10	18	1
Watchmen and Miscellaneous,	...	...	...	...	...	...	...	199	13	10
								<hr/>		
								£1,767	11	1
								<hr/>		

Abstract G.—Merchandize and Passenger Cars.

Wages to Conductors, Brakemen, and Porters,	...	..	...	...	...	...	...	£339	11	0
Oil, Tallow, and Waste,	...	...	...	...	...	...	...	22	12	6
Materials for Repairing Cars,	...	...	...	...	...	...	...	1	10	0
Wages for Repairing Cars,	...	...	...	...	...	...	...	31	11	1
Work not done by the Railway,	...	...	...	...	...	...	...	12	3	3
Small Stores,	...	...	...	...	...	...	...	4	3	5
Wages to Switchmen,	...	...	...	...	...	...	...	135	7	1
Miscellaneous,	...	...	...	...	...	...	...	55	8	5
								<hr/>		
								£602	6	9
								<hr/>		

Abstract H.—Maintenance of Way and Buildings.

Inspectors, Plate Layers, and Labourers' Wages, &c.	...	...	...	...	...	...	...	£314	4	5
Repairs to Stations, Buildings, and Approaches,	...	...	...	...	...	...	...	13	9	4
								<hr/>		
								£327	13	9
								<hr/>		

Abstract I.—General Charges.

Salaries to Officers and Clerks,	...	...	...	...	...	...	...	£575	7	10
Advertising, Printing, and Stationery,	...	...	...	...	...	...	...	70	15	3
Insurance,	...	...	...	...	...	...	...	58	0	0
Miscellaneous,	...	...	...	...	...	...	...	108	2	9
								<hr/>		
								£812	5	10
								<hr/>		

The casualties, I am happy to say, have been few. It is worthy of remark that but one, of a fatal character, has occurred in connection with the Traffic Trains, since the opening of the Line on the Shediac and Moncton Division on the 20th August 1857; or on the Saint John Division since the 20th July of the same year; and this present year they have been entirely free from any thing of the kind.

The following is a statement of each accident, with the cause of the same, and the date, as far as can be ascertained, when they severally occurred.

Name.	Occupation.	Train.	In whose employ.	Nature of Accident.	Date.	Cause.	Place.
William Wilson,	Brakeman,	Ballast,	Walker & Co.	Killed,	August, 1857,	Carelessness in coupling Cars,	Shediac,
Pat. Connolly,	Do.	Passenger,	Railway,	Do.	October, 1857,	Carelessness in coupling Cars,	Moncton.
Thos. Brown,	Do.	Ballast,	Walker & Co.	Do.	April 20, 1858,	Jumped off Locomotive, after being uncoupled, in front of approaching Cars, and falling, was unable to recover before Cars went over him,	Shediac.
Thos. Pierce,	Policeman,	Passenger,	Police Magistrate,	Leg broken,	June 11, 1858,	Slipped in attempt to get on Engine when in motion,	Kennebecasis
Thos. Hains, John Brown,	Labourer, Do.	Ballast, Do.	John Brookfield, Do.	Killed } Killed }	Nov. 1, 1858,	Cars being thrown from track in consequence of small house being placed thereon without instructions by the Track Foreman,	Lawlor's Lake

The following will show the Receipts on Shediac and Moncton District for Passengers, Freight, Wharfage, and Storage, for the corresponding months of September, October, November, in

Character of Receipts.	1857.						1858.																	
	September.		October.		November.		September.		October.		November.		Totals.											
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.										
Passengers,	151	4	44	91	16	10½	72	15	44	315	16	74	116	6	10½	88	18	6	81	18	10½	287	4	3
Freight,	43	5	14	82	2	1	154	7	14	279	14	4	106	2	2	170	18	9	224	12	8	501	13	7
Storage and Wharfage,	..	..	..	..	..	..	..	..	..	..	..	..	2	17	2	4	6	10	8	16	10	16	0	10
Totals,	194	9	6	173	18	11½	227	2	6	595	10	11	225	6	24	264	4	1	315	8	44	804	18	8

It will be observed on reference to the foregoing Statements, that in the trade on the Shediac and Moncton Division there has been a very considerable increase.

I have no doubt whatever, as the facilities are afforded, a large and increasing trade will be carried on via this line, with the northern Districts of New Brunswick, the northern side of the Restigouche, Gaspé, and the Island of Prince Edward, and, when the whole line is completed, with the Canadas.

The placing good and sufficient steam communication on the route between Point du Chene and Dalhousie, touching at the intermediate Ports of Buctouche, Richibucto, Miramichi, and Bathurst, is of the utmost importance to the trade via this line, and cannot fail to add materially to the making it a paying operation.

Since the settlements of the Fishery question, and the introduction of the Reciprocity Treaty, the trade of the northern Districts of New Brunswick, with the United States, has increased with extraordinary rapidity; and it only remains now that this trade, which has been carried on in the face of delays and risks via Cape Breton and the Gut of Canso, should be brought up the Bay of Fundy and over this line, and so on to its destination.

The facilities which a large and commodious Store and Freight House, on the wharf at Point du Chene, would afford to fishermen in the Gulf, is worthy of the most careful consideration. It would, I believe, be one means of inducing them to send the produce of their labours over this line to market. I do not, however, anticipate that much can be effected in this way until the completion of the line to the City, which will render the difficult and hazardous navigation of the upper Bay of Fundy and the Petitcodiac River unnecessary.

I am, Sir, your very obedient servant,

L. CARVELL.

R. JARDINE, Esquire, Chairman Railway Board, St. John, N. B.

Saint John, N. B., 31st January, 1859.

SIR,—In conformity with your directions, I now beg to hand you—Statement of amount collected in Cars by Conductor between Saint John and Moose Path, to 1st February 1858: Statement showing daily Passenger Receipts in Cars by Conductor, to 1st June 1858: Statement showing daily Passenger Receipts in Cars and at each Station between Saint John and Kennebecasis, from 1st June to 30th October last, with amount received for Freight since the opening of the Line on this Division: Also, a statement showing the amount of Receipts for Passengers, Freight, &c., during the season just closed on the Shediac and Moncton Division.

I am, Sir, your obedient servant,

L. CARVELL.

R. JARDINE, Esquire, Chairman Railway Board, Saint John.

TRAFFIC RECEIPTS

In Cars by "Conductor" between Saint John and Moose Path, from 1st Feb. to 1st. June 1858.

February	1,	£1 11 7	March	15,	£2 0 1	April	27,	£1 8 8		
	2,	0 17 1		16,	3 4 6		28,	1 0 2		
	3,	1 14 9		17,	2 5 0		29,	1 9 6		
	4,	3 0 0		18,	1 15 10		30,	1 19 0		
	5,	1 13 9½		19,	2 6 4					
	6,	1 4 6		20,	3 10 0			£42 12 10		
	8,	1 8 6½		22,	1 17 6		May	1,	£1 8 6	
	9,	1 10 5½		23,	3 4 2			3,	1 19 8	
	10,	0 16 6		24,	2 13 4			4,	1 17 2	
	11,	0 14 7		25,	3 5 10			5,	2 9 0	
	12,	0 12 6		26,	2 8 6			6,	1 13 0	
	13,	0 15 0		27,	2 0 4			7,	1 1 2	
	15,	1 0 0		29,	2 4 10			8,	2 0 8	
	16,	1 3 9		30,	2 6 2			10,	1 17 0	
	17,	1 2 6		31,	2 14 6			11,	3 15 0	
	18,	1 8 0						12,	0 17 4	
	19,	1 10 0			£58 5 2½			13,	2 7 8	
	20,	2 5 1		April	1,	£1 19 10		14,	3 4 6	
	22,	1 5 0			3,	2 0 6		15,	3 4 0	
	23,	1 5 6			5,	2 3 2		17,	2 17 6	
	24,	1 2 6			6,	1 16 0		18,	3 6 0	
	25,	1 0 0			7,	1 1 10		19,	2 12 2	
	26,	2 3 0			8,	1 16 6		20,	2 12 6	
	27,	2 9 3			9,	1 10 10		21,	1 19 6	
		£33 13 10½			10,	1 2 0		22,	2 3 10	
March	1,	£1 10 0			12,	1 15 4		24,	1 4 10	
	2,	1 0 1			13,	1 13 2		25,	2 13 4	
	3,	2 7 1			14,	1 3 2		26,	3 7 8	
	4,	1 5 6½			15,	1 13 2		27,	4 5 4	
	5,	1 8 0			16,	1 17 6		28,	2 1 10	
	6,	1 14 8			17,	3 1 2		29,	3 6 0	
	8,	2 2 3			19,	2 7 6		31,	2 18 10	
	9,	0 18 0			20,	2 6 0		June	1,	2 14 3
	10,	2 2 6			21,	1 3 4				£65 18 3
	11,	3 0 2			22,	1 11 6				
	12,	1 10 0			23,	1 15 10				
	13,	1 10 0			24,	1 15 2				
					26,	1 2 0				
								Total,		£200 10 2

STATEMENT

Showing Daily Passenger Traffic Receipts between Saint John and Kennebecasis, from 1st June to 30th Oct. 1858.

Date.	Amount received at Saint John.		Amount received at Kennebecasis.		Amount received in Cabs.		Amount received at Kennebecasis.		Amount received in Cabs.		Total Daily Receipts.		
	£	S. D.	£	S. D.	£	S. D.	£	S. D.	£	S. D.	£	S. D.	
June 1	33	16	6	1	12	8	3	11	6	0	16	18	0½
2	8	16	10	2	5	6	2	8	2	1	10	6	4½
3	9	8	9	1	2	9	3	2	1	1	6	6	7½
4	5	17	0½	1	2	9	2	1	4	8	10	0	11
5	7	11	2½	3	8	2	1	4	4	0	1	10	0
6	8	16	2	1	14	4	1	7	0	1	6	2	14
7	6	3	10½	1	16	2	1	9	2	2	9	0	10
8	9	19	0½	1	18	2	1	2	6	8	3	12	2
9	2	5	3	0	18	8	0	18	2	1	5	10	13
10	5	10	10½	1	8	4	1	4	4	2	0	4	8
11	5	4	9½	2	0	0	1	6	2	1	10	5	9
12	3	13	3½	1	14	2	1	0	10	6	1	18	6
13	4	5	7½	1	17	3	0	19	6	3	7	6	9
14	4	15	2	2	0	0	1	4	10	2	5	8	10
15	7	16	1½	2	19	9	1	17	6	1	17	4	2
16	4	1	8½	2	16	3	0	19	4	0	19	4	0½
17	18	5	10½	4	11	4	0	8	6	1	5	10	3
18	8	9	9	4	15	10	1	5	10	1	17	10	9½
19	8	5	3	3	5	5	0	19	8	0	19	4	0½
20	8	3	9½	3	5	5	1	3	10	2	4	4	10
21	4	7	0	3	5	5	1	19	8	0	7	10	8½
22	7	3	0½	1	12	5	1	12	5	5	3	12	0
23	10	8	11	4	18	10	0	7	10	0	18	8	7½
24	3	8	10	2	16	3	1	12	4	3	5	4	14
25	9	0	0	3	1	7	1	7	4	1	15	6	11
26	5	19	11	2	8	2	1	1	10	1	17	6	8
28	2	12	4	65	14	4	35	16	2	313	11	6½	458
29	9	0	0	212	1	0½	212	1	0½	299	5	11½	94
30	5	19	11	313	11	6½	313	11	6½	299	5	11½	94
31													
Total	458	4	9½	64	16	0	458	4	9½	64	16	0	458

Statement showing Daily Passenger Traffic Receipts between Saint John and Kennebecasis.—Continued.

Date.	Amount received at Saint John.			Amount received at Kennebecasis.			Amount received in Cars.			Amount received at Saint John.			Amount received at Kennebecasis.			Amount received in Cars.			Total Daily Receipts.											
	£	S.	D.	£	S.	D.	£	S.	D.	£	S.	D.	£	S.	D.	£	S.	D.	£	S.	D.	£	S.	D.						
Aug. 2	6	9	10	2	11	6	2	3	8	2	3	8	11	5	0	49	5	6	5	8	0	49	5	6	81	14	6			
3	5	10	11	2	15	0	1	15	6	2	10	3	10	1	5	7	12	12	1	16	0	4	13	6	19	2	1			
4	5	16	7	2	13	9	1	18	0	2	10	3	19	0	7	3	2	19	3	2	6	6	1	9	0	6	14	9		
5	5	15	7	1	16	0	2	17	6	13	11	1	5	6	2	17	0	4	13	6	2	8	9	2	8	9	9	7	0	
6	7	19	4	2	14	3	2	18	10	10	0	2	1	1	1	10	11	1	3	1	3	1	9	3	5	6	16	18	4	
7	4	15	4	3	2	9	2	6	6	13	12	9	2	6	2	2	5	7	2	12	0	2	1	0	2	1	0	26	18	7
9	8	3	6	3	0	0	2	1	7	16	15	11	1	1	2	13	17	4	2	0	10	3	14	0	3	14	0	19	12	2
10	12	8	5	3	0	3	2	1	6	13	15	2	2	1	2	12	6	11	2	14	8	1	4	9	1	4	9	16	16	4
11	9	1	5	2	12	6	1	15	6	11	15	10	1	1	6	2	5	6	2	4	4	1	17	6	6	7	4	6	7	4
12	7	4	10	1	6	6	2	18	6	23	1	11	4	3	11	4	3	11	2	12	0	2	0	0	2	0	0	8	15	11
13	18	16	11	1	6	6	2	1	6	10	19	0	13	3	10	13	3	10	3	19	0	3	7	9	3	7	9	20	10	7
14	6	1	4	3	2	3	2	1	6	11	14	10	1	1	6	31	7	3	2	6	6	3	0	6	3	0	6	36	14	3
16	5	10	1	2	16	2	3	2	6	11	14	10	1	1	6	31	7	3	2	6	6	2	6	0	2	6	0	12	17	1
17	13	6	8	2	16	6	2	16	6	20	0	2	1	1	2	7	14	7	2	16	6	2	6	0	2	6	0	18	5	6
18	2	12	8	4	14	6	3	17	0	9	16	2	1	1	2	13	9	9	3	8	3	1	7	6	3	10	0	19	5	7
19	10	12	0	3	17	6	3	12	6	18	2	0	5	9	0	5	9	0	10	6	7	10	7	3	3	14	3	18	15	2
20	28	2	2	3	16	6	3	15	0	35	13	8	2	1	2	10	7	3	4	13	8	4	13	8	3	4	9	20	19	9
21	6	13	0	9	13	0	2	6	0	18	12	0	1	1	0	13	0	0	4	15	0	4	15	0	3	4	9	3	2	0
23	7	6	10	5	13	0	5	4	0	18	3	10	1	1	3	35	4	4	4	8	10	4	8	10	3	2	0	42	15	2
24	15	17	2	2	13	6	4	6	6	22	17	2	1	1	10	11	14	10	3	3	10	3	6	6	3	6	6	18	5	2
25	39	9	7	3	10	4	2	12	6	45	12	5	2	1	10	3	9	10	3	7	1	3	7	1	1	8	0	8	4	11
26	30	11	2	2	5	8	4	13	0	37	9	10	1	1	1	8	4	3	5	0	9	2	17	6	2	17	6	16	2	6
27	5	17	6	2	7	9	3	0	6	11	5	9	1	1	1	4	4	5	3	0	3	1	16	0	1	16	0	9	0	8
28	8	18	1	3	13	3	2	4	6	14	16	4	2	1	1	7	15	3	2	11	1	2	15	6	2	15	6	13	1	10
30	8	18	1	4	1	6	2	2	0	15	1	7	1	1	1	3	1	8	1	14	6	1	14	6	1	14	0	6	10	2
31	7	10	7	3	15	4	3	1	0	14	6	11	1	1	1	8	17	2	3	6	0	2	1	0	2	1	0	14	4	2
	289	10	6	87	3	1	72	7	11	449	1	6	316	4	10	92	3	11	91	2	9	499	11	6						

Statement shewing Daily Passenger Traffic Receipts between Saint John and Kennebecasis.—Continued.

Date.	Amount received at Saint John.		Amount received at Kennebecasis.		Amount received in Cars.		Amount received at Saint John.		Amount received at Kennebecasis.		Amount received in Cars.		Total Daily Receipts.		
	£	S. D.	£	S. D.	£	S. D.	£	S. D.	£	S. D.	£	S. D.	£	S. D.	
Oct. 1	2	2	7		3	19	0		0	19	6		7	1	1
2	3	0	11		6	6	11		1	5	0		10	12	10
4	5	7	4½		2	10	1		3	0	9		10	18	2½
5	7	4	3½		2	16	0		1	10	0		11	10	3½
6	4	4	6		2	5	0		1	9	0		8	0	9
7	4	17	1½		1	14	10		3	0	6		9	12	5½
8	1	5	3		1	14	6		0	14	0		3	13	9
9	0	18	4		2	13	6		2	0	6		5	12	4
11	2	15	11½		3	0	0		2	11	6		8	7	5½
12	2	19	11		2	4	6		1	8	6		6	12	11
13	3	16	5½		2	14	5		1	5	6		7	16	4½
14	1	16	5		1	12	0		1	2	6		4	10	11
15	3	4	1		2	2	0		0	6	6		5	12	7
16	2	11	10		3	11	9		0	17	0		7	0	7
18	4	3	7½		2	18	6		1	4	0		8	6	1½
19	3	11	11½		6	6	0		2	4	0		12	1	11½
20	8	7	9½		4	8	9		1	10	0		14	6	6½
21	9	13	2		5	14	0		0	16	0		16	3	2
22	3	0	10		3	1	3		0	10	0		6	12	1
23	4	4	5		6	13	5		0	16	3		11	14	8
25	4	0	4½		3	8	0		1	5	0		8	13	4½
26	5	4	7		2	14	3		0	7	6		8	10	10
27	4	7	11		3	2	9		0	8	9		7	19	5
28	3	18	6½		1	13	5		0	17	6		6	9	5½
29	3	15	8		2	4	6		0	10	0		6	10	2
30	2	2	6		3	18	2		0	14	0		6	14	8
	103	3	9		85	7	6		32	13	9		221	5	0

RECAPITULATION.															
Date.	Amount received at Saint John.		Amount received at Kennebecasis.		Amount received in Cars.		Amount received at Saint John.		Amount received at Kennebecasis.		Amount received in Cars.		Total Daily Receipts.		
	£	S. D.	£	S. D.	£	S. D.	£	S. D.	£	S. D.	£	S. D.	£	S. D.	
June,	212	1	0½		65	14	4		35	16	2		313	11	6½
July,	299	5	11½		94	2	10		72	7	11		458	4	9½
August,	289	10	6½		87	3	1		91	2	9		449	1	6½
Sept.	316	4	10½		92	3	11		32	13	9		498	11	6½
October,	103	3	9		85	7	6						221	5	0
	1220	6	2		424	11	8		296	16	7		1941	14	5

SUMMARY.			
Receipts to 1st February, 1858,			£680 0 6
“ 1st June, “			200 10 2
“ 30th October, “			1,941 14 5
“ for Freight, “			77 12 0
Total, per Abstract A, in former Report,			£2,899 17 1

Statement showing the Traffic Receipts on the Shediac and Moncton District, for Passenger's, Freight, Wharfage, and Storage, from 19th April to 15th December 1858.

Passenger Traffic,	-	-	-	-	-	£911 5 9
Freight,	-	-	-	-	-	1,166 0 8
Wharfage and Storage,	-	-	-	-	-	37 18 2
Total,						£2,115 4 7

L. CARVELL.

STATEMENT OF LAND DAMAGE CLAIMS.

Claimant.		Amount of Claim.			Awarded by Commis'rs.			Awarded by Appraisers.			When paid.
		£	s.	d.	£	s.	d.	£	s.	d.	
Charles Hazen,	Railway passing through property near Valley Church,	1,745	0	0	..	..	800	0	0	Jul. 26, '58.
W. R. M. Burtis,	Do. do. do. do.	3,200	0	0	..	..	800	0	0	Dec. 4, '57
William Wright,	Land for Station purposes,	7,500	0	0	3,000	0	0	..	..	Jun. 24, ..
	Do. do. do.	4,060	0	0	2,870	0	0	..	..	Sep. 22, ..
Dan'l M'Lauchlan,	Damage to property north side Mill Pond,	400	0	0	40	0	0	..	..	Jun. 7, ..
Bridget Lowell,	Lot under lease in Valley fr Mrs. Chipman,	30	0	0	..	..	10	0	0	Aug. 31, ..
Peter Cormack,	Land leased from Chas. Hazen,	2,282	10	0	500	0	0	200	0	July 19, ..	
D. Ramsay,	Do. do. do.	..	..	..	..	..	25	0	0	July 26, ..
W. R. M. Burtis,	Land for Turn-table,	..	..	..	10	0	0	..	..	Jun. 23, ..
Penelagon & Whiting,	Land taken for Railway purposes,	..	..	..	225	0	0	..	..	May 31, ..
	Rent of do. do.	..	..	..	75	0	0	..	..	Apr. 17, ..
	Damage to Barn,	..	..	..	7	10	0	..	..	Mar. 5, ..
	Land and Damage,	..	..	..	161	0	0	..	..	Oct. 19, ..
Lawrence Cullinan,	do.	..	..	..	135	18	0	..	..	Dec. 4, ..
Dr. Geo. P. Peters,	do.	904	0	7	425	0	0	..	..	Oct. 10, ..
John Dooley,	do.	..	..	..	..	..	100	0	0	May 1, ..
Thomas Trafston,	do.	..	..	..	..	..	..	..	..	Nov. 5, ..
Estate H. S. Peters,	do.	..	..	..	..	..	100	0	0	Dec. 4, ..
Stephen Wiggins,	do.	..	..	..	147	0	0	..	..	Oct. 5, ..
Robert M'Lean,	do.	..	..	..	..	..	100	0	0	Dec. 4, ..
Edward B. Peters,	do.	..	..	..	118	0	0	..	..	Oct. 5, ..
Charles Merritt,	do.	..	..	..	70	0	0	..	..	Dec. 17, ..
George Merritt,	do.	..	..	..	61	0	0	..	..	Aug. 4, ..
Thomas Parks,	do.	..	..	..	71	0	0	..	..	Oct. 29, ..
H. B. Smith,	do.	..	..	..	174	0	0	..	..	Oct. 12, ..
Henry Walsh,	do.	..	..	..	..	..	103	0	0	Dec. 4, ..
Dr. M. H. Peters,	do.	..	..	..	28	0	0	..	..	Oct. 8, ..
P. Fitzpatrick,	do.	..	..	..	10	0	0	..	..	Jan. 14, '58
Charles Drury,	Part of two Lots on the Marsh,	..	..	..	..	..	150	0	0	Aug. 18, ..
George Young,	Lot of Land in Marsh (G. Lane.)	..	..	..	330	0	0	..	..	Aug. 20, ..
Estate of H. Hennigar,	Land and Damage,	100	0	0	..	..	25	0	0	Apr. 15, ..
Hon. R. L. Hazen,	do.	275	0	0	150	0	0	..	..	Jun. 14, ..
Hon. W. Botsford,	do.	140	0	0	140	0	0	..	..	" 16, ..
John M'Sweeney,	do. to Marble quarry,	3,678	0	0	112	5	0	250	0	July 20, ..	
Geo. N. Robinson,	do.	..	..	..	..	..	450	0	0	June 7, ..
and Sisters,	do.	..	..	..	..	..	43	10	0	" 10, ..
Mrs. S. E. Quinton,	do.	..	..	..	..	..	43	10	0	" 10, ..
Mrs. C. G. Stockford,	do.	..	..	..	..	..	..	..	..	Sep. 13, ..
Israel Hoyt,	do.	..	..	..	30	0	0	..	..	Jan. 14, ..
Henry M'Callough,	do.	..	..	..	163	10	0	..	..	July 26, ..
	Digging Trial Pits, &c.	..	..	..	68	15	0	..	..	Feb. 26, ..
Benj. Appleby,	Land and Damage and Land for Wharf,	1,300	0	0	..	..	425	0	0	Jun. 3, ..
	do.	..	..	..	35	0	0	..	..	Aug. 5, ..
Neill Bradley,	Land and Damage,	175	0	0	..	..	25	0	0	Aug. 14, ..
J. Ferguson,	do.	450	0	0	3	0	0	..	..	Jan. 14, ..
C. C. Stewart,	do.	525	0	0	..	..	No Damage.	..	..	..
J. A. Scribner,	do.	..	..	..	10	0	0	..	..	July 2, ..
	do.	..	..	..	..	..	25	0	0	Sep. 29, ..
LeBaron Drury,	do.	..	..	..	80	9	4	..	..	..
John Henderson,	do.	100	0	0	..	..	5	0	0	Jun. 8, ..
James Henderson,	do.	100	0	0	7	0	0	..	..	Nov. 7, ..
James Duplex,	do.	150	0	0	..	..	25	0	0	Jun. 11, ..
Mrs. Anthony Dobbins,	do.	150	0	0	..	..	30	0	0	" 9, ..
J. Henderson, Jr.	do.	200	0	0	..	..	40	0	0	" 11, ..
Abel Doughty,	do.	100	0	0	..	..	20	0	0	July 2, ..
	Damage to Crop,	..	..	..	2	0	0	..	..	Nov. 7, ..
James Rafferty,	Land and Damage,	150	0	0	..	..	10	0	0	Apr. 2, ..
P. M'Rury,	do.	840	0	0	..	..	80	0	0	July 20, ..
F. O. Kane,	Damage to Crop,	42	15	0	..	..	5	0	0	Aug. 21, ..
W. Maynes,	Building House for Abel Doughty,	..	..	..	107	10	0	..	..	Nov. 7, '57
M. Morrison,	Land and Damage,	..	..	..	6	0	0	..	..	Aug. 4, '58
Allan Otty,	do.	200	0	0	..	..	45	0	0	Apr. 9, ..
	Digging Trial Holes,	40	0	0	10	0	0	..	..	Aug. 20, ..

Statement of Land Damage Claims.—Continued.

Claimant.		Amount of Claim.	Awarded by Commis'srs.	Awarded by Appraisers.	When paid.
D. Sweeney,	Land and Damage,	.. ..	.. ..	£20 0 0	Jun. 16, '58
D. Porter,	do.	.. ..	.. ..	5 0 0	" 17, ..
	do.	.. ..	£3 4 0	.. ..	Oct. 31, ..
Thomas Purvis,	Moving Barn,	.. ..	30 0 0	.. ..	Sep. 10, ..
James Keater,	Land and Damage,	.. ..	1 0 0	.. ..	Oct. 31, '57
	do.	.. ..	8 0 0	.. ..	Jan. 14, '58
Estate John Pollok,	do.	.. ..	.. ..	75 0 0	Jun. 10, ..
Lewis Burns,	do.	£334 0 0	.. ..	50 0 0	Oct. 28, ..
Sarah Frances,	do.	50 0 0	.. ..	10 0 0	Aug. 25, ..
Harvey Siderquist,	do.	5 0 0	5 0 0	.. ..	Sep. 18, ..
J. Ruland,	Moving Barn,	.. ..	12 10 0	.. ..	Oct. 21, ..
W. H. Baxter,	Land and Damage,	1,100 0 0	.. ..	200 0 0	Aug. 18, ..
Neison Arnold,	Station Grounds at Sussex,	.. ..	72 0 0	.. ..	May 6, ..
Abner Jones,	Land and Damage,	.. ..	5 0 0	.. ..	Sep. 2, '57
	do.	.. ..	.. ..	60 0 0	July 20, '58
John Reed,	do.	250 0 0	.. ..	125 0 0	" 20, ..
Moses Jones,	do.	250 0 0	.. ..	60 0 0	Oct. 9, ..
R. Milner,	do.	1,055 0 0	.. ..	460 0 0	July 20, ..
	Removing Barn,	.. ..	25 0 0	.. ..	Sep. 29, ..
Jas. Dunlop,	Land and Damage,	210 0 0	.. ..	20 0 0	Aug. 29, ..
John Jones,	do.	.. ..	.. ..	20 0 0	July 20, ..
Caleb Beck,	Station Grounds at Salisbury,	.. ..	60 0 0	.. ..	Oct. 31, ..
Alex. Wright,	Land and Damage,	.. ..	35 0 0	.. ..	" 16, ..
A. Wooten,	do.	.. ..	7 10 0	.. ..	Dec. 4, '57
R. S. Bush,	do.	.. ..	4 0 0	.. ..	Apr. 17, ..
Oliver Jones,	Station Grounds,	.. ..	618 0 0	.. ..	Jun. 30, ..
Isa. Bourke,	Land and Damage,	.. ..	.. ..	5 0 0	Sep. 29, '58
Robt. Hamilton,	do.	.. ..	20 0 0	.. ..	Dec. 29, '57
Jos. Votore,	do.	.. ..	10 0 0	.. ..	Nov. 17, ..
Frank Votore,	do.	.. ..	7 10 0	.. ..	Feb. 16, '58
Simon Porrier,	do.	.. ..	35 0 0	.. ..	Nov. 9, '57
Peter White,	do.	.. ..	13 10 0	.. ..	Sep. 4, ..
T. Robicheau,	do.	.. ..	45 0 0	.. ..	Mar. 31, ..
D. Govang,	do.	.. ..	130 0 0	.. ..	Dec. 29, ..
Robert Atkinson,	do.	.. ..	12 10 0	.. ..	Sep. 16, ..
Peter Porrier,	do.	.. ..	15 0 0	.. ..	Nov. 17, ..
Placide White,	do.	.. ..	8 0 0	.. ..	" 6, ..
F. & J. Arseno,	do.	.. ..	10 0 0	.. ..	" 6, ..
Peter, Johu and Alexander Votore,	do.	.. ..	15 10 0	.. ..	" 6, ..
Robert C. Atkinson,	do.	.. ..	50 0 0	.. ..	Dec. 4, ..
George Bateman,	do.	.. ..	.. ..	4 0 0	July 20, ..
H. S. Armour,	do.	.. ..	9 0 0	.. ..	Feb. 16, ..
Joseph Billevous,	do.	.. ..	.. ..	70 0 0	Sep. —, ..
Peter Billevous,	Removing Buildings,	.. ..	25 0 0	.. ..	Nov. 9, ..
R. S. Bourke,	Land and Damage,	.. ..	3 0 0	.. ..	" 13, ..
Thad Arseno,	do.	.. ..	10 0 0	.. ..	" 16, ..
Robert Atkinson,	do.	.. ..	38 0 0	.. ..	Jun. 11, ..
Hugh Boyd,	do.	.. ..	5 0 0	.. ..	Dec. 29, ..
James Boyd,	do.	.. ..	5 10 0	.. ..	" 29, ..
Adam Boyd,	do.	.. ..	10 0 0	.. ..	" 26, ..
W. Stack,	do.	.. ..	5 10 0	.. ..	" 29, ..
James Mills,	do.	.. ..	8 10 0	.. ..	Feb. 16, '58
D. & P. Mills,	do.	.. ..	10 0 0	.. ..	Dec. 29, '57
John Harris,	do.	.. ..	15 0 0	.. ..	Jan. 30, ..
Edmund Harris,	do.	.. ..	15 0 0	.. ..	.. ..
Jno. A. Humphrey,	do.	.. ..	160 0 0	.. ..	Oct. 16, ..
John Humphrey,	do.	.. ..	75 0 0	.. ..	" 29, ..
E. B. Chandler,	do.	300 0 0	90 0 0	.. ..	" 16, ..
James Robertson,	do.	1,500 0 0	275 0 0	.. ..	.. ..
Jacob Gesner,	do.	.. ..	.. ..	50 0 0	Sep. —, ..

Statement of Land Damage Claims—Continued.

Claimant.		Amount of Claim.	Awarded by Commis'rs.	Awarded by Appraisers.	When paid.
Bliss Botsford,	Land and Damage,	£300 0 0	£80 0 0	.. ..	Oct. 16, '57
G. Allingham,	do.	.. ..	3 0 0	.. ..	July 26, ..
William Steadman,	do.	.. ..	100 0 0	.. ..	Nov. 3, ..
Captain Cooper,	do.	.. ..	17 10 0	.. ..	Oct. 27, ..
Ambrose White,	do.	.. ..	5 0 0	.. ..	Nov. 9, ..
P. Schureman,	Land for Ballast Pit,	.. ..	20 0 0	.. ..	Dec. 29, '58
W. J. Weldon,	Land and Damage,	.. ..	25 0 0	.. ..	" 29, ..
A. Simpson,	do.	23 0 0	.. ..	£5 0 0	Oct. 31, ..
Thomas Trueman,	Removing Store at Wharf,	.. ..	47 10 0	.. ..	Oct. 26, '57
Jno. Trites,	do.	.. ..	30 0 0	.. ..	" 26, ..
I. C. Gallagher,	Removing Store and House,	.. ..	40 0 0	.. ..	" 26, ..
George Adams,	Removing House,	.. ..	3 0 0	.. ..	" 26, ..
S. Constantine, per					
E. B. Chandler,	Land and Damage,	.. ..	300 0 0	.. ..	" 23, ..
James Dunlop,	Removing Buildings,	.. ..	27 10 0	.. ..	Nov. 9, ..
Jno. Grady,	do.	.. ..	5 0 0	.. ..	" 17, ..
I. S. Sayre,	Land and Damage,	.. ..	32 10 0	.. ..	Dec. 4, ..
James Brown,	do.	.. ..	5 0 0	.. ..	" 4, ..
Charles Tidd,	Removing Buildings,	.. ..	8 0 0	.. ..	" 4, ..
Thomas Tidd,	Land and Damage,	.. ..	20 0 0	.. ..	Apr. 17, '58
R. Kirwan,	do.	.. ..	67 10 0	.. ..	May 10, ..
A. Perrigo,	do.	.. ..	50 0 0	.. ..	" 10, ..
E. Stiles,	do.	.. ..	25 0 0	.. ..	" 10, ..
R. Gumming,	do.	.. ..	10 0 0	.. ..	" 31, ..
E. Taylor,	do.	.. ..	25 0 0	.. ..
M. Lellan,	do.	.. ..	25 0 0	.. ..
Jas. Beatty,	do.	.. ..	35 0 0	.. ..
W. & R. Wright,	do.	.. ..	.. ..	50 0 0	July 28, ..
J. Trites,	do.	125 0 0	.. ..	77 10 0	
O. Jones,	do.	.. ..	.. ..	6 0 0	Sep. 1, ..
J. W. M. Irish,	do.	1,000 0 0	.. ..	65 0 0	Aug. 5, ..
Bliss Botsford,	Land purchased from Mrs. Ferguson, ad- joining the Wharf,	.. ..	141 5 0	.. ..	Oct. 31, ..
James Crandall,	For Wharf,	60 0 0	17 10 0	.. ..
Thomas Kirwan,	Removing Barn,	.. ..	4 0 0	.. ..	Nov. 9, ..
Thomas White,	Land and Damage,	.. ..	5 0 0	.. ..	" 17, ..
P. Schureman,	do.	.. ..	30 0 0	.. ..	May 31, ..
J. Govang,	do.	.. ..	.. ..	60 0 0	Sep. 29, ..
G. M. Campbell,	Land and Damage, Lawlor's Lake,	350 0 0	.. ..	No Damage.	
Hon. W. Botsford,	do.	50 0 0	.. ..	do.	
Fitzgerald Estate,	do.	150 0 0	.. ..	do.	
James Barber,	do.	750 0 0	.. ..	do.	
John Johnston,	do.	250 0 0	.. ..	do.	
Samuel Ramsay,	do.	100 0 0	.. ..	do.	
Samuel Renshaw,	do.	30 0 0	.. ..	do.	
F. Ferguson,	do.	450 0 0	.. ..	do.	
Hon. J. H. Gray,	do.	300 0 0	.. ..	do.	
Thomas M. Kinley,	do.	200 0 0	.. ..	do.	
James Carpenter,	do.	200 0 0	.. ..	do.	
Samuel Kierstead,	do.	72 10 0	.. ..	do.	
George Roberts,	do.	300 0 0	.. ..	do.	
Est. D. Warren,	do.	100 0 0	.. ..	do.	
Jno. Palmer,	do.	200 0 0	.. ..	do.	
Jno. K. Campbell,	do.	300 0 0	.. ..	do.	
Thos. Purvis,	do.	151 0 0	.. ..	do.	
Jno. Daniel,	do.	150 0 0	.. ..	do.	
Thos. Fraser,	do.	100 0 0	.. ..	do.	
Jas. Siderquist,	do.	200 0 0	.. ..	do.	
M. H. Fowler,	do.	100 0 0	.. ..	do.	
W. Crawford,	do.	200 0 0	.. ..	do.	
Rev. W. W. Walker,	do.	150 0 0	.. ..	do.	

Damages extinguished by Benefits.

Statement of Land Damage Claims.—Continued.

Claimant.		Amount of Claim.	Awarded by Commis'srs.	Awarded by Appraisers.	When paid.
W. Raymond,	Land and Damage,	£30 0 0	.. ..	No Damage.	
Jacob Yeomans,	do.	50 0 0	.. ..	do.	
Robert Kee,	do.	150 0 0	.. ..	do.	
J. D. M'Manus,	do.	150 0 0	.. ..	do.	
Robert Outy,	do.	150 0 0	.. ..	do.	
J. & C. Ketchum,	do.	250 0 0	.. ..	do.	
C. J. Hendricks,	do.	300 0 0	.. ..	do.	
George Brown,	do.	75 0 0	.. ..	do.	
J. A. M'Manus,	do.	75 5 0	.. ..	do.	
Edward Bartheo,	do.	.. ..	.. ..	do.	
H. Secord,	do. £25 per acre,	155 0 0	.. ..	do.	
Charles Secord,	do.	125 0 0	.. ..	do.	
Reuben Sproule,	do.	125 0 0	.. ..	do.	
V. H. Secord,	do.	100 0 0	.. ..	do.	
A. B. Sproule,	do.	155 0 0	.. ..	do.	
R. Burgess,	do.	50 0 0	.. ..	do.	
Malcolm Wilmot,	do.	100 0 0	.. ..	do.	
Alex. Robinson,	do.	50 0 0	.. ..	do.	
W. Horsman,	do.	25 0 0	.. ..	do.	
W. Robinson,	do.	50 0 0	.. ..	do.	
Alfred Trites,	do.	30 0 0	.. ..	do.	
Malcolm Somers,	do.	30 0 0	.. ..	do.	
Andrew Somers,	do.	300 0 0	.. ..	do.	
E. Steeves,	do.	125 0 0	.. ..	do.	
D. & H. Steeves,	do.	90 0 0	.. ..	do.	
Gabriel Steeves,	do.	90 0 0	.. ..	do.	
Israel Wilson,	do.	15 0 0	.. ..	do.	
Bamford Wilson,	do.	15 0 0	.. ..	do.	
Reuben Wilson,	do.	70 0 0	.. ..	do.	
Robert Weldon,	do.	.. ..	.. ..	do.	
John Wilmot,	do.	.. ..	.. ..	do.	
George Wortman,	do.	25 0 0	.. ..	do.	
W. H. Wortman,	do.	30 0 0	.. ..	do.	
Martin Wortman,	do.	30 0 0	.. ..	do.	
Frederick Wortman,	do.	20 0 0	.. ..	do.	
W. Crandall,	do.	150 0 0	.. ..	do.	
Edward Allison,	do.	500 0 0	.. ..	do.	
Glebe Land,	do.	750 0 0	.. ..	do.	
		Total, .. £	12,605 16 4	5,332 10 0	

Damage extinguished by Benefits.

Amount paid prior to appointment of Commissioners,	-	£14 14 6	
Amount paid by Commissioners,	- - -	12,605 16 4	
Award of Appraisers,	- - -	5,332 10 0	
			£17,953 0 10
Appraisers' Account,	- - -	- - -	1,080 16 10
Law Charges, Fees of Record, &c. &c. &c.	- - -	- - -	298 0 1
Amount of Debit of Permanent Way, No. 3, as per Balance,	-	-	<u>£19,331 17 9</u>

STATIONS ON THE LINE.

Miles from Saint John.	Miles from Principal Stations.	Miles from Station.	STATIONS.
		0	Saint John.
		1	Cemetery.
		2	Moose Path.
		1	Robinson's.
		2	Torryburn.
		1	Appleby's.
9	9	2	Kennebecasis.
		3	Quispamsiss (or Lakefield.)
		5	Nauwigewauk (or Hammond River.)
		4	Quispam (or Groom's Cove.)
23	14	2	Ossekeag (near Hampton Ferry.)
		5	Passekeag.
31	8	3	Norton (near Baxter's.)
		7	Apohoqui (near Mill Stream.)
44	13	6	Sussex.
		3	Plumweseep (near Snider's.)
		4	Penobsquis (near Roache's.)
56	12	5	Portage (near M'Leod's.)
		4	Anagance (near Leake's.)
66	10	6	Petitcodiac.
76	10	10	Salisbury.
		2	Boundary Creek (near Nixon's.)
		4	Mountain.
89	13	7	Moncton.
		2	Humphrey's Mill.
		4	Cook's Brook.
		7	Dorchester Road.
106	17	4	Shediac.
		2	Point du Chene.
		108	

CERTIFIED COPY OF JACKSON & CO'S SPECIFICATION A.,
For Building a Single Track Railway from Saint John to Shediac.

EUROPEAN & NORTH AMERICAN RAILWAY.

Saint John to Shediac, - - -	-	-	-	107 Miles.
The Bend to Nova Scotia, - - -	-	-	-	37
Total, - - -				144 " Single Track.

SINGLE TRACK.

- Permanent Way Rails* 63 lbs. to the lineal yard.
Wrought Iron Chairs at the Joints each 12 lbs. weight.
Wrought Iron Pins, Hackmatack or other suitable wood ties 8½ to 9 feet long.
Ballast, 2½ cubic yards for every lineal yard.
Fencing, where required, Post and Rail.
Earthwork, excavations 24 feet in width with slopes on ordinary Cuttings of 1½ to 1, and in Rock ¾ to 1.
Embankments 15 feet in width at formation level, with slopes of 1½ to 1.
Grades, Maximum Grade not to exceed 45 feet per mile.
Curves, Minimum Radius on main Line 1,500 feet.
Bridges, under the Railway of 100 feet span and upwards to be constructed of Iron, under that span of Stone or Timber, or both, at the discretion of the Contractors, secured with Iron Bolts and fastenings; over the Railway to be constructed of Stone or Brick.
Culverts, to be constructed of Stone or Timber, or both, depending upon the nature of the foundations, as may be most expedient as approved by the Consulting Engineer.
Crossings, for farm and other roads on the Line of the Railway to be constructed in the usual way, and a Notice Board erected at all the public road crossings.
Road Stations, to be provided at or near (1) Nine Mile House, (2) Hammond River, (3) Hampton, (4) Finger Board, (5) Sussex Vale, (6) Head of Petitcodiac River, (7) Pittfield's, and two intermediate between the Bend and Nova Scotia Boundary, with 300 yards siding at each, and also at the Bend, Shediac, and Nova Scotia Boundary, with a length of siding not exceeding half a mile at each.

ROLLING STOCK AS FOLLOWS :

10 Passenger Engines,	20 Horse Boxes,
5 Goods " "	15 Ballast Wagons,
14 First Class Cars,	20 Hand Cars,
6 Second Class Cars,	4 Snow Ploughs,
50 Goods Wagons,	3 42 Engine Turntables for Saint John,
50 Box Cars for Dry Goods,	Sussex Vale, and Boundary,
50 Timber Wagons,	20 15 Turntables,
20 Cattle Cars,	

said part of the second part, do hereby for Heirs, Executors, Administrators, and Assigns, covenant, promise, and agree to and with Her said Majesty, Queen VICTORIA, Her Heirs and Successors, represented herein as aforesaid, to construct, build, complete and finish in a good substantial and workmanlike manner, under the superintendence of the Chief Engineer appointed under the said Act, and in every respect to the satisfaction of the said Board of Commissioners and the said Chief Engineer for the time being, all the work contained in Section No. on the Division of the European and North American Railway, commencing at a Station numbered and extending to a Station numbered being a distance of miles yards, more or less, according to the Specifications and plans hereunto annexed and referred to, and to provide all necessary plant and materials therefor of the very best description, and to do all said work, and to provide all said plant and material, subject to the inspection, supervision, approval, and rejection of the said Chief Engineer, and upon the terms and conditions hereinafter specified.

The whole to be completed and finished, and in every respect ready for use, on or before the day of one thousand eight hundred and and to be conducted and carried out upon the terms, conditions, and stipulations hereinafter specified, and which terms, conditions, stipulations, specifications and plans, are to be considered in every respect as part and parcel of this Contract.

In consideration whereof, Her said Majesty, Queen VICTORIA, represented as aforesaid, doth promise and agree to pay to the part of the first part, the lump sum of pounds shillings and pence, of the lawful currency of New Brunswick, the said sum to be paid the part of the first part, by monthly instalments, as the work proceeds, according to the rates and prices in the Tender and Schedule herewith attached.

CONDITIONS.

Firstly, That the part of the first part shall receive and use in the work herein contracted for, such Timber, Iron, Stone, Cement or Lime, and other materials as shall be furnished by the said Commissioners, and allow therefor such sum or sums of money as the Engineer may deem equitable: provided the same is not included in Schedule of prices attached to this Contract, and that the amount thereof shall be deducted from the amount of work done under this Contract.

Secondly, The constructing and finishing of said work is to be done in all respects according to the directions and instructions contained in, which may be implied from, or are incidental to the specifications hereunto annexed, and any plan or plans referred to in the said annexed specifications, which specifications and plan or plans therein referred to are hereby mutually agreed and declared to be incorporated in, and form a part of this Contract.

Thirdly, The payments of the prices hereinbefore mentioned shall be made monthly by the said Commissioners, upon certificate being received by them from the Chief Engineer and approved of, that the work for or on account of which such payments shall be claimed has been duly and faithfully executed, such certificate to be given by the Chief Engineer within ten days after he shall have received an Estimate from his Assistant Engineer or officer in charge of the work, specifying the amount of work done during the month then ending.

But

But that, nevertheless, it shall be lawful for Her said Majesty to withhold from the part of the first part, and retain ten per cent. out of the amount of the estimates, until the perfect completion of the work to the satisfaction of the said Commissioners: which ten per cent. so withheld and retained shall be paid with the last instalment, after the Engineer or officer in charge shall have delivered to the Chief Engineer his final estimate of the work performed and materials furnished in virtue of these presents, with detailed measurements, weights, &c., and upon approved certificate by the said Chief Engineer of the work having been fully completed and finished: Provided, that in forming his final estimate the Engineer or other officer shall not be bound or governed by the preceding monthly estimates, which shall be taken and considered merely as approximate. Provided always, and it is further agreed, that Her said Majesty from time to time by the said Commissioners, during the progress of the work, may pay to the part of the first part the whole or any portion of the ten per cent. so withheld and retained.

Fourthly, That the work hereby contracted for, to be done by the part of the first part, shall, as far as may be required by the said Engineer, be prosecuted so as to facilitate and not to incommode or obstruct the prosecution of Contracts for adjoining or contiguous works.

Fifthly, That this Contract shall in every respect be prosecuted in such order and at such places in the work and at such times and seasons as the Chief Engineer shall direct.

Sixthly, That if by report of the Engineer, or Superintendent employed by the Commissioners in that behalf, it shall appear that the establishment and rate of progress at and in the said work are not such as to insure the completion of the same within the time herein prescribed, or if part of the first part shall persist in any course violating the provisions of this Contract, Her said Majesty shall have the power at her discretion, by order of the said Board of Commissioners, without previous notice or protest and without process or suit at Law, either to take the work or any part thereof out of the hands of the part of the first part, and to relet the same to any Contractor or Contractors without its being previously advertised, or to employ additional workmen, and provide materials, tools, and other necessary things at the expense of the part of the first part. And the part of the first part, in either case, shall be liable for all damages and extra costs and expenditure which may be incurred by reason thereof, and shall, in either of such cases, likewise forfeit all moneys then due under the conditions and stipulations, or any, or either of them herein contained.

Seventhly, That in case of failure in the Contract, the part of the first part shall thereby forfeit all right and claim to the said ten per cent., or any part thereof remaining unpaid, as well as to any moneys whatever due on this Contract.

Eighthly, That all work of every description may be inspected during construction, either by the Chief Engineer or such officer as he from time to time may appoint to superintend the same, and should any work be disapproved of, it shall immediately be removed or taken down and replaced by such as shall be satisfactory to the Engineer or the officer in charge. And no further estimate shall be made upon the same section so long as any work shall remain imperfect; and any omission to disapprove of any work at the time of a monthly estimate being made, shall not be construed to be acceptance of any defective work; likewise any material disapproved of shall not be

be used in the work, and if not removed by the part of the first part when directed by the Chief Engineer, or person in charge, then the rejected materials shall be removed by the aforesaid Chief Engineer, or person in charge, to such place as he may deem proper, at the cost and charge, and at the risk of the part of the first part. And it is hereby expressly declared and agreed by and between the parties hereto, that all materials of every nature and description, and the property therein, which from time to time may be procured and furnished by the said part of the first part, to be used in and about the construction of the said works hereby contracted for, so soon as the same shall be inspected, approved of, and marked by the Chief Engineer, or his officer for the time being in charge of and superintending the said works, shall absolutely vest in Her Majesty the Queen, and the same may be included in the estimate of the Engineer or officer in charge. all which materials so inspected, approved of and marked shall not thereafter in any way be liable or subject to the debts, contracts or engagements or otherwise affected by any act of the said part of the first part to the prejudice of the said part of the second part. But it is distinctly understood and agreed that the inspection and approval of materials shall not in any way subject Her said Majesty to pay for the said materials, or any portion thereof, unless employed or used in the said works, nor prevent the rejection afterwards of any portion thereof which may turn out to be unsound or unfit to be used in the work ; nor shall such inspection be considered as any waiver of objection to the work on account of the unsoundness or imperfection of the materials used.

Ninthly, That in the opinion of the Engineer, should any overseer, mechanic or workman, employed on or about the work, give any just cause of complaint, the part of the first part, shall immediately upon the application of the Chief Engineer or person in charge, dismiss such person or persons forthwith from the works, and he shall not be employed again thereon without the consent of the Chief Engineer ; and should the part of the first part continue to employ such overseer, mechanic or workman, the part of the first part shall forfeit to Her said Majesty, Her Heirs and Successors, the sum of five pounds current money aforesaid, for each and every day during which such overseer, mechanic or workman shall be employed on the works after such application as aforesaid : and all the sums so forfeited shall be deducted from and out of the amount which the part of the first part may be entitled to receive from Her said Majesty at the commencement of the month next ensuing such forfeit, or at a later period as Her said Majesty may deem proper.

Tenthly, That to prevent all disputes, it is hereby mutually agreed that the Chief Engineer for the time being, shall in all cases determine the amount or quantity of the several kinds of work which are to be paid for under this Contract, and the amount of compensation at Contract prices which are to be paid therefor, and also that the said Engineer shall in all cases decide as to the construction to be put upon any part of the Plans or Specifications, or any other question which can or may arise relating to the execution of this Contract, and his measurements and decisions shall in all cases be conclusive and binding between all parties, subject however, to the final approval of the said Commissioners.

Eleventhly, That if any change or alteration, either in the position or details of any part of the work shall be required by the said Chief Engineer during the progress thereof, the part of the first part is hereby bound to make such alterations or change, and

and if alteration or change shall entail extra expense on the said part of the first part, either in labour or materials, the same shall be allowed the said part of the first part; or should it be saving to the said part of the first part, either in labour or materials, the same shall be deducted from the amount of this Contract; in either case the amount is to be determined by the estimate made by the Engineer or officer in charge. But no such change or alteration, whatever may be the extent or quality thereof, or whatever time the same may be required to be made, pending the said Contract, shall in anywise have the effect of suspending, superseding, annulling, or rescinding this Contract, which shall continue to subsist, notwithstanding such change or alteration; and every such change or alteration shall be performed and made by the said part of the first part, under and subject to the conditions, stipulations, and covenants herein expressed, as if such change or alteration had been expressed and specified in the terms of this Contract; and should the said part of the first part be required by Her Majesty, represented as aforesaid, to do any work, or furnish any materials for which there is not any price specified in this Contract, the same shall be paid for at the estimated prices of the Engineer, subject to the approval of the said Commissioners; but no change or alteration as aforesaid whatever, and no extra work whatever shall be done without the written authority of the Engineer in charge, given prior to the execution of such work, nor will any allowance or payment whatever be made for the same in case it should be done without such authority. All bills for extra work, when ordered by the Engineer, must be returned monthly, or within one week from any time that may be called for by him; failing so to do, payment of them shall be discretionary with the said Commissioners.

Twelfthly, That the part of the first part will not by or agents, give or sell any ardent spirits to workmen, or any other person on or near the said work, or allow any to be brought on the work by labourers or other persons.

Thirteenthly, That the part of the first part shall not in any way dispose of, or sub-let, or re-let any portion of the work embraced in this Contract: but the whole shall be done by labourers under immediate superintendence, with the exception of procuring materials.

Fourteenthly, That any notice or other paper connected with these presents which may be required or desired on behalf of Her said Majesty to be served on the part of the first part, may be addressed to the part of the first part at residence, or usual place of business, or at the place where the work hereby contracted for is carried on, and left at the Post Office in and any paper so addressed and left at the Post Office shall to all intents and purposes be considered legally served.

Fifteenthly, That should the part of the first part not complete the work herein contracted for at the period agreed upon as above mentioned, the said part of the first part shall be liable for and shall cause to be paid to the part of the second part, all salaries of wages which shall become due to the persons superintending the work on behalf of the said Chief Engineer, from the above named period for completion until the same shall be completed and received.

Sixteenthly, That in case it shall happen that the said part of the first part shall not fully complete the work herein agreed for within the time herein before specified, the said Commissioners may, if they shall think fit, permit the said Contractor to proceed with and complete the said work as if such time had not elapsed; and that in

such case, such permission shall not be deemed to be a waiver in any respect of any forfeiture or liability for damages or expenses otherwise incurred by said Contractor in consequence of such failure to complete this Contract within such time, or incurred by him under any of the stipulations or provisions contained in this Contract, or in the annexed specifications; but this present Contract and every such forfeiture and liability so incurred, shall still continue in full force against such Contractor as if such permission had not been granted; and the said work shall in such case be performed, completed and paid for, in every respect according to the terms, stipulations and conditions contained in this Contract, and in the Specifications annexed, subject to the same forfeitures, liabilities and deductions, as are herein mentioned, which had been incurred by virtue hereof, before such permission, and subject also to such forfeitures and liabilities and the deduction of all such costs and expenses as shall or may, by the decision of the Chief Engineer, have been incurred after such permission, by reason of the non-completion of such work within the time herein before specified for its completion, or by reason of the breach by such Contractor of any of the stipulations contained in this Contract, or in the annexed Specifications.

Seventeenthly, That the part of the first part shall not hire any men that may be in the employ of, or have been discharged for misconduct from any other Section of the work, unless by consent of the parties who discharged them. It is likewise distinctly understood that the Contractors themselves will make such arrangements as shall establish a uniform rate of wages throughout the works, and that such arrangements shall not be departed from except by a majority of the other Contractors.

Eighteenthly, That the said part of the first part shall pay all labourers in employ monthly; and in case of failure of the part of the first part so to do, the said Commissioners shall have full right and authority to retain in their hands, for the payment of the workmen employed by the said part of the first part, on any work hereby contracted for, such an amount of any monthly estimate as the said Engineer may report to be requisite for that purpose. And the said Commissioners may adopt such measures for the disbursement of such retained money as they may consider the most judicious for the interest of all parties concerned.

Nineteenthly, It is hereby also expressly conditioned and understood that the Governor in Council may suspend the progress of the said Works hereby agreed for, or any part thereof, according to the provisions of Act of Assembly 19 Victoria, Cap. 15, intituled "An Act to authorize the construction of Railways in this Province." And in case the execution of this Contract shall be suspended as aforesaid at any time, and for any cause, no claim for prospective profits on work not done shall be made or allowed; but such an allowance for actual expenses incurred as the said Commissioners, upon the report by the said Chief Engineer, may deem fair and reasonable, which amount, when settled by the said Commissioners, shall be conclusive upon all parties; but the part of the first part shall have the right to complete the work when the part of the second part shall order it to be resumed.

IN WITNESS WHEREOF,

SPECIFICATION FOR WORKS.

This Specification comprehends all works and every operation necessary for the formation of the Line of Railway, as a Single Line of Way from Station shewn on the Drawing, No. on the General Plan to Station also shewn on the Drawing, No. on the Plan (with the exception of Tracklaying and Ballasting the Permanent Way, which is not included in the present Contract,) and includes all diversions of Roads and Streams, and the completion of all Bridges and Masonry, and the maintenance of all the works, exclusive of Permanent Way, for twelve calendar months after the works have been finally delivered over and accepted.

The accompanying Drawings referred to in this Specification and in accordance with which the Works are to be executed, are in number, as hereafter particularized; and they are strictly to be attended to in the execution of the Works, with the particulars and description thereon, as well as such explanatory or detailed Drawings as may be furnished by the Engineer during the progress of the Work.

The Works included in this Specification are to be undertaken for a lump sum of money, the details and prices of which, based upon the quantities given on the Plans, to be stated in the Schedule; and it is distinctly to be understood that each item is to be monied out at a fair and reasonable rate, and the prices for additions and deductions and extra work, is also to be filled up; failing in either of these particulars the Tender will not be recognized. Should any alteration, addition, variation, or diminution, be made to, in, or from said Works, or should other Works be substituted for those shewn or specified by order of the Engineer, then such altered, additional, varied, diminished, or substituted Work, to be measured by the Engineer and to be valued by him at the prices quoted in the Schedule annexed to the Tender; or if there be no prices applicable in the said Schedule, then the price to be fixed by the Engineer; and in all such cases the amount or value thereof to be added to, or deducted from the lump sum tendered, as the case may be.

The Engineer will set out the work and carefully stake out the centre line and half widths upon the ground at every fifty feet, and mark the cuts and fills upon the stakes, after which the Contractor must be responsible for the correctness of the alignment and gradients, as no allowance will be made for errors by reason of the Works being out of line or level, and the whole must be delivered over finished and complete, in accordance with the Plans and Sections.

Entire changes in the location of the Railway with a view of perfecting an alignment of the same, together with variations in the grade line, may be made by the Engineer, and no extra allowance beyond the additional measurement (if any) shall be claimed therefor.

The length of any Section may be increased or diminished by the Engineer if he consider the same necessary or expedient for the benefit of the work.

The quantities marked upon the Section whether of excavation or embankment, are deduced from cross section measurement taken upon the ground, which has been tested with numerous pits; also an allowance of ten per cent is made upon the actual cubic measurement of the embankment for shrinkage. The Masonry also has been carefully calculated and is in the opinion of the Engineer correct. These quantities are guaranteed to be correct, but should any considerable excess or deficiency arise, a corresponding addition or deduction will be made. The

The various Works are to be executed according to the accompanying Drawings. These Drawings are supposed to be correct, but the Contractor must satisfy himself on this point by taking and testing the levels, or by any other means, as no allowance whatever will be made on the ground of any mistake.

If in any case it should happen that the dimensions written or described on the drawing do not correspond with measurements taken by the scales, the Engineer in all such cases is to be the sole judge which of the two is correct, and to be taken, and the work is to be executed according to his decision.

The ground occupied by and set apart for the Railway, is to be cleared for a distance of fifty feet each side of the centre line of all buildings, timber, fences, stumps, bushes, logs, brush, and other vegetable matter, which are to be removed to such places as the Engineer may direct; the buildings, crops, and fences to remain the property of the Commissioners; the loose brush, rotten logs, and other materials liable to catch fire, for a further distance of ten feet, or sixty feet each side of the centre line, are likewise to be brought out to it and burned, and in no case will they be allowed to be cast back on the adjacent land.

The trees, stumps and bushes, to be cut close to the surface of the ground, removed, and piled upon the centre line, and the whole burned or otherwise got rid of as the Engineer shall direct. No grading of any kind shall be commenced upon a Section until the clearing is finished to the satisfaction of the Engineer.

Where embankments are less than two feet in height, all stumps, large roots, and other vegetable matter must be thoroughly grubbed out and burned as specified above.

All vegetable or loose earth which may be unsuitable for embankments must be removed, and no stumps, logs, or other perishable material, shall be placed in the embankments. Should peat or any other materials be found in any of the excavations which the Engineer may deem unfit to be used in embankments, it must be carried to spoil, and any deficiency which may thereby be occasioned must be provided for by the Contractor at his own cost.

In excavating the cuttings and forming the embankments the Contractor must strictly adhere to the depths and heights figured (or drawn) on the longitudinal Section, and form the slopes and width of road-bed in accordance with dimensions marked upon the Section, unless where otherwise ordered by the Engineer.

In carrying on the embankments due allowance must be made for settlement, and sufficient width at all times maintained that no additions to the side of any Embankment shall at any time have to be made, and when by reason of side-lying ground the Embankment may have a tendency to slip, proper Benchings shall be cut according to the directions of the Engineer to receive the embankment.

The road generally will be graded for a single Track, excepting at Stations, Turn-outs, and similar places, which shall be graded wider if required by the Engineer. The width of the Line generally, at formation through all Cuttings is to be thirty-two feet, and on all Embankments twenty feet in the clear, when finished and delivered over, as shewn in the Cross Sections. On sidelong and sloping ground, the cuts in all cases will be excavated thirty two feet in width on formation, twenty feet from Centre on the upper, and twelve feet from Centre on the lower side. Where the Embankments are in excess, the Excavations will be taken out thirty five feet in width

width at formation level, if required by the Engineer. The Centre of the formation will in all cases be raised six inches higher than the sides, and the whole finished and ditched in accordance with the respective Cross Sections for Cuttings and Embankments, as shewn in Drawing, No. Figures at the end of this Specification.

Such variations in the width of Excavations and Embankments, Slopes and dimensions of the Side Drains to be made as the Engineer shall from time to time direct.

All Earth excavated from Road-bed is to be carried into Embankment, unless otherwise directed by the Engineer, the surplus material to widen the Embankments regularly, or form Double Track Embankment; and where there may be a deficiency of material, the Excavations will either be regularly widened all through, or an even and regular ditch of sufficient capacity to furnish the deficiency of earth required will be staked out by the Engineer and excavated by the Contractor upon one or both sides of the Railway. No borrowing pits of any kind will be allowed unless especially ordered by the Engineer in writing.

The surplus Earth from excavations not carried into Embankment shall be deposited in a regular manner upon one or both sides of the Excavation, with regular slopes, as the Engineer shall direct, and so arranged as to convey the drainage or falling water from the Railway, leaving a space or berm of not less than six feet in width between the same and the outside line of the slopes of the Excavations, as shewn in Drawing No.

As soon as part of an Embankment has been tipped, the Contractor shall trim and form such portions of the same as shall be directed by the Engineer, in order to enable him to judge of the proper allowance necessary for settlement and other causes.

All Embankments and Excavations required for Road and Farm Crossings, and Bridges, shall be completed by the Contractor.

In case the Engineer shall determine to obtain any earth from Side Cuttings, the Contractor must execute such side cuttings wherever directed, and in such form and to such depth and extent as the Engineer shall determine, and shall dispose of the earth as directed by the Engineer.

The bottoms of the Cuttings to be trimmed truly to the form shewn on the Cross Sections for the purpose of draining the water from the surface into the side drains and ditches to be formed at the bottom of all Cuttings and Embankments, and along the tops of slopes in Cuttings of not less dimensions than shewn in the Drawings, and as much larger as the Engineer shall direct.

The Contractor is to keep all the Cuttings free from water, and to construct all such water courses and drains as may be necessary to preserve the slopes from injury by the action of water during the progress of the work or during the time of maintenance.

The description above given as to the Cuttings and Embankments shall equally apply as to manner of work, to all cases of Bridges, Approaches, Diversion of Roads and Occupation Roads, or to any other purpose of a similar character, and to every other matter and thing as above specified, or that shall in the opinion of the Engineer be needful for the proper execution of the Work.

In carrying the Embankment over any Bridge or Culvert which is to be covered thereby, care must be taken, by the use of a temporary bridge or staging, to have the Embankment brought up equally on both sides of such Bridge or Culvert, and care-

fully punned in layers not exceeding six inches in thickness, so that the weight of the earth may be brought equally upon each side thereof at the same time; and should any injury or derangement arise to any Bridge or Culvert, the Contractor will be required to make good the damage, or rebuild it at his own expense to the satisfaction of the Engineer.

Before the Road is considered finished the Embankments and Excavations must be neatly trimmed, and the whole surface made to conform accurately to the given widths and slopes and plane of graduation.

It is distinctly stated that no Permanent Materials will be allowed to be used in carrying on the Works, but that the Contractor is to provide at his own cost all requisite Plant and materials, including temporary Rails, Bridges, Coffers Dams, Crossings, Roads, Water Courses, and Drains, for keeping up communications and drainage during the progress of the Work.

The Contractor is to take upon himself all risks and contingencies whatever, that may arise in respect of the Works. He is to replace and make good at his own cost any work which may fail from whatever cause, whether from bad workmanship or materials, or from slips, slides, or freshets.

The Blasting of all Rocks during the progress of the Work shall be entirely at the risk of the Contractor, and all damages occasioned thereby, or any injury done by him or his workmen to the crops, fences, buildings, or other property of the adjoining land owners or occupants, in any way whatever, shall be paid for by him.

Public or private Roads which intersect the Line of Railway shall not be obstructed by Excavation or otherwise, until direction shall be given by the Engineer for completing the Road across the same, and convenient passing places or crossings shall be kept open for the accommodation of all having occasion to use them during the progress of the Work.

Public or occupation Roads across the Railway shall be not less than twenty feet in width. Between the Rails, and over the side ditches of the Railway, they shall be planked with merchantable Spruce Deals, not less than fifteen feet long and three inches thick, which shall be well spiked to the cross sleepers.

Two Cattle Guards, five feet in width and three feet in depth, and two open Culverts, two feet in width, to pass the water along the Railway ditches, composed of Dry Rubble Masonry, shall be inserted at every such Crossing.

The Approaches, if sunk, shall be built in accordance with Drawings, No. The width of the Road bed, (if sunk,) shall be twenty feet in the clear, with a ditch on each side, six feet wide at the top, one foot six inches wide at the bottom, and one foot six inches deep. If raised, it shall be twenty four feet wide on the top. In either case the Cross Section of the Road must be raised or barrelled in the middle ten inches, and the longitudinal slope or grade is not to exceed one foot vertical to twenty feet horizontal; also the side slopes of the Cuttings and Embankments are not to be less than one and a half to one.

All Road Diversions will be located hereafter by the Engineer, and they shall be evenly graded with no longitudinal slope exceeding one in twenty.

The Road-bed in such Diversions, shall be graded twenty feet wide on the surface between the ditches, and barrelled in the centre ten inches; the ditches on each side shall be not less than six feet wide upon the surface, one foot six inches deep, and one

one foot six inches wide on the bottom, and so arranged as to draw all the water off the Road and discharge it through the Culverts which shall be inserted at proper intervals under the Roadway.

When the diversion is of considerable length and runs parallel to the Railway, the same number and description of Culverts shall be in the diversion as are in the Railway between the same common points, and they shall be inserted at such levels as will completely dry the ditches. When from the nature of the ground it is necessary to go into Cuttings or Embankments to preserve the inclination, the side slopes shall be made not less than one and a half to one, and neatly dressed.

After the grading has sufficiently settled, the surface of the Road shall be covered over for a width of twelve feet in the centre with twelve inches of clean gravel or broken stone in cubes of not more than two inches square, and the whole shall be neatly finished in accordance with Drawing, No.

The Works are to be carried on under the direction of the Chief Engineer, and such resident and Assistant Engineers and Inspectors as he may appoint, and they are to be executed in all respects to his entire satisfaction; and his decision on all questions relating to the Works, or to the construction and meaning of this Specification, or of the accompanying Drawings, or of any Drawings that may be furnished at any time to the Contractor, is to be final and binding on all parties.

As a check to the monthly estimates, it is distinctly understood and agreed, that the Contractor is required to return to the Engineer, at the end of every month, true Bills of the total quantity of work done, and materials furnished by him up to that time, before any payment will be made. These Bills shall include all extra work, labour and materials, (if any) done and furnished up to the date of the estimate; failing so to do, payment of extras shall be discretionary with the Commissioners.

For the simplification of the monthly measurements, it is understood that the various kinds of Excavation will be classified under two heads, viz. Earth, and Solid Rock, and paid for as such. Earth, comprising all material of every kind except solid rock. Solid Rock, comprising all rock in places which requires blasting, and all detached stones or isolated masses measuring more than five cubic yards.

Every description of material required to be raised and removed in forming the Road bed, is to be estimated as Excavation, and the quantity ascertained by measuring, either in Excavation or Embankment as the Engineer may determine, making such allowance in measuring Embankments for shrinkage as he may deem proper.

EXCAVATION FOR FOUNDATIONS.

The Excavations for Foundations of all Bridges, Culverts, Walls, or other Masonry, shall be made of such a depth and of such dimensions as the nature of the ground will require, the Engineer to decide in this respect without reference to the Drawings; but whatever the depth may be, no extra allowance will be made in that respect, and no work shall be commenced in any such Excavations, until the Engineer shall have inspected and approved of the same. The Excavations, during the progress of the work, to be kept entirely free from water by pumping or otherwise, and the earth arising from such excavation to be placed in the Embankment, or other part of the work, as the Engineer may direct; and in case no such depository can be found, the Contractor to remove the same from the Work entirely. When the erection, what-
ever

ever it may be, is completed, the Foundations are to be filled in and punned round and about the Masonry, and the top smoothly levelled and made good to the satisfaction of the Engineer.

MASONRY.

The Masonry will be classified under eight heads, viz. Ashlar Masonry, first class laid in Cement, Dry Rubble Masonry in Abutments, Rubble Masonry in Cement, Rubble Masonry in Lime, Ashlar Masonry in Arches, Rubble Masonry in Arches, Dry Rubble Masonry in Culverts, and Rip Rap or Bank Paving.

All Masonry will be estimated and paid for in the monthly estimates, by the yard of twenty seven cubic feet.

ASHLAR MASONRY.

Ashlar Masonry, first class to be laid in the best quality of approved fresh Newark, or Rosendale cement, and clean sharp sand, mixed in such proportions as the Engineer shall direct.

All the stones to be used in this class of Masonry must be of the best ledge or split stone, of large and suitable size and of good quality, and well adapted for substantial and durable structures, and in all respects such as the Engineer shall approve. Each stone must be dressed fair on the beds throughout, the joints to be dressed square back from the face not less than nine inches, and to have chisel drafts up the arrises. To be laid in courses at least twelve inches in thickness, and so that there shall be one Header to every Stretcher, and so arranged with each other and with the backing as to make a good bond throughout.

The Headers must have at least two and a half times as much bed as face, measuring from the face towards the interior, and not less than two feet long on the face. The Stretchers must have a breadth on the bed at least once and a half the height of the course, and not less than eighteen inches, and they shall in no case be more than six feet in length, and the joints must overlap at least nine inches, the beds must be rectangular, being as long on back as face, as no trapezoidal shaped stones will be allowed.

Great care must be taken to have all the beds dressed to accurate planes; the face work quarry dressed and brought to the required lines. No pinning of any kind shall be permitted in setting any part of the work. Each stone shall be set in a full bed of mortar, and beaten solid; each course must be well and carefully grouted; all the strings and copings to be chisel dressed on the face. The filling in between the Ashlar and Bond stones of Piers, and backing of Abutments, shall be of large flat bedded stones, and no stone to be less than six inches thick, nor more than two thickness of stone to make the height of the course. The beds to be punched off so as to have a good bearing on the stone below, and in all cases the stones to be laid on their broadest beds, and they must bond at least six inches with the Ashlar work and with each other. If any levelling is necessary upon the upper bed it shall be done before the next course is laid upon it. And each course of backing shall be cut down level with the face work. At least two thirds of the upper bed shall be of full thickness of course, so as to give the next stone a firm bearing upon it, and no levellers or spalls shall be allowed under a stone that will raise it from its bed. There are to be Headers in the backing midway between those of the face. When the walls are not
not

not more than three feet thick, the bond shall be in one stone three feet long, so as to pass through the wall to back and front. When the walls are of greater thickness than three feet, as in Piers or Abutments of Bridges, the Header shall be not less than three feet in length, and put in alternately in the front and back of the wall. The course above to have large stones crossing the joints of the bond stones, so as to give effectual bond. When the work is finished it is to be neatly pointed at a proper season of the year.

RUBBLE MASONRY IN BRIDGE ABUTMENTS.

Rubble Masonry in Abutments to be of large flat bedded stones of good size, not less than one foot rise, and containing at least six cubic feet, the bed being at least twice the rise. The whole shall be laid in horizontal beds in irregular courses, free from pinners, the beds being punched so as to insure an equal bearing throughout. The joints not to exceed three quarters of an inch; the verticle joints to be squared from the face nine inches, and the horizontal joints to overlap one foot. The Header shall be not less than three feet in length, and laid alternately in back and front of the wall. The coping and steps to the wings to be of stone, split to dimensions, with squared joints and edges, and carefully bedded. Great care must be taken to effect the best bond, and make the closest and neatest work.

ARCH MASONRY.

Arch Masonry, whether in Ashlar or Rubble, shall include Arches only. The Ashlar Arch Stones must be of the full depth or thickness of the Arch and worked on the radial joints to three eighths of an inch; they must be not less than two feet in length, and must break joints not less than nine inches. They must be of good, sound durable stone, and laid in a full bed of mortar, of the best fresh Newark or Rosendale Cement.

In Rubble Arches, the stone must be of the full depth or thickness of the Arch, and rough hammered to fit the radial joints without the introduction of pinners. No stone to be less than one foot long, and they must all bond or break joints with each other at least six inches, and be laid in a full bed of Hydraulic Cement. The joints whether of Ashlar or of Rubble must be brought in line with the radius of the curve of the Arch.

ARCH CULVERTS.

The Culverts will be built upon the site that shall be set out by the Engineer in charge of the work, and exactly in accordance with the lines and dimensions of the accompanying Working Drawings, No. All the stone used in the Culverts to be good and sound Free or other Stone, that shall be approved of by the Engineer.

FOUNDATIONS.

The ground to be excavated to the depth and of sufficient width to allow of the Masonry being put to its full dimensions, as shewn upon the drawing.

The Footing Courses shall be of large, flat bedded stone, hammer scabbled, the upper beds rough punched, and laid solid, at the depths shewn upon the Plan. No stone shall be less than six inches in thickness, nor of less area of bed than nine superficial feet. The rest of the Foundation Walls to the under side of the Invert, shall be of good, sound, flat bedded Rubble, not less than four inches in thickness and three feet area on the bed, to be laid dry.

INVERT

INVERT.

The Invert to be of Ashlar, laid in Cement, one foot deep, and neatly punched on the beds and joints, and pitched off square on the top and bottom, the joints not to exceed three eighths of an inch, each stone to be dressed to the proper radius, set in a full bed of Hydraulic Cement, and well grouted. No stone to be less than two feet long, and to break joints nine inches.

SKEWBACK.

The Skewbacks to be of dressed Ashlar, of the form and dimensions shewn upon the Drawings, and no stone to be less than two feet in length.

ABUTMENT WALLS.

The Abutment Walls to be block in course, neatly hammer dressed, no stone to be less than seven inches in thickness and eighteen inches in length, and to have three times as much bed as rise, measuring from the face toward the interior of the work. The beds to be carefully dressed throughout, the joints not to exceed three eighths of an inch. The joints must be dressed back square at least nine inches from the face, and must overlap nine inches.

BOND STONES.

Through Bond Stones not less than twelve inches thick, eighteen inches wide, and not less than three feet long, are to be put in every superficial yard of face.

BACKING OF ABUTMENTS.

The Backing of the Abutments to consist of large flat, bedded stone, not less than three feet area on the bed. The greatest care must be taken to effect the best bond with the face work, and to make the closest and neatest work. The whole must be laid solid in lime mortar and brought up to a level with every course of the face work.

ARCH STONES.

The Arch Stones to be of Ashlar, of the full depth of bed, as shewn upon the Drawing, and no stone shall be less than two feet in length and nine inches thick on the soffit. The thickest course to be laid at the springing of the Arch and gradually decrease to the crown. The key stone to be twelve inches thick on the soffit. The beds of each stone to be fair dressed to the proper radius, and the end joints squared to full depth of bed. The faces to be pitched off to a line and rough punched; all the stones to break joints at least twelve inches; and no joint shall be more than one quarter inch. No pinning of any kind will be allowed in setting. Each stone to be set in a full bed of Cement and beaten solid. The vausoirs or ring stones of the Arch to be neatly pitched off, and to have a two inch arris draft around the edge of the extrados and intrados, and along the joints.

WING AND END WALLS.

The Masonry of the Wing and End Walls to be of the same character as specified for the abutments; they will be built exactly as shewn upon the Drawing. The stones in this work must be not less than eighteen inches long, and one half of them must extend completely through the walls.

COPING.

COPING.

The Coping to Wings and Entrance to be the full thickness of the walls, projecting three inches over the face, and to be in stones not less than three feet long, neatly pointed and pitched to a line.

All the face work to the thickness of two feet to be laid in Cement, and the remainder of the Masonry in good Lime Mortar, grouted solid at every one foot in height.

PUNNING.

The Earth to be carefully punned in layers of not more than six inches at a time to ten feet in height above the crown of the Arch, and descending each side on a slope, of not less than one and a half to one to the surface, each side to be carried up simultaneously.

BRIDGES.

Small Bridges under the Railway shall not exceed spans of thirty feet, they shall be built in accordance with Drawings, Nos. The Pilasters and Quoins shall be hammer-dressed rough Ashlar, with chisel-drafts up the arrises. The face of abutments and wing walls shall be best coursed Rubble, the courses to correspond with the Ashlar in the Quoins and Pilasters. The whole to be faced in Cement to a depth not less than two feet, and the backing laid with Lime Mortar well grouted. The coping on the Road Bridges to be tooled Ashlar.

The Bridges over the Railway shall be built generally in accordance with the Drawings, Nos. upon two piers placed upon the outside of the ditch. They shall be of snecked Ashlar laid in Cement.

All footing Courses shall be of large flat bedded stones, hammer-scabbled; the upper beds to be well jointed and laid solid at the depths shewn upon the Plan. No stone shall be of less dimensions than nine superficial feet (unless they are closers) and of the thickness shewn upon the Drawings.

CULVERT MASONRY.

Culvert Masonry will include all Cattle Passes, open Culverts, and Box Culverts, with their walls, covering, coping and paving; also all bank sustaining walls, and will all be built in accordance with the Drawings, Nos. The stones will not be less than four inches thick, and three feet area on the bed. They will be rough punched or scabbled on the beds throughout.

Square or Box Culverts will be of Dry Rubble Masonry, they will be from two to four feet span, and from three to four feet high, the thickness of walls varying according to circumstances. The stones of which they are built must be strong, durable and well shaped, and laid in such a manner as to form a perfect bond throughout. One third of the stones shall be of sufficient length to extend completely through the walls where they do not exceed three feet, where the walls exceed three feet the headers shall be not less than three feet in length, and put in alternately in the front and back of the wall. The top courses shall be composed entirely of bond stones, extending throughout the walls, and not less than six inches in thickness. The covering shall be of large flat stones, nine to fifteen inches in thickness, as the Engineer shall direct; they shall be fitted so closely together as to prevent the earth of the embankment from running through into the Culvert. The quoins of all walls shall be

be

be not less than three feet long and nine inches thick, and either laid up plumb or stepped regularly back to suit the proposed batter. The foundations shall be paved with flat stones in a similar manner to that described above for Arch Culverts. The end walls will be of rough hammer dressed Masonry, with regular coping of two and a half feet wide, not less than six inches thick, projecting three inches over the general face of the wall, and laid in a full bed of Cement mortar. Culverts of the above description are to be built, if required, with one or more openings with a pier wall or walls between them. After the Work is accepted the earth is to be carefully punned in layers of not more than six inches at a time, to a height of three feet above and around the top and sides of the Culvert, as shewn on the Drawing, No.

RIP RAP.

Under the head of Rip Rap will be included the bottom ballasting of the Embankments; the under-pinning in Culvert foundations as well as the aprons of Culverts; likewise the coating of the sides of the Embankments with loose stones and brush to protect them from washing, and such coatings shall be placed two feet in thickness, (measuring at right angles to the line of slope,) along the slopes of all Embankments that are below extreme high freshet level.

CEMENT AND LIME MORTAR.

Cement shall be of the best quality of fresh Newark or Rosendale Cement, in papered barrels, and approved of by the Engineer, and shall be mixed with an equal measure of clean sharp approved sand, or in such other proportions as the Engineer may determine, and only prepared as required for immediate use.

Lime Mortar shall consist of the best lime in the Province, to be approved of by the Engineer, and mixed with clean sharp approved sand, in the proportion of two measures of sand and one of lime, or in such other proportions as the Engineer may determine. It shall be well mixed and thoroughly ground in a mortar mill that will be furnished by the Government, and tempered with a proper quantity of water, and only made as required for use.

Mortar in all cases to be prepared under the immediate direction of the Inspector, by labourers employed by the Contractor; or the Inspector may employ other men to mix it and charge their wages to the Contractor, which amount shall be deducted from the monthly estimates.

None but competent Masons to be employed in laying walls of any kind.

The prices per yard for Masonry shall include the cost of all Coffers Dams, the pumping and bailing of water found in the pits, both before and after the foundations are prepared; (furnishing artificial foundations will be extra, except when they are delineated upon the Plans;) also the scaffolding, centering for arches, and the preparation of all roads that may be required in order to transport the stones and other materials to the Work.

All the materials that are to be used in Culverts and Bridges must be examined and approved of by the Engineer, or such person as he may appoint, and those considered unsuitable must be immediately removed to such distance as may be deemed necessary, in order to prevent them from being used in the Work.

No Masonry shall be commenced without orders from the Engineer, or before the foundation has been inspected, or covered up before being inspected and approved.

The

The Contractor will be required to have an approved Derrick on the Work before he will be allowed to commence Masonry of any kind.

The proportions and dimensions of the several parts of the Culverts and Bridge Abutments will be represented on the Plans.

No Masonry shall be laid in Mortar, unless by special direction, between the first day of November and the first day of April.

TIMBER AND WORKMANSHIP IN BRIDGES AND VIADUCTS.

All Bridges and Viaducts shall be built exactly as shewn on the respective Drawings. The timber work in Viaducts and Road Bridges, over and under the Railway, shall be of the best Saint John White Pine, with the exception of the Centre Stringers under the Rails, which shall be of the best Southern or Savannah Pine, and of sufficient lengths to extend over two spans so as to break joint. All the timber shall be free from sap, heart shakes, bad knots, or any unsoundness whatsoever.

It shall be all neatly planed exactly to the dimensions shewn on the different plans, and the workmanship throughout must be of the best description of carpentry, good, sound, firm, and well bolted, and such as shall be approved of by the Engineer. It must be painted with three coats of oil paint of an approved colour.

The upper surfaces of all the Viaducts and Bridges under the Railway shall be covered with Warren's improved Fire and Waterproof Roofing.

WROUGHT IRON WORK.

All wrought Iron, in plates, bolts, nuts, straps, cramps, bars, keys or wedges, or made use of in any other form or manner whatsoever, in any of the Bridges or other Works, is to be of the best Pembroke Iron, or such other description of Iron as shall in the Engineer's opinion be of equal quality. The greatest care must be taken in any welds that may be required, to ensure perfect soundness, and all other workmanship, whether forging or fitting up, must be of first rate quality.

The heads of all bolts must be forged in one with the bolts, and must be as thick as the bolt is in diameter; all nuts must also be of the same thickness as the bolt is in diameter, and the thread both of nuts and bolts must be well and deeply cut, and must be of such quality as the Engineer shall approve.

SLEEPERS.

Sleepers will be furnished by the Contractor, they shall be of Hacmatac, Pine, Hemlock, or Cedar, the respective prices of which to be stated in the Schedule. They must be exactly nine feet long and six inches thick, and smoothly and evenly hewed to a uniform thickness with two parallel faces, which shall not be less than eight inches wide upon the narrowest part.

The Hacmatac and Pine may be sawed out of large timber, but the Hemlock and Cedar Sleepers must be hewed out of green straight thrifty timber, just large enough to make one Sleeper. The whole to be sound and merchantable, entirely free from shakes, crooks, bad or rotten knots, or any unsoundness whatsoever.

For more full and perfect explanation of the form and dimensions of materials and parts, and of the manner of constructing the works, it is understood that detailed Plans and Specifications, with Bills of Timber and Iron, will be furnished from time to time

by the Engineer, who will also give such directions from time to time during the progress of the work, as may appear to him necessary and proper, in order to make all the work in every respect complete and perfect; and the said Plans, Specifications, Bills of Timber and Iron, and directions, shall in every respect be complied with.

The Fencing on each side of the Railway is to be of Poles as shewn in Drawing, No. or of boards, built with posts and T's, as shewn in Drawing, No. 7. The posts are green cedar, five by five inches, and five feet long. The T's are six by six inches, and seven feet long; they are spiked together at the dovetail with a seven inch spike, and further secured with half inch iron bolt, dogged into both post and sill, as shewn on the Drawing, the point or return part of the dog being six inches in length and clinched on the end to prevent its being withdrawn. The T's are placed eight feet apart from centre to centre, and such a distance above or below the level of the surface of the ground, and at a uniform distance of fifty feet from the centre line, so as to make the Fence uniform and symmetrical, as no crook or sudden rises and falls will be permitted. The boards must be of good sound merchantable spruce, sixteen feet in length and one inch thick, and of the uniform dimensions shewn upon the Plan, being of the respective widths of five, six, seven, and eight inches, and breaking joints on alternate posts. There will be a cap board six inches wide and sixteen feet long, spiked along the top of the posts, and a face board six inches wide and five feet long, spiked on the face of each post. All the boards to be well and carefully nailed with two twelvepenny nails at each crossing of the posts, and two nails in the butt of every board.

No Grading is to be commenced or farm fence taken down between the first of May and the first of November, until the permanent fence on both sides of the Railway has been erected. When Grading has been commenced the previous Winter, the permanent Fencing must be completed before the first of May. The Contractor will be held responsible for all damage sustained from want of Fencing, or from injuries done to crops by labourers in their employment.

The whole of the above specified Works to be executed in a substantial, faithful, and workmanlike manner, and to the entire satisfaction of the Chief Engineer, and subject to the constant supervision and inspection of such persons as he may appoint to superintend the same, and to be delivered over finished and ready for use on or before the first day of June, eighteen hundred and sixty.

ALEXANDER L. LIGHT, *Chief Engineer.*

EUROPEAN AND NORTH AMERICAN RAILWAY.

NEW BRUNSWICK.

Tender for Work, Section No.

SUSSEX DISTRICT.

the undersigned hereby propose and agree to complete the Railway commencing at Station No. and extending to Station No. as shewn on General Plan, Drawing No. being a distance of Four Miles, Yards, or thereabouts, more or less, according to the Plans, Sections, and Specifications, as now exhibited to in the Engineer's Office, Saint John, comprising Clearing, Grubbing, Fencing, Excavation, Embankments, Drains in Cuttings, Drains on the top of Slopes of Cuttings and foot of Embankments, Diversion of Roads and Streams, build Culverts and Bridges, erect Temporary Bridges and make Temporary Diversion of Roads where required, and to do all other labour and work connected therewith, (with the exception of Track laying and Ballasting the Permanent Way,) in accordance with the Centre Line, Reduced Levels and Inclined Planes, Cross Sections and Bench Marks, as shewn on the Plans; and to keep the same in repair for a period of twelve months after the completion of the whole of the Works included in this Contract; to provide all the necessary materials, tools, implements, &c. that may be required for the due fulfilment of this Contract, for the sum of

£

hereby undertake to execute the Contract Deeds prepared by the Railway Commissioners, within fourteen days from the date hereof. WITNESS hand this day of one thousand eight hundred and fifty eight.

DETAILED ESTIMATE AND SCHEDULE.

N. B.—The following quantities and prices are the details of the above Tender, upon which the Estimate is computed, and the prices attached are those at which all Extra Works, Additions to and Deductions from the Contract Amount shall be made.

Quantities.	Description.	Prices.	
		£ s. d.	Am't. £ s. d.
" Miles Grubbing and Burning, @
" Rods Board Fencing, as per Drawing No. 3, @
" " Pole " " " " " " " " @
" Cubic Yards Earth Excavation put into Embankments, including } Trimming the Slopes, } @
" Cubic Yards Solid Rock Excavation, whether laid aside for Rip Rap, } or put into Embankment, } @
" Lineal Yards, Catch Water Drains, @
" Cubic Yards, Dry Rubble Masonry, in Culverts, as per Drawing No. 5, @ @
" " Rip Rap, in Culverts, as per Drawing No. 5, @ @
" " Rip Rap to Embankments, @ @

Quantities.	Description.	Prices.		Am't.	
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
“	Miles Trimming and Dressing Formation and Ditches, exclusive of Section measurement, as per Drawing No. 3, ...	...	...	...	...
“	Amount, Road Crossing, at Station 490, Embanked Approaches, Level Crossing and Cattle Guards, as per Drawing No. 8, ...	...	...	...	...
“	“ “ Road Crossing, at Station 536, Embanked Approaches, Level Crossing and Cattle Guards, as per Drawing No. 8, ...	...	...	...	...
“	“ “ Diversion, Salmon River, Station 597 to Station 619, as per Drawing No. 13, ...	...	...	...	...
“	“ “ Bridge, 15 feet span, at Station 599, as per Drawing No. 7, ...	...	...	...	...
“	“ “ Bridge, 15 feet span, at Station 615, as per Drawing No. 7, ...	...	...	...	...
“	“ “ Diversion, Stone's Brook, Station 619 to Station 689, as per Drawing No. 13, ...	...	...	...	...
“	“ “ Removing Sods off Seat of Embankment and Sodding Slopes of same 12 inches thick, from Station 590 to Station 660, ...	...	...	...	...
“	“ “ Road Crossing at Station 659, Embanked Approaches, Level Crossing and Cattle Guard, as per Drawing No. 8, ...	...	...	...	...
“	“ “ Timbering and Brushing Seat of Embankment 3 feet thick, from Station 478 to Station 512, ...	...	...	...	...
“	“ “ Timbering and Brushing Seat of Embankment 3 feet thick, from Station 530 to Station 541, ...	...	...	...	...
Total Amount, ...		£	£		

Prices at which the following will be executed, if required.

Quantities.	Description.	Prices.		Am't.	
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
“	Rubble Masonry in Culverts—in Cement, at per Cubic Yard,	...	...	...	...
“	“ “ in Arches, “ “ “ “	...	...	...	...
“	“ “ in Bridge Abutments, laid Dry, “ “	...	...	...	...
“	“ “ in “ “ in Lime Mortar, “ “	...	...	...	...
“	“ “ in “ “ in Cement, “ “	...	...	...	...
“	Ashlar Masonry, first class, set in Cement, “ “	...	...	...	...
“	“ “ in Arches, “ “ “ “	...	...	...	...
“	Papered Barrels Fresh Newark or Rosendale Cement, delivered upon the Work, ... at per Barrel, ...	...	...	...	...
“	Greenhead Lime, delivered upon the Work, at per Hogshead, ...	...	...	...	...
“	Bridge Tops, for openings from 15 to 30 feet, (No. 1 Pine Timber, fixed,) as per Drawings No. 6 and 7, at per Cubic foot, ...	...	...	...	...
“	Best Pembroke Iron, in Bolts and Straps fixed, at per lb. ...	...	...	...	...
“	Spruce Piles, 16 inches top and 10 inches bottom, driven in Foundations as per Specification, ... at per Lineal foot, ...	...	...	...	...
“	Spruce Sheeting Piles, 20 feet long, 12 × 7 inches, at per Cubic foot, ...	...	...	...	...
“	“ Walings, 12 × 6 inches, “ “ “ “	...	...	...	...
“	Earth Excavation run to Spoil, ... at per Cubic yard, ...	...	...	...	...
“	Excavated Stream Diversions, (where required,) and Farm Crossings, at per Cubic yard, ...	...	...	...	...
“	Out fall Drains, ... “ “ “ “	...	...	...	...
“	Soiling Slopes of Cuttings and Embankments, 4 inches thick, and sowing the same with Clover and Timothy Seed, at per Sup'l. yd. ...	...	...	...	...
“	Hackmatac Sleepers, delivered on the Line, 9 feet long, flattened to 6 × 8 inches, ... each, ...	...	...	...	...

Quantities.	Description.	Prices.		Am't.	
		£	s. d.	£	s. d.
"	Pine Sleepers, delivered on the Line, 9 feet long, flattened to 6 x 8 inches, each, }	...	...	...	...
"	Cedar Sleepers, delivered on the Line, 9 feet long, flattened to 6 x 8 inches, each, }	...	...	...	...
"	Level Crossings for Farms, as per Drawing No. 8, each, }	...	...	...	...
"	Carriage of Iron Rails, Chairs and Spikes, from Saint John or Moncton. [Freight over Railway free to Sussex or Salisbury,] at per ton, }	...	...	...	...
"	Single Line Track Laying, including conveying Materials, at per Lineal yard, }	...	...	...	...
"	Laying Permanent Points and Crossings, including Timber and Carriage, at per set, }	...	...	...	...
"	Ballast, including lead, if found on the Contract, measured in Excavation, at per Cubic yard, }	...	...	...	...
"	Ballast for every additional half-mile lead, beyond the extent of the Contract, at per Cubic yard, }	...	...	...	...
"	Upholding Line for 12 months after the acceptance of the work, at per mile, }	...	...	...	...

WITNESS hand , this day of one thousand eight hundred and fifty eight.

Names of Sureties who are willing to become personally bound for the due fulfilment of this Contract.

Names of Sureties }

SUPPLEMENT TO REPORT OF RAILWAY COMMISSIONERS.

**RAILWAY COMMISSIONERS' OFFICE,
Saint John, 8th March, 1859.**

To the Hon. the Provincial Secretary,

SIR,—In their Report of 2nd February 1859, submitted to you, the Commissioners endeavoured to furnish all the information on Railway matters that they thought would be required. Being called on, however, in terms of the Address of the House of Assembly to His Excellency the Lieutenant Governor, of 21st February, to supplement that Report, they now proceed to do so, as far as time and circumstances will permit. Some of the details cannot be furnished in the form asked for within a reasonable time, as the classification of accounts adopted, while bringing out the same results, does it in a different form.

In accordance also with the directions of the Government, the Accounts have all been brought up to 31st October, the close of the financial year, and it will not therefore be practicable at this time to give all the details of expenditure asked for up to subsequent periods.

Before proceeding to reply to the questions in their order, the Commissioners think it necessary to a proper understanding of their position, to notice at some length the

various circumstances by which their management of the Railway works was, to a considerable extent, governed and modified.

When the Railway came into the possession of the Government in the Spring of 1856, the whole line had been surveyed and located by Messrs. Jackson & Co., from Saint John to Shediac, a considerable portion of the Road built between Moncton and Shediac, and some work done on the Road between Saint John and the Kennebecasis.

On referring to the Report of the Chief Engineer, and to the Specification of Messrs. Jackson & Co., and the Specification on which the Railway is now being built, it will be observed that there has not only been an entire revision and change of location, but that the whole character of the Road is altered and improved. Curves have been straightened out, gradients lessened, embankments and cuttings widened, culverts of stone, and earthen embankments, substituted for wooden bridges, and the quantity of earth excavation on the line, the governing point as to the quality and cost of a Railway, has been increased by nearly one third.

The difference therefore between what the Road might have been built for on the first specification and location, and what it will now cost, will be as follows:—

Cost of present Road per mile, £8,500 0 0
From which deduct—
Additional cost of best Staffordshire over Welsh Rails, £240 0 0
Additional earthwork, 633 0 0
Additional for improved Bridges, 351 0 0
Grading Station Grounds, Saint John, 138 0 0
—————
1,362 0 0
—————
£7,138 0 0

Or nearly one hundred and fifty thousand pounds.

There is no information in the possession of the Commissioners, and no records accessible to them to shew on what authority or when this change in the character and cost of the Road was determined on.

On reference to the Contracts for the completion of the Road between Moncton and Shediac, let in August 1856, it would appear that no such change was then thought of, as the specification for these works evidently contemplated a Road similar to that to have been built by Messrs. Jackson & Co., and the estimates were made up accordingly.

Still later in February 1857, when the Road from Saint John to beyond the nine mile house was let, it does not appear that the change was thought of, as the work was let by the original location, and the quantities and estimates founded on the first specification.

The first record of an authority for change is to be found in the Minute Book of the Commissioners, as follows. (The Minute is not dated.)

“ Meeting of the Board.

Present—W. H. Scovil, F. W. Hatheway, Jos. Myshrall.

Read a letter from Chief Engineer, relative to proposed alteration in line of Road, commencing at three mile house, which alteration was approved by the Board.

(Copy

(Copy of Letter.)

Railway Commissioners' Office, St. John, N. B., 4th May, 1857.

SIR,—Your Letter of the 1st instant recommending an alteration in the line of Railway from the three mile house towards Lawlor's Lake, has been considered by the Board, and they, having also examined the line, advise the alteration as proposed by you.

Respectfully yours,

(Signed)

WM. HY. SCOVIL, *Chairman Railway Board.*

To Alex. L. Light, Esquire, Chief Engineer."

It does not appear what the extent of the change authorized by this minute was, but as it at least involved a heavy rock cutting, two large embankments and an Iron Bridge, in place of a Road already made on the level, it must have added very considerably to the cost of this expensive portion of the Road.

In June 1857 the Road between nine mile house and Groom's Cove was let, and although the route was changed from Gondola Point to Lakefield, yet otherwise the works were let on the original location. The quantities were, however, in this case calculated on the new specification.

When the present Commissioners were appointed in August 1857, the Road between Moncton and Shediac was about to be opened but was not quite finished. The location had been in some instances revised and altered, the quantities largely increased, and the cost nearly doubled the estimate.

Between Saint John and the nine mile house the grading was nearly completed, and the work near Lawlor's Lake in progress, but all on the revised location and present specification.

The work between nine mile house and Groom's Cove had been commenced, although the Contracts had not been signed.

The Contract for Hammond River Bridge, although let in June, had not been signed, and the site of the bridge had not been decided on.

In December, 1857, the portions of Road between Groom's Cove and Sussex, and from Moncton to Salisbury were let on the revised survey and present specification, and in November, 1858, the remainder of the Road between Sussex and Salisbury was let on the same basis.

From the evidence that can be gathered from the Contracts and other written documents, the only conclusion that can be drawn is, that the change in the character of the Road, from the Jackson specification to the present, did not originate at any particular period, but grew with the progress of the work.

On the works let in August, 1856, and February, 1857, change must necessarily have been the rule and not the exception, and from this cause alone a large addition must have been made to the cost.

On the work let in June, 1857, the location has been considerably changed, but as the quantities were ascertained by the new standard, it may be expected that the cost from this cause will not very much exceed the estimate.

On the remaining seventy miles of Road let in November, 1857, and October, 1858, the surveys having been carefully made, the location revised, and the quantities calculated by the new specification, there is no reason to suppose that the cost will exceed the estimate by more than the usual per centage.

From what they have felt it their duty to say, the Commissioners do not wish it to be understood that they desire to impute blame to their predecessors, or to any one, for

for the state in which things have been found. Their wish has been to place on record, as nearly as they can in words, the whole facts of the case as known to them, in relation to the character of the Road, the changes that have been made, and the cost of these changes, so that the credit or the blame may rest precisely where it ought.

It was also deemed necessary to go thus at length into the circumstances which caused the cost of the finished portions of the Railway between Shediac and Moncton, and Saint John and Kennebecasis, so much to exceed the estimates, as without such explanation it would have been impossible to satisfy the public that the estimates now given, of what the ultimate cost of the works may be expected to be, could be relied on.

In judging of things after they have been done, it is always easy to see where errors might have been avoided. As the present Commissioners, when they took office, had no greater knowledge of Railway management than their predecessors, it is quite likely that they, in like circumstances, would have been led into like errors.

It is now evident that the errors arose from a laudable desire to push forward the work, and from a mistaken idea of economy in not employing before the work was commenced a sufficient number of experienced Assistant Engineers.

Had the character of the Railway to be constructed been first determined, accurate surveys made, and Contracts let accordingly, all the changes that have taken place, and the consequent losses and difficulties would have been anticipated or avoided. The Commissioners cannot help observing, that considering the origin of the difficulties they have had to encounter they might well have been spared many of the charges of mismanagement and extravagance to which they have been exposed.

It must not be inferred from anything that has been said that the Commissioners desire in any degree to impute blame or responsibility for the change in the character or cost of the road to the Chief Engineer, nor does it follow that because there is no evidence of the authority under which the changes were made, that there was no such authority.

In terms of the Railway Act, the Commissioners or those who assume to act for them are entrusted with the construction and management of the Railway, and the Engineer is "to be under the control and receive his instructions from the Commissioners."

The Commissioners feel bound to say that with the knowledge they now have, from the experience they have gained in Railway matters, that they fully approve with but few exceptions of the description of Railway now being constructed, as that calculated to be the best and most economical for the country.

In Canada and Nova Scotia, Railways contracted for and commenced with cuttings and embankments such as ours were to have been, had to be altered and improved at a heavy additional expense, and most of the changes on our Road have therefore been in the direction of what would ultimately have been found necessary.

With regard to the names given to the Stations, the Commissioners take this occasion to explain that at the outset they found great difficulty in deciding on which to adopt of the many names the several localities were known by. For example the site of the first main Station from Saint John was variously known as "the Nine Mile House," "Sheriff Drury's," and "Scribner's."

It was marked as a Way Office in the Post Office Directory as "Kennebecasis Bay."

The Commissioners applied to the residents in that neighbourhood to fix on a name for the future Town or City, but after much cogitation and many meetings no decision could be arrived at.

The Commissioners were therefore in this instance forced to become name givers, and adopted the Indian name of the magnificent sheet of water in the vicinity, namely, "Kennebecasis," or the Little Kennebec.

A similar difficulty met them at each of the other Stations. The next was known as "Wetmore's," "Gondola Point Road," and "Lakefield." The Commissioners adopted the aboriginal name "Quispamsis," or the Little Lake in the Woods. The next locality was variously known as "Little River," "Hammond River," "French Village," and "Alden's." As before, the Indian name of the river "Nauwigewauk," was chosen. And so, in each case the Indian names of the rivers or localities was adopted, unless in one or two instances, where the names "Norton," "Sussex," and "Portage," had become sufficiently established.

Some pains have been taken to get at the correct spelling of the names. The Indian language is not a written one, and therefore the only correct way to spell it is to arrange such a combination of letters, as shall as nearly as possible give when pronounced the requisite sound. The pronunciation of the Indian names in each case has been derived from authentic sources.

The Commissioners will now proceed to furnish the statements and information required, in their order.

No. 1.—"Statement shewing the actual cost of the Wooden Bridge over Robinson's Marsh, (five miles from Saint John,) and the difference between the cost of that Bridge and an earthen embankment; with copies of the Contracts for the Bridge, and for the embankment, if any."

The Chief Engineer reports as follows:—

The following statement shews the actual cost of the Viaduct above referred to, (situate five miles from Saint John,) and the difference between the cost of this structure and an earthen embankment. The Contract made with D. P. Myers, on 17th February 1857, was for "all the work contained in Section No. Two."

Total cost of Earthen Embankment,	£8,954 0 0
" " Wooden Bridge,	5,365 11 2

Difference in favour of Wooden Bridge,	<u>£3,588 8 10</u>
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Actual Cost of Bridge.

"PERMANENT FOUNDATIONS AGAIN AVAILABLE."

126 cubic yards Ashlar Masonry, at 80s.	£504 0 0
87 " Rubble do. 16s. 6d.	71 15 6
Cost of Piles,	121 10 9
Cost of Driving,	497 19 11
	<u>£1,202 6 2</u>

BRIDGE PROPER.

Timber,	£1,149 6 3
Hauling do.	211 17 6
Framing and Planing,	1,321 10 7
	<u>£2,682 14 4</u>
Carried forward,	£1,202 6 2

That great delay would have taken place in opening the Railway, if an embankment had been built, is apparent, when it is considered that this work must necessarily have been the last earth work executed on this portion of the line, and all works to the east of it would have been "locked up" until it was completed.

It may be said, and truly said, that an embankment would have been more durable than the present structure—but a due consideration of all the circumstances now mentioned may well lead to the conclusion that this in itself, though a great desideratum, was properly regarded as insufficient to induce a decision in favour of the earth-work.

The present Viaduct, from the fact of its being built in a very substantial manner, of the best material both of wood and iron, and put together in the most thorough style of workmanship, and protected both from weather and fire by a roofing of asphalt and gravel, will unquestionably last at least fifteen years.

The foundations, which it will be seen have cost one quarter of the whole expense of construction, are permanent, and can be used again for any number of renewals of the superstructure—while the interest of the money saved by the adoption of the Viaduct, will rebuild the perishable portion of it once in every twelve years.

No. 2.—"Statement shewing the total expense of filling at Lawlor's Lake, the amount to be subdivided as follows :

Expense of Draining ;	Expense of Piling and Brushing ;
" Temporary Bridging ;	" Filling with Earth and Rock ;
" Superintendence and Inspectorship ; with Names of Superintendents & Inspectors."	

The Chief Engineer Reports as follows:—

1. Cost of Draining,	£79 15 0
2. Cost of Piling and Brushing,	1,711 18 6
3. Cost of Temporary Bridging,	591 9 3
4. Cost of filling in Earth and Rock,	6,666 10 0
5. Cost of Superintendence and Inspectorship,	40 0 0
	£9,089 12 9

Including material deposited prior to construction of Pile Bridge.

NAMES OF SUPERINTENDENTS AND INSPECTORS.

William Hartshorn, General Inspector, engaged at Lake, say $\frac{1}{4}$ of time.

James H. Bartlett ; John Middleton, for a short time.

Statement shewing estimated amount saved by building temporary Bridge, Piling, and Brushing at Lawlor's Lake.

Total estimated quantity required to fill Lake as per soundings at lowest estimate,	133,200 Cubic Yards.
Quantity put into Lake up to time when Bridge was begun,	59,000 "
Leaving a balance of	74,200 "
Add for waste and shrinkage at very lowest estimate 25 P ct.	18,550 "
Quantity required to finish Lake,	92,750 "

92,750

92,750 C. Yards Earth, at 2s.,	...	...	...	...	...	£9,275	0	0
Cost of Brushing and Piling,	...	...	...	...	£1,711	18	6	
Cost of temporary Bridging,	...	...	...	...	591	9	3	
29,000 C. Yards Earth tipped from Bridge, at 2s.	...	...	...	...	2,900	0	0	
7,000 " Rock " 6s. 9d.	...	...	...	...	2,367	10	0	
3,500 " Loose Rock, at 2s.,	...	...	...	...	350	0	0	
								7,920 17 9
Shewing a saving by Bridge, &c. of	...	...	...	...	£1,354	2	3	

Exclusive of materials deposited prior to construction of Pile Bridge (as being common to both.)

From the above accompanying statement it will be perceived that the adoption of the Pile Bridge has effected a direct saving in construction of £1,354 2 3. In making my calculations on this point, I have adopted as a basis the very lowest amount of material which would be requisite to complete the Embankment, without the auxiliaries of Brush and Pile Bridge; it is, however, very uncertain if this amount would have been sufficient. In similar cases it has been found that by continuous tipping from the ends of Embankments the result has been a total displacement of all light vegetable deposit, the centre seat of Embankment founding its base on the first solid material and rising towards the foot of slopes, in the proportion of the diminishing weight of Embankment, to the resistive power of vegetable material to compression; such being the case, the amount required to complete the Embankment from end tipping, would be so much in excess of the cost of the means adopted, as to leave a margin in favour of the latter, of £5,080 0 0 instead of £1,354 2 3.

The advantages derived from the adoption of a floor occupying the largest surface of resistance to horizontal displacement, must now be apparent, and this I should consider as furnishing a sufficient argument to prove the correctness of its use in the present instance; it is equally apparent that to secure a general settlement of any floor presenting a large surface and perfectly elastic (as in the case of the Brush Platform) some means must have been adopted to secure an equal load; to attain this end, I conceive no means more efficacious than one which would give the controlling power of loading any portion of the platform deemed expedient; hence the use of the pile Bridge.

In closing my remarks upon this subject, it may be stated that there are many cases extant, where a perseverance in a system of end tipping on loose vegetable matter without the aid of some means of preventing displacement has been a prolonged source of detention in attaining permanent way; and been attended with an excess of cost caused by an increased quantity of material required in embankment.

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

Section 1 extends from the Mill Bridge to Moose Path, a distance of about 3 miles. In September 1857, the Commissioners found the ballasting on this Section completed, and that on Section 2 in progress, and understood that it had been done by their predecessors under Contract. On referring to the Contract for Section 2 entered

entered into between the Province and D. P. Myers in February 1857, it will be found that "all the work contained in Section Number 2" was covered by that Contract, and the Commissioners understood, as there had been changes in the numbering of the Sections, that all the ballasting was under this Contract.

On further investigation however they found that on the 12th May 1857, the following advertisement appeared:—

Rock Cutting.—Notice to Contractors.

SEALED TENDERS will be received at the Office of the Railway Commissioners on Monday, 18th May, till 3 o'clock, P. M., for Quarrying and loading on the Railroad Cars about 500 yards of Slate Rock, along the Line of Railroad, near the Brick Yard. Particulars may be obtained at the Engineers' Office, Wiggins' Buildings.

*Railway Commissioners' Office,
Saint John, N. B., May 16, 1857.*

W. H. SCOVIL,
Chairman of Railway Board.

There is no record in the Minute Book of the Commissioners of an order for this advertisement, of the receipt of tenders under it, or of any award made of the work specified.

In the office, however, they found tenders according to the following list, copies of which accompany this Report.

TENDERS FOR ROCK AND EARTH.

				Rock.	Earth.
1	John M'Afee,	....	....	8s. 3d.	5s. 0d.
2	John M'Wiggins,	....	....	4 6	
3	D. P. Myers,	....	....	3 0	0 11 2nd
4	Hugh M'David,	....	....	3 9	1 0 1st
5	John H. Huestes,	....	....	4 0	
6	William Devan,	....	....	8 10	1 0
7	Samuel Mayse,	....	....	7 3	1 9
8	P. Hanley,	....	....	4 10½	
9	Denis Hanley,	....	....	4 0	
10	John Curran,	....	....	4 6	
11	Alfred Harris,	....	....	7 6	
12	Francis Dolin,	....	....	13 0	3 0
13	Pat. M'Grath,	....	....	5 0	1 0

No earth is mentioned in the advertisement, but in the specification the removal of the earth on the top of the rock was asked to be tendered for.

By a Contract found in the office dated 8th June, 1857, but not signed, a copy of which is herewith furnished, it would appear that the Contract was awarded to D. P. Myers, but an additional *sixpence* was added, in terms of an offer made in his tender for unloading the cars, and the price of 1s. 6d. was inserted in the Contract for all the earthwork between Harris & Allan's Foundry and the Pile Bridge on the Marsh.

On this Contract, in addition to the 500 yards of rock near the brick yard, 8,337 yards were excavated from the face of the rock near Gilbert's Lane, at the price in the Contract 3s. 6d. per yard, and with this rock Section 1 was ballasted.

The price in the following estimate 9½d., was for spreading this broken stone as ballast.

The cost of excavation is charged to Station grounds.

In the Winter of 1857, at a time of much distress from want of employment, it was thought expedient to get a quantity of stone broken for ballast near Gilbert's Lane and Lawlor's Lake.

Portions of Sections 2, 3, and 4, had been previously ballasted with broken stone by the Contractors on these sections, and the remainder was completed with the above broken stone in the course of last Summer by Messrs. Myers & Brookfield under their Contracts.

In the early part of last Summer it was thought advisable for the purpose of finishing the ballasting, and as a saving of wear to the rolling stock, to put on a dressing of gravel, and on 17th June tenders to furnish gravel were advertised for. Copies of the tenders received accompany this Report.

As gravel of a suitable quality could only be procured from the opposite shores of the Kennebecasis, it was necessary to provide a wharf on which to land it, and as such a wharf would otherwise be of benefit to the public and the Railway, advertisements for tenders for a wharf at Appleby's were at the same time issued.

This wharf was contracted for to be completed on 1st August.

The tender of Thomas King at 2s. 5d. per yard for gravel, being the lowest, was accepted, but as the wharf was not completed till September, Mr. King then declined going on with the work. As the season was so far advanced, it was not expected that the requisite quantity could be obtained, but M. Connolly, the next lowest tenderer that could then be found, agreed in conjunction with Mr. John Brookfield, Contractor for tracklaying on the three sections, to go on with the work while the weather permitted. As the season proved favourable, nearly the whole quantity was obtained, and was distributed by Mr. Brookfield, at a price fixed by Engineers estimate. The cost of the whole is given in the following statement.

The following is the Chief Engineer's Report and statement of cost of ballasting. The total cost of ballasting Sections 1, 2, 3, and 4, has been £6,168 3 4, or at the rate of £642 12 5 per mile, as will be seen by detailed statements accompanying this Report; wherein all the quantities, at their respective prices, as done upon the different sections by the several Contractors are exhibited in detail.

This sum is £142 12 5 per mile more than the amount estimated in Table A, No. 8, in the Appendix to the Report of February 1859, wherein £500 is stated to be the *average* cost for ballasting the whole Road from Saint John to Shediac; the cost per mile must of course vary very much in different localities.

Statement of total cost of Ballasting Sections 1, 2, 3 and 4.

Items.							
No. 1.	John Brookfield,	....	....	....	....	£1,025	1 3
2.	"	....	....	....	....	253	16 0
3.	"	....	....	....	....	1,385	15 0
4.	Walker, Rankin & Walker,	....	....	....	....	105	0 0
5.	Dillon P. Myers,	....	....	....	....	1,666	0 0
6.	John Brookfield,	....	....	....	....	1,732	11 1
						£6,168	3 4

Details

Details of Statement, shewing total cost of Ballasting from Mill Pond, Saint John, to Kennebecasis Station, on the several Sections.

Section 1.—D. P. Myers, 8,837 cubic yards Stone Ballast, @ 9½d....	£349 14 0		
“ “ John Brookfield, 2,538 cubic yards Broken Stone, @ 2s,	253 16 0		
			£603 10 0
Section 2.—Dillon P. Myers, Breaking Stone, 7,226 cubic yards (in Winter of 1857,) @ 1s., ...	£361 6 6		
Do. Spreading 9,555 cubic yards, @ 2s., ...	955 10 0		
			1,316 16 6
Section 3.—Walker, Rankin & Walker, 1,050 cubic yards Broken Stone, @ 2s., ...			105 0 0
Section 4.—John Brookfield, 7,455 cubic yards Gravel and Stone, @ 2s. 9d., ...			1,025 1 3
Sections 1, 2, 3 and 4.—John Brookfield, (finishing up works,) 6,705 cubic yards Stone Ballast, (Spreading,) @ 2s.,	£670 10 0		
8,790 cubic yards Gravel, delivered at Wharf, in Cars, @ 3s. 1½d., ...	1,373 8 9		
8,790 cubic yards Gravel, Spread, @ 1s., ...	439 10 0		
1,560 cubic yards Gravel, deposited and re-filled @ 1s., ...	78 0 0		
2,295 cubic yards Gravel, delivered from ships at Saint John, and spread upon Road, @ 4s. 1½d.,	473 6 10		
Wagons repaired, ...	83 0 0		3,117 15 7
			<u>£6,168 3 4</u>
£642 12 5 ♂ mile.			

Statement of the mode in which these Contracts were completed.

ITEM No. 1.—This work was done by John Brookfield, during the Winter of 1857–8, and was chiefly composed of gravel procured from the shores of the Kennebecasis Bay, as well as broken stone excavated from the several rock cuttings, or gathered upon the adjoining lands; the principal portion of these materials were conveyed by carts and deposited upon the earth “formation.”

ITEM No. 2.—This material was put on during the Summer of 1857 by engine power and platform cars, and carried from Mill Street, Saint John, to the three mile house.

ITEM No. 3.—This material was commenced to be put on the Road on or about the 14th September 1858, the stone ballast was first laid on the bottom and sides by engine power and platform cars, and a dressing of gravel afterwards laid on by the same means.

ITEM No. 4.—This broken stone was carted on to its place in the Winter of 1857 & 8 by Messrs. Walker, Rankin & Walker, and formed to receive the sleepers.

ITEM No. 5.—A portion of this material was broken in the Winter of 1857 and 8. This material as well as some of a similar nature procured North of Lawlor’s Lake was afterwards moved by engine power and platform cars, and distributed and spread over Sections 2 and 3.

ITEM No. 6.—This gravel was procured on the opposite shore of the Kennebecasis Bay, and conveyed in Scows, towed by Tug Boats, and delivered at Appleby’s Wharf in the Railway Wagons, and afterwards conveyed in them to the several parts of the Railway wherever required, the Contractors assuming all risk in executing the same.

In

In conclusion, I have to say that the ballasting of these Sections has been done in a very thorough manner and in a similar mode to that adopted on the Austrian and Prussian Railways with marked success, where the effects of frost had specially to be guarded against; (*vide* account of same in *American Railway Times* of February 26, 1859.)

The system herein recommended and referred to, has been to lay on a coating of broken stone one foot in thickness all over the surface of "formation" and under the ballasting. The results of the adoption of this system here has been as beneficial as on the Continent, proving the system of broken stone under-ballast, superior to the adoption of gravel ballast only, and in this particular instance more economical.

It having been already stated in my Report of February 1859, "that there was no good natural ballast upon this Division, recourse was had to the opposite shores of the Kennebecasis Bay, where very superior gravel was obtained (although in limited quantities, as already stated in my previous Report) at a cost (including depositing and spreading) of 4s. 1½d. per cubic yard by the lowest reliable tendering Contractor.

The total quantity of ballast used upon this portion of the Road is equal to 48,000 cubic yards, which at 4s. 1½d. per yard would have amounted to £9,900. The actual cost of ballasting this Division, as already stated, was £6,168, leaving a direct saving of £3,732 by the mode adopted.

No. 4.—"Statement shewing the total expense of Excavating the summit at Garden Street, Saint John; the cost of constructing Bridges across Garden Street, and Stanley Street, and the cost of Approaches thereto, with copies of the Advertisement for Tenders, Copies of Tenders made, the names of Contractors, and Copies of the Contract, and a Report from the Chief Engineer as to the state of the works under those Contracts, how far carried out, and whether by the parties whose tenders were accepted, and with whom the Contracts were made, or by others to whom the Contracts or the right to the Contracts were assigned, and if not completed, what proportions in value the work done under the Contracts bears to the price to be paid when the Contracts will be completed."

Copies of the advertisement for Tenders, Copies of Tenders made, and copy of the Contract made accompany Report. The following is the Report of the Chief Engineer:

CONTRACT FOR EXCAVATING THE SUMMIT AT GARDEN STREET.

This Contract was let October 14, 1858, by tender to Mr. Lawrence Myers, upon the accompanying schedule of prices, who (without having executed any portion of the Works) transferred it to Mr. Brookfield, as the latter had other contracts in the neighbourhood with which this would interfere. This work is now being completed by Mr. Brookfield, who gave the necessary security for the due performance of the work.

Original Schedule of Prices upon which Works were let, and upon which they are now being completed.

1st.—Amount for pulling up Track and Stacking Materials, from foot of Incline to Dorchester Street, including shovelling off and saving the Ballast,	£85 0 0
2nd.—Price for Earth Excavation in the Incline hauled into Station Grounds or deposited in Road Crossings, including spreading, trimming and levelling in embankments, per cubic yard, at 1s. 2d.	... ..
3rd.—Price for Rock Excavation in the Incline laid to spoil, at 3s. 6d.	... ..
4th.— " " on Ledge at north side of Engine House, if required, at 3s.	... ..

5th.—Price for breaking Rock into cubes not exceeding 3 inches square, and afterwards hauling and spreading and levelling same from Dorchester Street to Gilbert's Island, at 2s.

6th.—Amount for finishing Bridge over Garden Street complete, as per Plan and Specification, 350 0 0

The Cost of these Works when completed, as will be seen by the estimate below, will be £9,327 1 4.

“Approximate Estimate” of Work to be done to complete the Terminal Station at Saint John.

30,000 cubic yards	Excavation, at 1s. 2d.	...	...	...	£1,750	0	0
10,000	“ Rock do. 3s. 6d.	...	...	...	1,750	0	0
10,000	“ Ballast, 2s.	...	...	...	1,000	0	0
2 Bridges,	... ..	...	...	...	900	0	0
5,000 cubic yards	Ditches, at 1s. 2d.	...	...	...	296	13	0
	Masonry, ... ..	...	...	...	1,100	0	0
5,400 lineal yards	Tracklaying, at 9d.	...	...	...	202	10	0
4,000 Sleepers,	... .. at 2s. 3d.	...	...	...	450	0	0
	Gravel Ballast, ... ..	...	...	...	600	0	0
	Switches and Crossings, ... ..	...	...	...	300	0	0
	Dorchester Street, ... ..	...	...	...	30	0	0
	Fencing in Station Ground, ... ..	...	...	...	100	0	0
	Contingencies, 10 per cent. ....	...	...	...	847	18	4
							£9,327	1 4

The expense of the Bridges is here stated at nine hundred pounds; the approaches to them will not add any additional cost, as the earth work of which they are composed is included in the cost of excavating the incline.

On the first of January 1859, these works were well advanced towards completion—the incline being nearly ready to receive the track.

The Bridge at Garden Street was opened to the public on the 11th December.

Timber for Stanley Street Bridge had been delivered and was being prepared.

A large portion of the Rock work near the Engine House had been completed, and the principal portion of the Rock work to be excavated in forming the Incline had been done.

The earth excavated from the “Incline” had been used for the purpose of Grading and raising the Station Grounds near Gilbert's Lane. A portion of the Rock excavation had been used to ballast the car shed and the remainder stored away in readiness to ballast the Station Grounds when the Grading has been finally completed.

The approaches to “Garden and Stanley Street” Bridges has been roughly completed; in brief, the works were so far advanced that it may safely be calculated that they will be completed by the time specified.

The value of the work done under Contract to the 1st January 1859, was £3,492 14s. 6d. or upwards of one third finished.

No. 5.—“Statement shewing the amount paid on account of the Station and other buildings at St. John up to the 1st January 1859, with copies of the advertisement for tenders and specifications, and of the tenders made, with copies of the contracts made, and a report from the Chief Engineer as to the state of those contracts on the 1st January 1859.”

Copies of advertisement for tenders and specifications, and of the tenders made, with copies of the contracts made, accompany this Report. The following certificate is added:

(Copy)

Railway Office, 13th September, 1858.

MEM.—Mr. Raymond on delivering his tender was asked if he was perfectly satisfied with the time allowed for making estimate for the railway buildings advertised for.

TIME AMPLE.

Raymond,
John J. Munroe,
John Wilson,

J. Brookfield,
Thos. Cotter,
James Quinton,

James Sullivan,
Caleb Wetmore,
W. Causey,
H. B. Crosby.

The above rough memorandum was taken at the time the Builders delivered their tenders. I informed the different parties that if they wished for an extension of the time it would be allowed, but they all declared to me that they did not wish for more.

MATTHEW STEAD.

The following is the report of the Chief Engineer, showing the amount paid on Station and other buildings, and the state of those contracts, on 1st January 1859.

SAINT JOHN STATION BUILDINGS.

The several amounts paid on these Buildings up to the 1st of January, are as follows :

Passenger Station,	....	....	....	£1,200	0	0
Engine House,	....	....	....	515	0	0
Car Shed,	....	....	....	1,200	0	0

The following was the state of the above contracts on the 1st January 1859 :

The PASSENGER STATION was far advanced towards completion, and nearly ready to receive the Trains, and in so forward a state as to warrant its completion before the time stated in the contract.

The FOUNDATIONS of the Engine House including the piles underneath were laid, and Brick, Stone and other Building Materials in large quantities were delivered for the superstructure, ready to be used on the opening of the Spring.

The Car Shed was nearly ready for use.

Finally it may be stated that the first and last of these Buildings have been in use for some time, although not yet formally taken off the Contractors' hands.

No. 6.—“ Statement shewing the actual cost of working the Road from St. John to the Nine Mile Station from 1st January 1858, to 1st January 1859, such statement to be subdivided and appear under the following heads :

Cost of Maintenance ;

- Do. Engine Drivers, Firemen, Cleaners, &c. ;
- Do. Wood and Water ;
- Do. Oil and Waste ;
- Do. Repairs to Engines ;
- Do. Repairs to Cars ;
- Do. Conductors, Brakemen, &c. ;
- Do. Station Agents, Clerk, and Divisional Superintendents ;
- Do. Tickets and other Printing ;
- Do. Miscellaneous expenses, not above enumerated, and of what they consist.”

The information required has been furnished in the Report, page 113, as far as practicable, to 31st October, the end of the financial year.

No. 7.—“A similar statement, similarly subdivided, for the same period, for the Road from Moncton to Shediac.”

See Report, page 114.

No. 8.—“The names of the different Employees severally on the above two divisions of the Road, classified under their several employments, and the amount of salary and allowances paid and allowed to each; and the number of days engaged or allowed to each when paid per day.”

Louis Carvell, General Superintendent, Salary £250; appointed 12th Sept. 1857.

Samuel M'Kean, (A.) Div. Sup't., Salary £150; appointed 23rd April 1858.

SAINT JOHN DIVISION.

	Name.	Occupation.	Salary or Remuneration.	Date of Appointment.	Left, released, or discharged, and when.
St. John Station,	Wm. King,	1. Station Master,	7s. 6d. $\frac{1}{2}$ day,	1st Nov. 1858,	
	S. Watson,	Car repairer and Switchman,	6s. “	6th July, “	
	John Doherty,	2. Station Porter,	6s. 3d. “	10th Feb. 1859,	
	O. Sullivan, D. Moriarity,	Wood Sawyer, “	5s. “ 4s. 6d. “	20th July, 1857, “	
Ken'casis Station,	M. A. Cumming,	Station Master,	10s. “	1st Nov. 1858,	
	John Kilfoil,	Switchman and Wood Sawyer,	4s. 6d. “	3rd June, “	
	Mich. Shea,	Wood Sawyer,	4s. 6d. “	“	
Passenger Train,	Hobert Hannah,	3. Conductor,	10s. “	20th July, 1857,	Left July 12, '58.
	James H. Bartlett, William Gonce,	“ Brakeman,	10s. “ 7s. “	“ 1858, “ 1857,	
Anagance, B.	O. S. Smith,	23. Driver,	10s. “	24th Dec. 1856,	
	C. W. Perkins, John Jenner.	Fireman, Watchman,	6s. 3d. “ 5s. “	1st July, 1858, 19th Mar. 1857,	
Petitcodiac, C.	H. A. Whitney,	4. Driver,	10s. “	14th June, 1858,	
	Jos. Moore, James Wright, J. M'Ginley,	5. Fireman, Watchman, 6. Brakeman,	6s. 3d. “ 5s. “ 6s. 3d. “	1st “ 14th “ 19th Aug. 1858,	
Loostank, D.	James Barton,	7. Driver,	10s. “	7th Oct. “	
	John Green, Robert Bustin, R. James,	Fireman, Brakeman, Watchman,	6s. 3d. “ 6s. 3d. “ 5s. “	20th Sep. “ 23rd “ “ 9th “ “	Dis. Dec. 15, '58.
Kennebecasis, E.	Charles Moore,	11. Driver,	10s. “	9th Feb. “	Dis. Oct. 21, '58. “ July 3, '58.
	John Stewart,	12. Fireman,	6s. 3d. “	“ “	
	J. F. Patterson, D. F. Nichols,	8. Driver, 9. Fireman,	10s. “ 6s. 3d. “	22d Oct. “ “ “	
St. John, F.	R. M. Stevens,	10. Driver,	10s. “	7th Oct. “	
	Wm. Aiken,	Fireman,	6s. 3d. “	9th Feb. “	

SHEDIAC AND MONCTON DIVISION.

	Name.	Occupation.	Salary or Remuneration.	Date of Appointment.	Left, released, or discharged, and when.
Shediac Station,	Robert Atkinson,	Station Master,	12l. 10s. ₤ mo.	20th Aug. 1857,	Dis. 1st Jan. '59.
	N. Cannon, 13.	Switchman,	5s. 6d. ₤ day,	" "	" 26th Dec. '58.
Point Duchene,	James Hilson,	Wood Sawyer and Pumper,	5s.	16th April, 1858,	" 23rd "
	Alexander Wright, services of self, man and horse, and rent of store, for the season,	Freight Agent,	150l.	24th "	" 1st Jan. '59.
Moncton Station,	William Steadman,	Station Master,	10l. ₤ mo.	19th Sep. 1857,	Dis. 1st Jan. '59.
	James Robertson, J. Connell, 14.	Freight Agent, Switchman, Woodman, & Pumper,	10l. ₤ mo.	27th April, 1858,	" 26th Dec. '58.
Passenger Train,	C. Gaynor, 15.	Watchman,	5s. ₤ day, 7l. 5s. ₤ mo.	14th Oct. 1857,	" " "
	W. B. Deacon, 16.	Conductor,	10s. ₤ day,	21st May, 1858,	" " "
	Joseph Warren,	Brakeman,	6s. 3d. "	18th Nov. "	" 22d Dec. "
	M. Connolly, Wm. Steadman.	"	6s. 3d. "	21st May, "	" 2d June, "
Locomotive and Machine Shop,	Z. Lord, 17.	Form. and Driver,	20l. ₤ mo.	6th Oct. 1856,	
	Allan Rand, 18.	Driver,	10s. ₤ day,	14th June, 1858,	
	Charles Cox, 19.	Fireman,	6s. 3d. "	20th May, 1857,	Left 5th Aug. '58.
	George Smith, John Fogarty,	"	6s. 3d. "	2nd July, 1858,	
	Pat. Mahon,	Carpenter and Car repairer,	7s. 6d. "	1st Sep. 1857,	
	Lot Connell,	Blacksmith,	8s. "	1st June, 1858,	
	J. Clarke, Jr. 20.	Watchman,	7l. 5s. ₤ mo.	11th Dec. 1857,	Left 22d Sep. '58.
	Nelson Rand,	"	7l. 5s. "	9th Oct. 1858,	
	Thomas Morehead,	Helper, &c.	3s. 6d. ₤ day,	19th April, "	" 23d Dec. "
	J. Pennington,	Blacksmith,	7s. 6d. "	17th Dec. 1857,	" 23th May, "
Track,	W. Stevens, 21.	"	8s. 6d. "	29th Mar. 1858,	" 16th April, "
	Four	Track Master,	17s. 6d. "	1st April, "	" 13th Nov. "
	(22) Twelve	Section Foremen, Trackmen,	6s. 6d. "	" "	" 26th Dec. "
			4s. 6d. "	" "	" " "

Note 1. William King was Station Master at Kennebecasis from 20th July to 30th October 1858.

2. John Doherty was Brakeman on Passenger Train from 5th June to 1st November 1858, and Car Cleaner from that time until 10th February 1859.

3. James H. Bartlett was Conductor on the Shediac and Moncton Division, from 24th October 1857, to 1st January 1858, and from 13th April to 21st May 1858, and Station Master at Kennebecasis from 22nd May to 20th July 1858.

4. Henry A. Whitney was Driver of the "Sampson" on the Shediac and Moncton Division from 1st July to 15th December 1857, and again from 19th April to 10th June 1858.

5. Joseph Moore was previously Switchman at Saint John 22 days.

6. J. McGinlay is now assisting to repair Engines.

7. James Barton was Driver of "Saint John" from 5th April to 7th October 1858.

8. John F. Patterson was Fireman on this Engine from 3rd July to 21st October 1858.

9. David F. Nichols was Brakeman on the Passenger Train on the Shediac and Moncton Division from 21st October 1857, to 1st January 1858, Fireman on the "Sampson" from that time until 19th April 1858, and Brakeman again until 8th June last, and subsequently Fireman on the "Sampson" until 2nd July, when he left.

10. Robert M. Stevens was Fireman on the Passenger Train from 11th January 1857, to 9th June 1858, and Driver on the night Engine on Section 5 from 1st July to 7th October 1858.

11. Charles Moore was superseded by J. F. Patterson 21st October 1858.

12. John Stewart was superseded by J. F. Patterson 3rd July 1858.

13. Nelson Cannon was not employed from 1st January to 19th April 1858, and since 26th December 1858, has been employed sawing wood at Shediac, at 4s. 6d. per day.

14 and 15. James Connell and Christopher Gaynor were not employed from 1st January to 19th April 1858 by the day, and since 26th December last have been employed sawing wood at Moncton per cord.

16. Wm. B. Deacon was Brakeman on Passenger Train from 26th April to 21st May 1858.

17. Z. Lord's wages was £15 per month until January 1858.

18. Allan Rand was Fireman at 6s. 3d. per day from 26th August 1857, to 14th June 1858, and since that time at the same rate, when his services as Driver was not needed. His wages during the winter is 6s. 3d. per day.

19. George Smith was Watchman 8 days and Brakeman 32½ days, since appointed Fireman.

20. John Clark, Jr. was Brakeman on the Passenger Train from 1st June to 9th October 1858.

21. The Trackmaster asked to be released on the 12th November, since which time no person in that capacity has been employed.

22. Eight Trackmen were discharged 23rd November, from which time the four Section Foremen received 6d. per day each, additional, until discharged with the four remaining Trackmen, on the 26th December 1858.

23. O. E. Smith was respectively Driver of the "Saint John," "Peticodiac," and "Anagance," since the date of appointment here given.

A. Samuel M'Kean since 1st December 1858, has been also engaged inspecting Locomotives and Cars, now in course of construction, and inspecting Cordwood, received per Contracts.

B. "Anagance," is the present Passenger Engine on the Saint John Division.

C. "Peticodiac" was the Passenger Engine until the present Driver took charge of her, since which time she has been for the most part Ballasting.

D. "Loostauk" since put upon the line has for the greatest proportion of the time been Ballasting.

E. "Kennebeccasis" has been the Construction Engine on Section 5, Walker & Co.

F. "Saint John" has been a Construction Engine since December 1857, at first on Section 2, and since July 1858, on Section 5.

No. 9—"Statement shewing the gross receipts on the foregoing two divisions of the Railway, severally distinguishing between amounts received for freight and for passengers; what amounts, if any, were received by Conductors or Collectors of passage money or freight, and not paid over; the names of such Conductors, and what steps were taken by the Commissioners to recover or secure the public moneys when such defaults, if any, were discovered."

Statement shewing the Receipts as above will be found at pages 108, 111, and 122 of the Report.

In July last suspicion arose that one of the Conductors was in the habit of retaining small portions of the money he collected between Stations, and means were at once taken to ascertain the facts. Special Reports of the whole circumstances were made to the Government dated 12th and 22nd July, and an order was received for his dismissal. On enquiry the Commissioners have not been able to ascertain that on any Railway any plan has been found out by which an efficient check is obtained over Conductors for moneys collected between Ticket Stations.

No. 10.—"Statement of all Contracts entered into between the 1st February 1858, and the 1st February 1859, for the construction or delivery of Locomotive Engines, Snow Ploughs, Passenger Cars, Baggage and Second Class Cars, Platform and Box Freight Cars, and Hand Cars, with the names of Contractors for each description of work, and copies of the Contracts, with a distinct statement whether such Contracts, and if any, which of them were made by private bargain, and which were publicly advertised for and taken by tender; and in the latter case, copies of the advertisements calling for tenders, and copies of specifications and of tenders received, and a distinct statement, when, where, and how long such advertisements were published."

Nature of work.		Names of Contractors.
5 Platform Cars and 2 second Class Passenger Cars,		J. Hughes.
4 First Class Passenger Cars,		J. E. Sayre.
2 Second Class Passenger Cars, ...		Charles Nevins.
30 Platform Cars,)		
6 Box Cars,)		
4 Horse Cars, )	....	F. James.
6 Cattle Cars, )	....
1 Snow Plough, )	....
1 Hand Car, ....	....	F. James.
2 Locomotives, ....	....	Fleming & Humbert.

Copies of Contracts for above, also copies of advertisements, copies of Specifications and of Tenders, with a statement shewing when, where, and how long such advertisements were published, accompany this Report.

The first four of the above Contracts were publicly advertised for and taken by tender.

The Hand Car was made by F. James by private bargain at U. S. price.

The Locomotives were contracted for by private bargain at U. S. prices without duty.

No. 11.—“ Statement shewing the total cost of the Station ground and buildings at the Nine Mile Station, with copies of the Contracts for the same, with the cost of the Roads made by the Commissioners leading thereto, the quantity of land taken for such Road and the Station, the price paid for the same, and to whom, the cost of fencing per rod, and number of rods fenced on such Roads and in rear of such Station, and to whom paid ; the costs of alterations and repairs or extra work, if any, put upon the said Station buildings since the same were handed over by the Contractor, and a Report from the Chief Engineer clearly shewing the present state of such buildings.”

The Contract for Passenger Stations was taken by Alfred Harris, 3rd October, 1857, amounting to	£515 5 0
For Tank-house and Woodshed to Alfred Harris, April 3, 1858, amounting to	476 16 5

AMOUNTS PAID.

Alfred Harris as per Contract for Passenger Station, Woodshed, and Tank-house,	£992 1 5
Do. do. for Extra Work,	263 18 8
Extra work on do. since taken off Contractor's hands,	25 9 10
John Brookfield for making Roads, &c.	309 19 0
LeBaron Drury for Fencing,	82 10 0
J. Scribner for Land,	25 0 0
LeBaron Drury for Land,	80 9 4
	<u>£1,779 8 3</u>

ITEMS IN DETAIL OF ABOVE STATEMENT.

Alfred Harris, Contract for Stations,	£515 5 0
Do. Extra work on ditto,	130 4 11
Do. do. since taken off Contractor's hands,	25 9 10
	<u>£670 19 9</u>

Carried forward,

					<i>Brought forward.</i>	£670 19 9
Alfred Harris, Contract for Woodshed and Tank-house,	...	...	...	...	£476 16 5	
Do. Extra work on do.	...	...	...	...	133 13 9	
					<hr/>	610 10 2
John Brookfield, making Roads—						
2,047 cubic yards Earth Excavated, @ 1s. 5d.	...	...	...	...	£144 19 0	
44 do. Rock do. " 6s.	...	...	...	...	13 4 0	
92 do. Masonry, " 33s.	...	...	...	...	151 16 0	
					<hr/>	309 19 0
LeBaron Drury, 165 Rods Fencing, @ 10s.	...	...	...	...	...	82 10 0
Do. 1.09 Acres Land,	...	...	...	...	£80 9 4	
J. Scribner, 1.49 do.	...	...	...	...	25 0 0	
					<hr/>	105 9 4
					<hr/>	<u>£1,779 8 3</u>

The extra work upon the Station Buildings, Woodshed, and Tank House consists of all Works executed in addition to that specified in the designs, including extras performed in fitting up Ticket Office, Magistrate's Office, and finishing the Building for other accommodation.

The Roads were made by J. Brookfield during the time he was executing Section No. 4, and under his Contract.

The present state of the Station house is not very satisfactory. The house has sunk a little in the centre from not having been properly underpinned, the verandah leaks, and the chimney had to be supported. When the proper season arrives a small outlay will remedy these evils.

No. 12—"Copies of the Contracts for constructing Sections 5, 6, and 7; the date of letting the same, and a Report from the Chief Engineer as to when the same will be completed; also a statement of expenses incurred for extra work on said three Sections 5, 6, and 7, arising from the contemplated opening of the Railway from Saint John to Hampton on the 1st January 1859."

Copies of these Contracts accompany this Report.

Sections 5 and 6 were let 30th June, 1857. Section 7, 15th December, 1857. A Report from the Chief Engineer as to the time when the same will probably be completed will be found at page 42 of the general Report.

The following Letters will show the agreements made as to the expense that would have been incurred if the line had been open to Hampton on 1st January, 1859.

November 16, 1858.

GENTLEMEN,—We beg to state that for opening the Road to Groom's Cove, we shall claim no extra payment beyond the actual work done previous to opening, and shall make no extra charge for any hindrance from running the trains.

We are Gentlemen, your obedient servants,

WALKER & CO.

To the Commissioners of Railways.

R. JARDINE, Esquire,

Saint John, 16th November, 1858.

SIR,—I am willing to open the Railway from commencement of Section No. 7, Hampton District, to the Depot now being erected opposite Hampton Village, for what it will cost me extra to Contract price, not to exceed £500—by the 1st January, 1859.

I am, Sir, your obedient servant,

JOHN BLACKIE.

The only extra work done under the above agreements was some "gulleting," tracklaying, and the purchase of timber for temporary Bridges, most of which will be otherwise available. The expense has not yet been ascertained.

As Section 7 from Groom's Cove to Hampton was not required by Contract to be completed before 1st November 1859, the same extra expense would have been needed to open it on 1st June as on 1st January.

No. 13.—"A statement of the amount claimed by the Contractors over and above their Contracts for extra work on Sections 5, 6 and 7, (irrespective of the particular extra work arising out of the contemplated opening on the 1st January 1859;) the sums paid or agreed to be allowed to the Contractors in settlement of such claims, and the Chief Engineer's reasons why after making Contracts for the construction of said Sections such additional amounts should become chargeable to the cost of constructing them, and why those Sections were not completed at the time specified in the Contracts."

Sections 5 and 6, and Hammond River Bridge have been the source of more anxiety and difficulty to the Commissioners than any other portion of the works under their charge.

It will be observed from the introduction to this Report that these works were let in June, 1857, and with the exception of the changed route from Gondola Point to Lakefield, on a merely preliminary survey, that the site of Hammond River Bridge had not been surveyed or decided on, and that the Contracts had not been signed.

The difficulties with regard to Sections 5 and 6, were the first things the Commissioners had to encounter, as will be seen by the following letters :

(Copy)

Saint John, July 7, 1857.

GENTLEMEN,—As you informed us that in case of the adoption of the Lakefield route, our Tenders for Sections 5 and 6 would be accepted, and the Government having now decided on adopting that line, we beg to intimate that we are prepared to complete our Contract.

We also beg to state that we are prepared at once to commence the works; that the delay that has already occurred has been a serious injury, and that any further postponement would be highly detrimental both to us and to the prospect of an early completion of the works.

We are, gentlemen, your obedient servants,

WALKER & CO.

To the Chairman and Commissioners of Railways.

Saint John, August 3rd, 1857.

GENTLEMEN,—As it was stipulated in the Specification for Section No. 5 that you should furnish an Engine and 40 four-yard Ballast Cars, and as we are informed that the Engine cannot be here before the 15th of September, and that the Cars are not even ordered, it would be impossible (such being the case) to complete the work in the time specified.

There are a large number of 2 yard wagons idle at Moncton, and if you really wish our Contract fulfilled and are not prepared to furnish the four yard Cars, we might manage to use them for a time, taking two as equal to one Ballast Car, though they are in every respect greatly inferior.

The Shediac Line is to be opened on the 10th instant, and our estimate for July will be in your hands before this time. We would request the payment of the 15 per cent retained previous to the opening. This would still leave in your hands the work done since estimate, and the *still* unsettled claim for the Coffey Dam.

We are, gentlemen, your obedient servants,

WALKER & CO.

To the Chairman and Commissioners of Railways.

There

There is no record in the Commissioners' books of the receipt of this letter or of any order made upon it.

Saint John, August 25, 1857.

GENTLEMEN,—In signing our Contracts for Sections 5 and 6, we would draw your attention to the fact that the plant which was to have been furnished to carry out these works is not yet delivered, and that we have thus lost the best portion of this year. As there is no prospect of our receiving the wagons, &c. for some time to come, it will be almost if not altogether impossible to complete within the time specified. On our part we shall use every endeavour to deliver the works complete by November next year, but we fear that even if we are able to finish the track sufficiently for traffic it will still be deficient in many minor particulars.

We are, gentlemen, your obedient servants,

WALKER & CO.

To the Commissioners of Railways.

As the characteristics of these Sections and the non-fulfilment on the part of the Commissioners of an agreement made by their predecessors to furnish rolling stock for the prosecution of the work have been explained at length in the Chief Engineer's Report, page 36, the Commissioners need only now refer to it.

The peculiar features of the work to be done on these two Sections, required that a particular order should be observed, any interference with which would occasion delay and damage.

This interference unfortunately took place and the Commissioners were forced to meet the claims for damages arising from this and to dispose of them to the best of their judgment.

The revision of the location which was rendered necessary in consequence of only a preliminary survey having been made before the work was let, and the consequent changes in alignment, grade, and structure, gave rise to many claims for damages and extras, which had to be considered and in some cases allowed.

In addition to this a claim was made and had to be allowed, in consequence of the wagons furnished proving, as they were first constructed, having been made on a pattern for ballast wagons, quite unfit for the heavy material on Section 5.

As the chief hindrances to the successful prosecution of this work were fairly traceable to non-fulfillment of Contract on the part of the Commissioners, they would not have been justified in taking the work from the Contractors, and as the Contracts had been taken at a price so low as to admit of the work being prosecuted successfully only under the most favourable circumstances, the Commissioners had no choice but to meet the difficulties and make such allowances as would adequately represent the damages sustained.

In arranging these claims the Commissioners obtained much assistance from Wm. Parker, Esq., the Consulting Engineer employed by the Government to advise with them in such matters, and the Government also, as you are aware Sir, was consulted at every step taken, and on one occasion a Committee of the Government was occupied nearly a week in investigating the merits of the case.

The following is the Engineer's Report:—

The sums claimed by the Messrs. Walker & Co. above the amount of their Contract for Sections 5 and 6, consist of the following items, viz :

1st. Damages arising from the late delivery of the Locomotive Engine and Cars, as well as the inadequacy of the latter up to Nov. 15, was	....	....	....	....	....	£3,586	9	5
2nd. Extras on Section 5,	....	....	....	....	....	3,275	6	7
3rd. Extras on Section 6,	....	....	....	....	....	1,127	4	3
Total amount Damages and Extras,	....	....	....	....	....	£7,989	0	3
Sums actually allowed on above,	....	....	....	....	....	£7,402	10	10

The reasons why these sums have become chargeable to these Sections, has been already explained in the General Report upon this Division, to which I refer, and may be recapitulated as follows:—

Firstly, the late delivery of the Engine and Cars as stated on page 36 of the Report.

Secondly, and more especially, to an insufficiency of the Engineering staff at the time these works were let, to complete the surveys in a sufficiently elaborate manner for Contracts let on “gross” or “bulk sums;” though *amply sufficient* if they had been let (as they had hitherto been) upon a Schedule of fixed prices; which latter is the mode universally adopted and admitted to be the best and simplest manner of letting similar works in the United States of America.

This may be partly accounted for by the fact that no Engineering work of any great magnitude was ever completed, wherein the quantities of final estimate have corresponded with those mentioned at the time of letting; still to enable Commissioners or Directors to ascertain more easily the comparative amounts of tenders a “bulk sum” is generally assumed.

This latter mode was that, which even almost up to the time of letting, there was every reason to expect would have been the one adopted.

The survey was mainly deficient in information with reference to the Bridge Work, the individual sites of the Bridges had not been particularly surveyed, so that plans could be exactly adapted to them; moreover there was not a sufficient staff of draughtsmen to prepare these plans in sufficient detail for a Contract of this kind, and as a natural consequence changes to a certain extent had to be made on almost every one of these structures. As an instance of this it may be stated that four of the minor Bridges were let upon one drawing, that happened to be something like what was required, and this had been prepared for an entirely different Section. For further information on this subject *vide* Report, page 38.

It may not be out of place to observe here that a competent draughtsman must be a person specially qualified for the vocation, and the services of such persons are, from the nature of their position, very difficult to be obtained at short notice; as an instance it may be observed that after permission had been obtained from the present Commissioners to get such a person, a correspondence was maintained for several months with Charles Beard, Esquire, late Draughtsman of the Great Western Railway of Canada, who did not accept the offered situation until seven months after the date of the letting above referred to.

By the terms of the Contract any addition to the original drawings became an extra to be paid for upon the Schedule of fixed prices. It may be asked “why was not

more

more time given to perfect the surveys and prepare these plans?" The answer is, that the works had been advertised before it was known that the system of letting that had previously been adopted would be altered, and as Contractors from a distance were daily arriving, the letting could not be deferred for a sufficient length of time to be of any service without giving much dissatisfaction to these parties.

While referring to extras, as much misapprehension appears to exist, it may be as well to observe that if correct information with regard to quantities had been obtained at the time of letting, the whole cost of the works would not have been any less than the amount now charged, including extras.

Assuming that these Bridges when completed will be just what they should be—the extra quantities estimated according to the Schedule of prices on which the Contractors' tender is based—and that there has been no misappropriation of labour or material after commencement of construction, it will be evident that any addition made subsequent to entry into Contract will appear in the form of extra quantities, and will be paid for according to Schedule.

As an example let us assume one of the above Bridges as a case in point.

The original estimate of this Bridge amounted to 280 cubic yards of Masonry, the Contractors' bulk sum of tender based on this quantity was £450; the increased quantities rendered imperatively necessary amounted to 560 cubic yards, and the price consequently paid in accordance with Schedule of prices £900, or half contract and half extra.

Now from this it must be evident that, as the quantity *actually required* was always the same, there can be no more increased cost of work than if the total amount of material had been entered in tender at first and carried out in accordance with the ruling price; in this case the amount would still have been £900.

With regard to the causes "why these Sections were not completed at the time specified in the Contracts," will partly appear from what has been already stated, and are attributable as follows, viz:—

The want of the aforesaid Engine and Cars, as well as to the fact that these Contracts were taken *beneath their value*, (the Contractors' bulk sum being some £11,000 below the Engineer's estimate) which system of undervaluation whenever adopted will generally be found a serious cause of loss and detention, precluding the possibility of working at any time save the most favourable periods of the year.

No. 14.—"Statement shewing the names of the Contractors for building the Railway Bridge across Hammond River, the total amount of such Contracts, the sums paid on account of Contract or extra work up to 1st of January 1859, with a Report from the Chief Engineer whether there were any and what departures from the original plan of construction after the Contracts were made; what additional sums were demanded by the Contractors in consequence of such departures or alterations, what sums have been allowed; the reasons why the Bridge was not completed at the time specified in the Contract, and what will be its entire cost when completed, and when it will be completed."

The remarks made as to Sections 5 and 6 apply to a considerable extent to Hammond River Bridge.

As three fourths of the value of this work (exclusive of the iron superstructure) was under the level of the surface of the ground, it followed that the nature of the foundations and the cost would depend in a great degree upon the site chosen.

It

It has been shewn that when the Contract was made the site was not determined, and that therefore the description and quantity of work must have been to a considerable extent assumed.

It will be seen by the Chief Engineer's Report that the cost will exceed the estimate, and that considerable additional work will have to be paid for.

The attention of Mr. Parker was called especially to this matter, and all the steps taken and extras allowed were in accordance with his advice.

The Chief Engineer reports :—

In reply to the above questions it may be stated,—

That the names of the Contractors are O. Small, and H. B. Crosby.

That the total amount of Contract for Foundations and Masonry, but not including the Iron Superstructure, is £11,950 0 0

That the sums paid on Contract and extra Bills are £10,789 10 4

[A portion of the sum paid Messrs. Small & Crosby, being £513 18 8, was not on account of work relating to the Bridge Contract but for Material deposited in Embankment, and consequently chargeable as such.]

That by reference to the Report of 1859, page 40, it will be perceived that the alterations, together with the reasons which caused their adoption, are there enumerated, and are—

Firstly, An additional height of 3 feet to level of Rail, deemed expedient after more reliable information had been procured as to the extreme height of freshets.

Secondly, An increased length of Piles used in the foundations.

In relation to the latter it may be as well to remark that this addition to length and not to number of Piles or to the plan of foundation is incidental to any such structure, even if let in quantities estimated on the basis of minute surveys, it being practically impossible to ascertain (prior to execution of works) to what depth Piles should be driven to secure proper stability. As a still further exemplification of this fact, it may be stated that no general uniform length of Piles can be adopted even in the same foundations, the lengths varying materially, as was the case in this instance.

That the sum allowed to the Contractors on Extra Bills was £1,375 7 4

That an answer to the question, " Why the Contract was not completed in the time specified ?" will be found in Report, page 39.

That the entire cost of Bridge will be £20,882 0 0

This includes the purchase and erection of the best Fairburn's Iron Girders and Superstructure.

That the time when the Bridge will be completed will be found in Report, page 42.

No. 15.—" Statement shewing the names of the Contractors for Sections 7, 8, 9, 10, 11, 12, 13, 14, 15 and 16 ; the date of entering into such Contracts, the times severally specified for their completion, the total amount payable under each Contract, as per Tender ; and the amounts severally paid on account up to 1st January 1859, and a statement of extra work, if any, claimed or allowed on any of these Sections."

The

The information required in the above article will be found in Table A, No. 9, Engineer's Report, except the time specified for completion, which is as follows:—

Section 7, }
 " 8, } November 1, 1859.
 " 9, }

And Sections 10 to 16, June 1, 1860.

The following is a statement of extra work allowed and paid on these Sections up to 1st January, 1859:

SECTION 7.—Extra bill for February, ....	....	....	....	....	£5 7 6
“ “ May, ...	....	....	....	....	11 19 3
“ “ November, ....	....	....	....	....	5 0 0
“ “ December, ....	....	....	....	....	404 14 6
					<hr/>
					£427 1 3
					<hr/>
SECTION 8.—Extra bill, ....	....	....	....	....	£4 10 0
					<hr/>
SECTION 9.—Extra bill, ....	....	....	....	....	£71 2 9
					<hr/>

On Sections 10, 11, 12, 13, 14, 15 and 16, no extras were claimed or paid up to 1st January, 1859.

No. 16.—“ Statement shewing the total cost of the land for the Station at Hampton, the quantity, the sum paid, and to whom; the total costs of the buildings at such Station, with names of the Contractors, date of the Contracts, date when to be completed, the amount to be paid on completion, and the amount paid on account to 1st January 1859, and statement of extra work, if any claimed or allowed.”

TOTAL COST OF LAND FOR STATION.

Joseph Sederquist, 3½ acres, ....	....	....	....	....	....	£25 0 0
C. A. Everett, 3½ acres, ....	....	....	....	....	....	25 0 0
C. A. Everett, for Road and Site for Freight House, ....	....	....	....	....	....	25 0 0
						<hr/>
						£75 0 0
						<hr/>

Nature of Buildings.	Names of Contractors.	Date of Contract.	When completed.	Paid on 1st January.	Amount of Contract.	Extra Work.
Passenger Station, Woodshed, and Tank House,	Johnston & Blackie,	1858.				
Police Barracks,		June 21.	1st Nov.	£926 10 0	£850 0 0	£76 10 0
	Do.	Sept. 3.	3rd Oct.		165 0 0	35 0 0
		1859.				
Freight House,	Wm. Anderson,	Feb. 5.	1st June		325 10 0	
						<hr/>
						1,340 10 0
						<hr/>
						Total amount to be paid on completion, £1,452 0 0

The above extra work was for additional Masonry in Foundation, and for Cells to Police Barracks.

No. 17.—“Statement shewing the amount paid for the maintenance of way between Shediac and Moncton, the sum so paid according to Contract or otherwise, and the amount for extra work, repairs or construction between 1st January 1858, and 1st January 1859.”

Amount expended under Wm. Stevens, Track Master, for maintenance of way, ...	£327	13	9
Do. paid Walker & Co. for Ballasting,	1,455	17	2
Do. paid Fisher for Asphalting Bridges,	235	19	4
Do. expended by Wm. Stevens, Track Master, in finishing construction, ...	1,812	1	4
	<hr/>		
	£3,831	11	7
	<hr/>		

No. 18.—“Statement shewing the number and nature of accidents to individuals on the whole line of Railway, specifying whether the parties were in the employ of the Contractors or Commissioners, and whether such accidents resulted in loss of life or personal injury, or from the defaults of the parties injured or parties connected with the Railway, and whether, if any, what allowances have been made to individuals for injuries or losses sustained.”

The Superintendent reports: “I am happy to say that since the line on either Division has been opened for traffic, injury to *passengers* has been unknown, and in other respects small indeed. A detailed statement of all accidents to servants of the Railway, or persons in the employment of the Contractors, so far as they have come to my knowledge, will be found in my Report of 1st December last.”

The only allowance made to individuals for injuries or losses sustained, was a sum of Ten Pounds paid to Reverend G. Schofield on the 18th January 1858, for injuries sustained by his son in consequence of a fence falling upon him.

With regard to accidents to individuals in the employ of the Contractors, the Commissioners have to observe that from the commencement of this Railway no attempt has been made to regulate or enquire into the construction of the work as between the Contractors and the men employed by them.

The first Contracts, under which most of the accidents have happened, drawn up under the supervision of the then Attorney General of the Province, contain no clause providing for such interference or enquiry, and the Commissioners are not advised that they have any power under the law to make such enquiries. The only stipulation in the Contracts as to damages is as follows:—

“The blasting of all rocks during the progress of the work shall be entirely at the risk of the Contractors, and all damages occasioned thereby, or any injury done by him or his workmen to the crops, fences, buildings, or other property of the adjoining landowners or occupants, in any way whatever, shall be paid for by him, and the Government saved wholly harmless therefrom.”

It appears to the Commissioners that as the law at present stands the duty of protecting the subjects and bringing to justice those who cause injury to them, devolves upon Coroners, Grand Juries, and Local Magistrates, and from them no doubt the desired information can be obtained.

No. 19.—“Statement shewing the number and nature of accidents to Engines, Snow Ploughs, and Cars, on the two Sections of Railway in operation; the times and causes of such accidents, and the amount of expenses incurred in repairs, and of loss sustained, if any, by actual destruction.”

SAINT JOHN DIVISION.

July 14, 1858, a Freight Car injured slightly in consequence of the Trackmen putting a Frog therein without informing the proper parties of their intention to do so. The

The Engine starting to take up the Train while this was being done caused the injury. Expense incurred, 25s.

September 14, 1858, Engine "Loostauk," with the Evening down Train broke rocker shaft casting, caused by a flaw in the iron. No expense to Railway.

October 16, 1858, Coupling Chains of Earth wagons, in use of John Brookfield, Contractor, while on the summit of the grade at Garden Street, broke, causing the Cars to run down the incline over the Mill Pond and into Mill Street, no other damage done and no expense to Railway.

October 20, 1858, a Platform Car loaded with lumber, in the use of John Brookfield, Contractor, standing on the Siding at Appleby's Wharf, went down the incline and over the end of the temporary wharf, caused by the break chain parting; no expense to Railway.

October 21, 1858, Locomotive "Loostauk," in the service of John Brookfield, Contractor, on the night of this day when going after his men ran into a Hand Car in use of the Trackmen, breaking the same; expense to Railway refitting, £17.

October 23, 1858, First Class Car, No. 4, with down evening Train, when passing the Moose Path Station came into contact with a Wooden Pump placed there for the use of the Ballast Engines, slightly injuring the panel of the Car. This accident was caused by the Contractor's Foreman, who was finishing the slopes of the stream, removing the scaffolding which supported the pump, and neglecting to place a shore in such a manner as to allow the Engine to clear it, was tripped, causing the pump to fall against the Car as it passed; expense to Railway, 10s. 9d.

Nov. 1, 1858, Two Cars with Train of the Engine "Loostauk," in the service of John Brookfield, Contractor, was thrown from the track near Lawlor's Lake, while passing up on the evening of this day to the Kennebecasis Station for the labourers, caused by running into a small house placed upon the track by Joseph Thompson, the Foreman of the Section, without orders; expense to Railway for repairs of same, £17 13 7.

November 8, 1858, Engine "Anagance" ran truck wheels off track at Turn Table, Gilbert's Lane, in consequence of Contractor's man shifting the *cog* or stop without the Trackmaster's knowledge; no injury done, and no expense to Railway.

November 15, 1858, First Class Car No. 5, with the up morning train, was found to be on fire from the stove pipe, and in the endeavours to extinguish the same rendered the Stove useless.

Cost to Railway for Stove,	....	....	....	....	£3	5	0
Repairs,	....	....	....	....	2	4	10
					—————		£5 9 10

SHEDIAC AND MONCTON DIVISION.

May 18, 1858, As the Ballast Engine "Hercules" was returning from Moncton this day, the Sparker of the Bonnett was blown off, breaking the glass of the Head Light. Cause, wind blowing a gale; expense in repairing, say 15s.

June 29, 1858, Two steps on one side of the first and second class Cars torn off on the passage of the evening train from Moncton this day near Dorchester Road. Cause, track foreman left hand car too near the line with which the cars in passing came into contact causing the injury; expense to Railway in repairing, say 20s.

September

September 13, 1858, Engine "Scadouc" from Point du Chene as she neared the Station ran into a box car left upon the main track, causing a slight injury to the same. Expense to Railway, probably, 3s. 9d.

October 20, 1858, Second class car injured slightly by coming into contact with some barrels of coals left improperly near the track on the wharf at Point du Chene. Expense in repairing about 2s. 6d.

October 23, 1858, Battens of first class car defaced considerably at Point du Chene by coming into contact with the gangway of the platform which had been left down. Expense, probably, 12s. 6d.

No. 20.—"An Abstract or Schedule shewing the number and nature of all Contracts entered into for Railway purposes by the Commissioners, or by their authority, from 1st January 1858, to 1st January 1859; such Schedule briefly to give the following information:

The nature of the work to be done;	When to be done;
Date of Contract and amount;	Contractor's name;
Suretie's name;	Date of Advertising;
Date of letting;	Amount specified in Tender (if not advertised and tendered for, so to be stated);
Time specified for completion;	Total amount paid on each Contract."
Date of actual completion;	

The Abstract required accompanies this Report.

No. 21.—"Statement shewing the names and position of each person employed upon the Engineering Staff of the Railway Works on the 1st January and 1st June 1858, and the 1st January 1859, with the nature of each person's duty, and the rate of salary paid to each at the respective periods named."

A Statement giving full information regarding the above, accompanies this Report.

No. 22.—"Statement of the several amounts paid to the Chief Engineer from the date of his appointment to 1st January 1859, distinguishing between sums paid on account of salary, and sums allowed for travelling and extra expenses."

To what Date.	Time Employed.	Salary.	Travelling Expenses.
1st April 1857,	10 Months 20 Days,	£430 11 1	£172 18 4
14th August 1857,	4 " 14 "	83 6 8	17 0 0
1st January 1859,	16 " 17 "	583 6 8	157 3 0
		£1,097 4 5	£347 1 5

Due Mr. Light at the latter date on Account Salary, £249 17 9.

No. 23.—"Statement shewing the date and terms of the engagement of Mr. Parker; the Consulting Engineer; the time occupied by him in the inspection of the works in this Province, and the several amounts paid him for services and expenses.

To what Date.	No. of Days employed.	Salary Paid.	Expenses.
1st June, 1858,	23 Days,	£115 0 0	£12 18 8
30th " "	14 " "	70 0 0	10 16 3
3rd Sept. "	15 " "	75 0 0	
4th Oct. "	11 " "	55 0 0	
Probable expenses, two latter trips,			24 0 0
		£315 0 0	£47 14 10

Mr. Parker has been paid on account of the above, £350. Paid also his travelling expenses in the Province, £20.

No. 24.—“ Statement shewing the names of the several Railway Commissioners since the constitution of the first Board, the date of their several appointments, the amounts paid to each severally for salary, travelling and extra expenses; also the names, dates of engagements, nature of employment, and amount of salary of each and every person now employed at the Railway Offices in Saint John, or who have been employed in the said Office since the 1st August, 1857.”

COMMISSIONERS.

Names.	Date of Appointment.	Time in Office.	Paid on account Salary.	Extra.	Travelling expenses
	1857				
W. H. Scovil, <i>Chairman</i> ,	March 31,	4½ mos.	£187 10 0	£62 10 0	£15 16 3
F. W. Hatheway,	“	“	75 0 0	25 0 0	36 0 0
Joseph Myshraill,	“	“	75 0 0	25 0 0	24 0 0
			£337 10 0	£112 10 0	£75 16 3
R. Jardine, <i>Chairman</i> ,	Aug. 15,	16½ mos.	£625 0 0	...	£49 12 6
Robert Reed,	“	9 “	150 0 0	...	100 2 10
R. C. Scovill,	“	16½ “	250 0 0	...	63 9 3
	1858				
George Thomas,	May 15,	7½ “	100 0 0	...	9 10 0
			£1.125 0 0	...	£222 14 7

OFFICERS.

Names.	Date of Appointment.	Nature of Employment.	Salary.	
James Whitney,	July 10, 1857,	Secretary,	£250 0 0	per annum.
R. W. Crookshank,	May 18, 1858,	Accountant,	300 0 0	“
Do.	July 10, “	Secretary,	300 0 0	“
James Johnson,	“ “	Accountant,	...	not fixed.
Charles Hanford,	April 5, “	Storekeeper & Clerk,	0 10 0	per day.
John Porter,	May 15, 1857,	Messenger,	7 10 0	per month.

No. 25.—“ Statement shewing the names of the General Superintendent, Assistant Superintendent, and of all other persons engaged during the year 1858, and now engaged in working the portions of Railway already open; as well as the names of all persons connected with the repair and maintenance of the said portions of Railway, with the date of their several engagements, and the amounts of salary and remuneration to each.”

See reply to Paragraph No. 8.

No. 26.—“ Statement of the number and weight of all rails, chairs, and weight of spikes purchased for the Railway; the quantity of each now remaining on hand for use, with an account of all rolling stock, stationary engines, machinery, tools and plant of every description now owned by the Province, and in use on the Railway or the Railway works.”

FROM WHOM RECEIVED.	RAILS.					CHAIRS.					SPIKES.			
	No.	WEIGHT.				No.	WEIGHT.				WEIGHT.			
		Tons.	cwt.	qr.	lbs.		Tons.	cwt.	qr.	lbs.	Tons.	cwt.	qrs.	lbs.
Peto, Brassey, Betts & Jackson,	14,596	2913	4	2	...	18,550	100	19	2	16	80	12	2	9
Boston Locomotive Works,	2,212	393	10	...	10	2,700	27	1	2	11	...	...	...	...
Naylor, Vickers & Co.	5,259	1014	10	2	...	4,300	51	5	3	26	10	...	...	...
Harris & Allan,	...	...	...	...	...	1,327	15	8	...	21	...	...	...	...
Thorne & Lee,	...	...	...	...	...	...	...	...	...	...	20	6	...	9
Boston Locomotive Works,	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Compound or Bridge Rails,	292	32	11	1	25	...	...	...	...	...	...	...	...	...
Baring Brothers,	11,839	2190	9	2	...	9,989	120	10	...	...	...	...	...	...
	34,198	6544	6	...	7	36,866	315	5	1	18	110	18	2	18
On hand,	2,984	667	1	1	...	6,367	54	1	...	15	1	4	...	12

For statement of Rolling Stock and Machinery, see Superintendent's Report, pages 108 & 111.

No. 27.—“Statement shewing the names of the Appraisers for Land Damages, the dates of their appointments, with the several amounts paid to each for services, for travelling and incidental expenses.”

Names.	Date of Appointment.	Paid on Account Salaries.	Expenses.
	1858		
James Smith, <i>Chairman</i> , ...	August 15,	£130 0 0	} £48 12 7
Henry E. Seelye, <i>Secretary</i> , ...	“ “	289 16 9	
George L. Hatheway, ...	“ “	185 0 0	
Isaac Burpee, ...	“ “	187 10 0	
W. K. Chapman, ...	“ “	129 0 0	
Robert Bowes, ...	“ “	140 0 0	
Rent of Office, ...	...	...	12 10 0
		£1,061 6 9	£61 2 7

No. 28.—“Statement shewing the amount of Law charges rendered to or paid by the Commissioners up to the 1st February 1859, and to whom paid.”

Hon. Charles Watters,—Drawing Deeds, Contracts, and other legal instruments,	£292 1 1
Attendance and advice, &c. ...	100 0 0
Hon. A. J. Smith, Drawing Deeds, &c. ...	17 10 8
Bliss Dotsford, Esq. Do. ...	7 0 0
Hon. E. B. Chandler, Do. ...	6 5 0
	<u>£422 16 9</u>

No. 29.—“Statement shewing the names of the several owners or proprietors on the line from Shediac to Saint John, whose lands have been taken for Railway purposes; such statement to commence at Saint John, and give the names of the owners as they succeed each other along the line, shewing the quantity of land taken from each, and the amount of compensation allowed to each, and date of payment, and the cases where compensation has been refused,—that fact to be stated.”

A Statement of Land Damage claims and awards will be found at page 123 of the Report. Should the additional details in above article be still required they can be furnished.

No. 30.—“Statement of the quantity of goods imported for Railway purposes on which no duties have been paid.”

Rails, Chairs, Iron, &c.	...	...	...	...	...	...	...	£14,608	14	7
Engine, Cars, and other Rolling Stock,	...	...	...	...	...	...	...	6,905	17	3
Cement, and sundry materials,	...	...	...	...	...	...	...	492	16	4
								<u>£22,007</u>	<u>8</u>	<u>2</u>

No. 31.—“A Report from the Chief Engineer shewing in detail the damage estimated by him at £2,000 on 1,000 tons Rails imported through Naylor & Co. in the autumn of 1857; each statement to show quantity damaged in consequence—

Of bad rolling, and estimated damage per ton on same;

Also, quantity badly trimmed, and damage per ton in consequence of same;

Also, quantity defective from the best part of the Pile lying in the base instead of the top of the Rail, and damage per ton;

Also, time when these defects were first ascertained; what became of Rails so defective; and if used on line of Railway, on what part of Railway same are to be found.

In reply to these questions it may be as well to revert to two letters addressed to the Chief Commissioner, Mr. Jardine, one from Mr. Reed, bearing date Liverpool, 11th September, 1857, the other from myself, the 30th November in the same year. Extract from Mr. Reed's letter referred to above:—

“By Mr. Seely I send you a print shewing different sections of Rails. The Bridge Rail, No. 1, is recommended by the manager of the establishment in which the New Brunswick Rails are being manufactured, as superior to the T Rail for two reasons—one is, that in the making the pressure is vertical, by which process the head is more firmly pressed than the head of the T Rail, which is pressed sideways, causing the grain of the iron to be edgeways instead of flat, as in the Bridge Rail. And as they only put a certain proportion of the very best iron in the Rails usually made, styled *best Rails*, the best is put in the top of the Bridge Rails, which is the wearing part, whereas in the T Rails they are obliged to put it in the flange, in consequence of that part of the Rail being thin, particularly the Saint John pattern, which is thinner than usual.”

(Copy)

“EUROPEAN AND NORTH AMERICAN RAILWAY,
Engineer's Office, 30th November, 1857.

“ROBERT JARDINE, Esquire, Chief Commissioner of Railways,

“SIR,—I have carefully examined the Iron Rails delivered by the ‘Favourite’ and the ‘Middleton,’ and am sorry to be obliged to report that they are very badly rolled indeed. Many of the bars are $\frac{1}{8}$ of an inch larger on the base than the pattern sent, and an equally large number $\frac{1}{8}$ of an inch smaller, entirely precluding the possibility of the Rail making a proper fit in the chair. The ends of the bars are likewise very carelessly sawn off, many of them being full $\frac{3}{8}$ of an inch off the plumb, so that if the ends of two of these Rails are laid together, there would be a ∇ or vacant space of $\frac{1}{2}$ of an inch at either the top or bottom of the joint, as the case may be, and this is quite common. The tops of the Rails are likewise not of the same size, and very many of those already delivered, are odd lengths other than those specified.

“We have laid about an half mile of the iron brought by the ‘Favourite,’ and though we have taken unusual care to match the Rails, and have rejected a large number as unfit to lay at all with the

the present fastenings, we have yet found it *almost impossible* to lay a perfect track with them, the sizes of the Rails being so uneven. I have no hesitation in saying that taking the iron as a whole, I consider it the very worst specimen of rolling I have seen. *I have as yet had no opportunity of testing the quality, but if Mr. Reed's surmise be true, viz. that the manufacturers have put the best portion of the pile in the base of the Rail, this will have the effect of reducing the ultimate durability of the iron very materially.* Assuming the cost of the iron in England to be £8 5s. per ton, and adding the commissions, freights, insurance, &c., as well as the carriage to the works in this country, I conceive that this iron when laid down upon the road is actually worth at least £2 per ton less than good iron made exactly in accordance with the patterns and specifications, *and the best part of the pile laid where it ought to be, viz. in the top or bearing surface of the Rails.*

I am, Sir, yours, &c.

ALEX. L. LIGHT, *Engineer.*

Mr. Reed states that the best portion of the iron in the Rails referred to was placed in the flange, subsequently it has been ascertained that he had been misinformed in reference to this matter. I, however, still retain the opinion then expressed with reference to the inferiority of the iron as regards the unevenness of roll; subsequent experience in its use having confirmed my opinion as to the deterioration of value.

It must be apparent that Rails of different gauge cannot without much trouble be fitted to chairs of *one* pattern; as in the case of the excess of size of Rail much difficulty ensues in effecting the requisite diminution.

The reverse being the case, the iron would be loose in the chair.

I may further add that apart from the expense of laying, these Rails are in many other respects greatly inferior to such as are well rolled.

I am still of opinion from other defects noticed in the iron since my letter of 30th November 1857 was written, that it was deteriorated in value to the amount mentioned, entirely irrespective of the supposed displacement of pile.

In addition to the above, the Commissioners have to state that as these Rails had to be used as soon as they were received, they were laid in track indiscriminately, and therefore the statements asked for cannot be furnished. Further, the Commissioners having been advised that they had no legal remedy for the damages arising from defective rolling in consequence of the arrangement that the inspection at the works was to be final, did not think it necessary to take any particular account of the number of rails defective, or to ascertain precisely the actual damages, and did not require the Engineer to take any further steps in the matter.

No. 32.—“Statements shewing the quantity of rolling stock, machinery, and plant, furnished to Contractors since 1st August, 1857; the time the same were used by such Contractors severally; the sums paid by the Contractors or charged against them for such use.”

At pages 36, 107, and 110 of the Report, will be found the information required.

No. 33.—“Statement shewing the total amount paid to the manufacturers of Engines and Cars, setting forth the proportions paid according to agreement or Contract for such Engines or Cars, and the amounts subsequently paid or allowed for duplicate parts, for repairs, and for articles not included in the above; the parties to whom such sums were paid, stating each separately.”

Contractors' Names.	Articles.	Amount paid per Contract.	Extras.	Repairs.	Duplicate parts.
Harris & Allan,	40 Ballast Cars,	£648 0 0	£134 16 0		
Do.	5 Freight Cars,	802 2 6	64 2 1		
Do.	5 Platform Cars,	561 17 6	12 0 0	£5 15 3	
Fleming & Humbert,	Locomotive Loostauk, (2)	2,100 0 0	225 0 0		
	1 sett Driving Wheels,				£300 0 0
Frederick James,	2 first class Cars, 4 & 5,	1,500 0 0	35 17 8	9 13 9	
Jacob Hughes,	2 second class Cars,	796 0 0	12 11 8		
Do.	5 Platform Cars,	490 0 0	3 5 0	8 17 0	
Frederick James,	2 first class Cars, 6 & 7,	1,500 0 0	35 17 8		

NOTE 1.—The extra work on F. James' 1st Class Cars is chiefly for burlapping, which renders them more impervious to the effects of storms, and makes them vastly superior for winter travelling.

2.—The extras on Locomotive "Loostauk" arises from altered dimensions.

No. 34.—"Copies of all correspondence between the Railway Board and Mr. Commissioner Reed while he was in England."

Copies of all correspondence asked for accompany this Report.

The Commissioners respectfully request that one Letter marked A be not submitted to the House. It will be observed that in it no illusion is made to subjects in dispute, but that it is on private affairs, and of a confidential character.

Nos. 35.—"Returns of freights paid on Iron Rails, and all other Railway material imported from England since August, 1857, giving the names of the vessels, date of shipments, quantity of Rails and other materials in each shipment, dates they were received, and at what ports landed, and if all were delivered in good order."

36.—"State, if any, what claim was made on the ships for damage in consequence of bad stowage or other causes."

37.—"The returns to show quantity of Rails and other materials in each separate shipment, and the freight per ton, if in sterling or currency; if the freights were engaged by Tender, and copies of the Tenders; if not engaged by Tender, how and by whom were they engaged."

For your better guidance I would state that the amount of contract is	£25,172	17	9
Estimate for work done to 1st instant, is	7,423	7	6
Yet to do,	£17,749	10	3
The time for working the Contract was	22	mos.	
Already expired,	10	mos.	
Yet unexpired,	12	mos.	

I have the honor to be, Sir, your obedient servant,

ALEX. L. LIGHT.”

“ *Engineer’s Office, November 19, 1858.*

“ ROBERT JARDINE, Esquire, Chief Commissioner,

“ SIR,—In answer to your application for further reasons for the adoption of coercive measures on Section 5, Salisbury District, I would state that I consider the information conveyed in my letter of the 9th instant, to you (a copy of which I herewith enclose, and beg to refer you to) alluding particularly to the proportionate progress of the work and the time elapsed, as sufficient reason for abandonment of the Contract as clearly provided for in the Contract and Specification.

“ For your further information I would remark, that the works are in a backward and unsatisfactory state, and unless very energetic measures are immediately adopted to retrieve the time wasted, it will be impossible to complete the work within the specified time; moreover any delay in this Section will have a prejudicial effect upon the completion of the new Sections lately put under Contract between Salisbury and Sussex Vale, as all the material, including the Rails and Iron Bridges, &c. amounting in the aggregate to some 3000 tons, must be carted at greatly increased expense, if the contiguous Sections east and west, are not completed according to Contract.

“ To give an adequate idea of the delay that has arisen on this Section, it will be necessary somewhat to enter into a history of this work which was given to the Messrs. Walkers in December 1857, although the Contract was not actually signed before the February following; this however was a matter of no moment, as very few of the Contractors on this Letting did any work worth mentioning prior to the opening of the Spring of 1858. The time for completing the Contract was fixed for the 1st day of November 1859, or something under two years, including the favourable seasons of both, which was considered ample time to complete the work in.

The total amount of Contract was	£25,172
Work actually done up to 1st November,	7,423
Still to do,	£17,749

“ By this it will be perceived that at the expiration of the first season’s operations less than one third of the easiest part of the gross amount of the work had been done. -

“ In entering more into the details of the work the result of the investigation does not improve its appearance, as under the site of two of the heaviest earth embankments at Wortman’s and Nixon’s Brooks, *the keys of the whole work*, (and which under favourable circumstances and the most assiduous exertions will require the principal portion of the time allowed by the terms of the Contract to properly complete and consolidate prior to the laying of the Rails,) the Culverts have barely been commenced; in the first, a portion of the material has been delivered, but not one single stone laid; on the second, a portion of the material is delivered, and part of the foundation is laid.

“ These Culverts being laid in Hydraulic Cement cannot be built during the Winter, and therefore will not be finished at the earliest possible period before July, 1859, and until they are completed the heavy earthen Embankments, the first upwards of 80,000, and the second of 40,000 cubic yards, which are to cover the Culverts can progress but little further. The chief necessity for interference in this case arises from the circumstance that at the eastern end of this Section the best ballast pit is to be had on this or either of the three adjoining Sections, and until the Culvert and Embankment at

Nixon’s,

Nixon's, containing as already stated upwards of 40,000 cubic yards, are completed, this ballast cannot be used.

"Fully aware of all these facts, the Contractor has allowed these Culverts to be neglected, notwithstanding the *repeated notifications* and *entreaties* of the Assistant Engineer in charge of the Section to prosecute these *governing* portions of the work more vigorously.

"I consequence of this neglect I recommend that the above work be taken out of their hands, as the Contract provides.

I remain, Sir, your obedient servant,
(Signed)

ALEX. L. LIGHT."

On reference to the 6th Section of Conditions of Contract, it will be seen "that if by the Report of the Engineer or Superintendent employed by the Government in their behalf, it shall appear that the establishment and rate of progress at and in the said work are not such as to ensure the completion of the same within the time herein prescribed, Her said Majesty shall have the power at her discretion, by the Chief Engineer aforesaid, or his successors in office, without previous notice or protest, and without process or suit at law, either to take the work or any part thereof out of the hands of the parties of the first part, and to re-let the same to any Contractor or Contractors without its being previously advertised, or employ additional workmen, and provide materials, tools, and other necessary things at the expense of the parties of the first part."

The following letters will give the remainder of the information asked for :

"*Saint John, November 19, 1858.*

"SIR,—I enclose for the information of the Government copy of Report of the Chief Engineer respecting the state of Section 5, Salisbury, of the Railway, and the Commissioners have to recommend that in accordance with the sixth condition of the Contract, this work be taken from the present Contractors, Messrs. Walker & Co., and re-let to the next lowest bidders, Messrs. M'Bean and M'Donald, who are willing to take it at their Tender, to take effect on 1st January, 1859.

I am your obedient servant,

R. JARDINE.

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

"*Secretary's Office, 13th January, 1859.*

"SIR,—Your letter of the 19th November last enclosing Report of the Chief Engineer respecting the state of Railway, Section No. 5, Salisbury, and recommending that the work be taken from the Contractors of that Section and given to M'Bean & M'Donald, having been under consideration of His Excellency the Lieutenant Governor in Council, I am directed to inform you that the same has been fully approved.

I have the honor to be, Sir, your obedient servant,

S. L. TILLEY.

R. Jardine, Esquire, Railway Chairman, Saint John."

The transfer of this Section was made in accordance with the above, and it is not at present known that any additional cost will be incurred thereby.

Respectfully submitted.

By order of the Board.

R. JARDINE, *Chairman.*

R. W. CROOKSHANK, *Secretary.*

BALANCE SHEET—To 31st October, 1858.**DR.**

Engineering,	£35,407	15	2
Permanent Way,	193,886	17	6
Buildings,	17,874	13	5
Rolling Stock and Machinery,	42,885	5	11
Miscellaneous Stock,	1,563	9	2
General Expenses,	5,851	8	3
	<u>£297,469</u>	<u>9</u>	<u>5</u>

CONTRACT ACCOUNTS.

Walker & Co. Sec. 5, St. John,	£30,285	5	1
Do. Do. 6, do. £16,489 9 7	12,079	3	4
Do. Do. 5, Salisbury, 3,630 7 0	6,270	10	3
Do. Do. 3, Moncton,	1,455	17	2
John Brookfield, 4, St. John, 353 9 7	15,272	3	8
Do. Station, "	2,186	13	9
D. P. Myers, Sec. 2, 2,479 2 9	38,598	11	10
Do. Do. 8, Hampton, 1,423 13 5	10,340	17	11
Small & Crosby, Hammond River Viaduct, 6,267 16 0	9,112	1	9
M'Donald & M'Bean, Sec. 4, Salisbury, 7,006 7 7	13,330	6	9
Johnston & Blackie, 7, Hampton, 6,065 0 6	14,333	18	4
Thomas King, 9, Norton, 2,423 19 11	4,205	3	9
Wm. Stevens, 14, Sussex,	3	0	0
Fleming & Humbert, Locomotives,	497	9	8
Morton & Earle, Fencing,	1,186	9	4
Frederick James, Passenger Cars,	1,498	1	11
George Craig, Tugs and Switches, 262 7 1	65	0	0

£66,401 13 5 £160,720 14 6

207,122 7 11

SUNDRY ACCOUNTS.

A. Smithers,	£37	2	3
John R. Marshall,	15	13	7
James Whitney,	16	3	1
R. C. Scovil,	37	12	7
General Store Account,	5,177	7	11
Do. No. 2,	14,762	6	6
Cordwood Account, Saint John,	217	10	0
Do. Shediac,	238	1	0
Traffic Department,	447	16	0
Cash,	154	0	3
	<u>21,103</u>	<u>13</u>	<u>2</u>
	<u>£525,695</u>	<u>10</u>	<u>6</u>

CR.

Province Treasurer's advance,	£517,618	0	2
Bank of New Brunswick, overdrawn,	216	16	9
Baring Brothers, balance of Account,	7,109	1	0
J. Walker,	£2	3	3
G. F. Thompson,	1	10	0
Revenue Account, Balance,	747	19	4
	<u>£525,695</u>	<u>10</u>	<u>6</u>

E. E.

St. John, N. B. 1858.

R. W. CROOKSHANK, *Secretary.*

81

R. JARDINE, *Chairman.*

ENGINEERING.

Date.	Nature of Voucher.	Salaries and Office Expenses.	Surveying.	Travelling and Incidentals.	Instrument and Drawing Materials.	Inspectors.	Miscellaneous.	Total.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1858. Oct. 31.	Balance per former Account,	14,900 16 4	11,878 3 9	6,179 19 7	506 15 9	1,573 17 6	468 0 6	35,507 13 5
	GENERAL STORE ACCOUNT.							
	Amount ascertained depreciation in Surveying Instruments and Camp Equipage, .. .. .	.. .. .	67 2 4	.. .. .	.. .. .	.. .. .	.. .. .	67 2 4
	REVENUE ACCOUNT.							
	Atkinson's time inspecting Shediac Wharf, charged Walker & Co. .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	40 0 0	.. .. .	40 0 0
	Deduct—							
	GENERAL STORE ACCOUNT.							
	Survey Instruments, &c. on hand, not in use, .. .. .	.. .. .	169 16 1	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
	Horses, Harness, &c. on hand, for use of Engineers, .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	97 4 6	.. .. .
	Adjusted Balance,	£ 14,900 16 4	11,835 10 0	6,179 19 7	506 15 9	1,613 17 6	370 17 6	35,407 15 2

PERMANENT WAY.

Date.	Nature of Voucher.	Labour by Contract or otherwise.	Rails, Chains, Ties, Signals, &c.	Land Damage.	Miscellaneous.	Total.
		£ s d	£ s d	£ s d	£ s d	£ s d
1858						
Oct. 31.	Balance per former Statement, <i>General Store Account, Revenue Account, Buildings, Revenue, Building Account, General Store Account, Locomotive Power, Maintenance of W. B. Revenue Account,</i>	138,342 18 8	83,704 8 7	19,331 17 9	14,349 18 9	255,729 3 9
	<i>Rails and Chains per Middleton, Carriage and Expense of Rails, Amount paid Gallagher, Wm. Steadman & W. Master's time, Inspecting Sleepers, Use of Engines, Drivers, Firemen, time taking down Slopes, &c. from 4th May to 5th August 1857, Sundries per Walker's Settlement, Sec. No. 1, Shediac, Amount of depreciation on old Buildings in the purchase from Jackson & Co., sold, destroyed, &c. Sundry materials used in construction of Road, Wood charged in error, Sundries, Proportion of depreciation in value of Machinery used in construction of Road,</i>	.. .. .	2,994 12 0	.. .. .	.. .. .	2,994 12 0
		198 0 0	3 3 5	.. .. .	.. .. .	198 0 0
		.. .. .	50 0 0	.. .. .	.. .. .	50 0 0
		.. .. .	275 0 0	.. .. .	.. .. .	275 0 0
		.. .. .	.. .. .	.. .. .	512 16 2	512 16 2
		.. .. .	.. .. .	.. .. .	1,317 1 3	1,317 1 3
		.. .. .	.. .. .	.. .. .	2,823 13 3	2,823 13 3
		.. .. .	.. .. .	.. .. .	46 16 0	46 16 0
		.. .. .	.. .. .	.. .. .	8 3 11	8 3 11
		.. .. .	.. .. .	.. .. .	66 16 7	66 16 7
		138,540 18 8	87,027 4 0	19,331 17 9	19,125 5 11	264,025 6 4
	Deduct— CORDWOOD ACCOUNT. Amount included in Sumner's Contract for brushing and cleaning Sections 4, 5 & 6, } Salsabury—Bill of Wood, Saint John, } Sundry Bills, Sawing Wood, Shediac, } GENERAL STORE ACCOUNT. Sundry Bills per Pine Timber, Cement, &c. and Labour thereon, } GENERAL STORE ACCOUNT, No. 2. Sundry Invoices and Bills, Rails, Chains and Spikes, and Duties, } Freight, &c. on the same, } GENERAL STORE ACCOUNT. Sundries from Fleming & Humbert, Do. C. B. Rickard & Co. GENERAL STORE ACCOUNT, No. 2. For Rails, Chains, and Spikes, &c. supplied, Do. do. on hand, not in use, SUNDRY ACCOUNTS. Amounts formerly charged this Account, now reversed until final settlement of Contracts, viz : D. P. Myers, Section 2, Saint John, John Brookfield, " 4, " Walker & Co. " 5, " Ditto, " 6, " Small & Co. Hammond River Viaduct,	£106 17 6 34 18 0 53 16 9 46 10 10 26 7 2 1,549 10 4 171 17 9 6,982 10 2 1,188 7 0 479 8 4 117 17 7 7,635 4 2 4,762 6 6				
	Adjusted Balance,	37,361 19 7	30,003 13 11	0 0 0	2,772 15 4	70,138 8 10
		£101,178 19 1	57,023 10 1	19,331 17 9	16,352 10 7	193,896 17 6

BUILDINGS.

Nature of Voucher.	Terminal Stations.	Stations.	Way Stations.	Wharves.	Miscellaneous	Total.
1858—Oct. 31.	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d
Balance per last Statement,	3,755 6 10	6,355 1 5	316 3 8	9,177 0 6	227 6 6	19,830 18 11
Deduct from No. 2, Sundries,	0 0 0	543 11 0	0 0 0	0 0 0	0 0 0	0 0 0
Add to 1 and 6, do.	94 2 6	0 0 0	0 0 0	0 0 0	449 8 6	0 0 0
	3,849 9 4	5,811 10 5	316 3 8	9,177 0 6	676 15 0	
GENERAL STORE ACCOUNT.						
Sundry materials furnished,	0 0 0	25 3 2	8 9 10	61 3 11	0 0 0	94 16 11
	3,849 9 4	5,836 13 7	324 13 6	9,238 4 5	676 15 0	19,925 15 10
Deduct—						
General Store Account.						
Large Lump. No. 4, £20 10 0						
Sundry materials, " 6, 2 15 0						
Permanent Way, No. 1.						
Amount paid Gallagher, " 4, 198 0 0						
Permanent Way, No. 4.						
Sundries from Walker, Settlement Sec. No. 1, Shediac, viz:						
Expenses of Station Yd., 214 19 0						
Masonry of Time Tables, 117 0 0						
Ballasting, &c. 180 17 2						
Am't. of depreciation in old Buildings included in purchase from Jackson & Co. 1,317 1 3						
No. 2, £1,829 17 5	.. ..	1,829 17 5	.. ..	218 10 0	2 15 0	2,051 2 5
Adjusted Balance,	£ 3,849 9 4	4,006 16 2	324 13 6	9,019 14 5	674 0 0	17,874 13 5

ROLLING STOCK AND MACHINERY.

Nature of Voucher.	Engines and Tenders.	Spare Gear.	Tools and Implements.	Snow Ploughs	Stationary Engines.	Passngt. Cars.	Freight Cars.	Platform Cars	Ballast Cars.	Miscellaneous.	Total.
1858—Oct. 31.											£ s d
Balance per former Statement, .. .. .	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	48,780 1 5
Deduct—											
GENERAL STORE ACCOUNT.											
Whole amount transferred to this Account, .. .. .	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	48,780 1 5
TO GENERAL STORE ACC'T.											
Ascertained cost of Rolling Stock now on the Road in actual use,	£18,226 1 2	1,412 3 8	1,653 7 9	505 0 0	570 13 0	5,547 3 10	3,213 13 11	4,722 15 10	6,772 0 0	262 6 9	42,885 5 11

MISCELLANEOUS STOCK.

Nature of Voucher.	Furniture in General Offices.	Furniture in Stations.	Horses, Harness, &c. for Engineers.	Total.
1858.				
October 31. Balance per former Statement, .. .. .	.. ..	.. ..	.. ..	£1,225 12 8
Deduct—				
GENERAL STORE ACCOUNT.				
Whole amount transferred to this Account, .. .. .	.. ..	.. ..	.. ..	1,255 12 8
TO GENERAL STORE ACCOUNT.				
For ascertained value of Stock on hand, ..	£966 6 6	£351 16 2	£245 6 6	£1,563 9 2

GENERAL STORE ACCOUNT.

To Balance per former Statement, ...	£1,636 13 3	By R. C. Scovil, Sundries sold at Auction, ...	£22 6 4
General charges for Tickets, &c. ...	156 17 0	A. Smithers, 250 brls. Cement twice charged, ...	64 14 6
<i>Permanent Way.</i>		<i>Rolling Stock and Machinery.</i>	
For Pitch Pine Timber, Cement, &c. ...	1,622 8 4	Ascertained cost of Rolling Stock, &c. on the Road in actual use, ...	42,885 5 11
Buildings, Lump and Materials, ...	25 5 0	<i>Miscellaneous Stock.</i>	
<i>Rolling Stock and Machinery.</i>		Furniture, &c. in General Office and Stations, as per Inventory, ...	1,563 9 2
Amount of this Account to date, ...	48,780 1 5	<i>Buildings Account.</i>	
<i>Miscellaneous Stock.</i>		Sundry Materials furnished, ...	94 16 11
Amount of this Account to date, ...	1,225 12 8	<i>Engineering Account.</i>	
<i>Revenue Account.</i>		Ascertained depreciation in Surveying Material and Camp Equipage, ...	67 2 4
Carriage and expenses of sundry Materials, ...	127 3 10	<i>Locomotive Power.</i>	
<i>Permanent Way.</i>		Sundries furnished at Shediac, ...	126 12 0
Part of Fleming & Humbert's Account, ...	479 8 4	" " Saint John, ...	279 17 0
C. B. Record & Co. do. ...	117 17 7	Merchandist and Passenger Cars, Sundries, ...	13 17 4
Cordwood Account, St. John, ...	264 16 0	<i>Maintenance of Way & Buildings.</i>	
Do. do. Shediac, ...	25 9 4	Sundry Materials, ...	0 19 6
<i>Engineering Account.</i>		<i>General Charges.</i>	
For Horse, Wagon, Harness, &c. ...	97 4 6	Tickets sold to date, Saint John, ...	17 18 6
Surveying Utensils on hand, ...	109 16 1	" " Shediac, ...	4 10 0
<i>Locomotive Power.</i>		Sundries supplied Contractors, viz:	
For Waste and Tallow on hand, ...	85 9 4	Walker & Co. Sec. 5 & 6, St. John, ...	547 14 11
		Ditto, " 5, Salisbury, ...	554 18 2
		D. P. Myers, " 2, St. John, ...	159 6 5
		Fred. James, Car Builder, ...	141 11 2
		John Brookfield, Sec. 4, St. John, ...	183 5 4
		Small & Crosby, Hammond Riv. Viaduct, ...	7 10 0
		Fleming & Humbert, Locomotives, ...	12 6 0
		William Stevens, Sec. 14, Sussex, ...	3 0 0
		Permanent Way, No. 4,	
		Sundry Materials furnished for construction, ...	2,823 13 3
		Balance, ...	5,177 7 11
	<u>£54,752 2 8</u>		<u>£54,752 2 8</u>

GENERAL STORE ACCOUNT No. 2.

To Balance per former Statement, ...	£24,279 11 2	By Invoice Rails, &c. per Middleton, ...	£2,994 12 0
<i>Permanent Way, No. 2.</i>		Rails, Chains and Spikes supplied the follow- ing Sections, viz:	
Sundry Invoices of Rails, Chains, &c.	8,342 14 11	Walker & Co. Sec. 5 & 6, St. John,	16,268 2 4
Rails, Chains, &c. supplied Contractors,	7,635 4 2	" " 5, Salisbury,	3,609 8 2
Do. do. on hand at date,	14,762 6 6	D. P. Myers, " 8, St. John,	1,423 13 5
		M'Bean & M'Donald, " 6, Salisbury,	6,879 13 1
		John Brookfield, " 4, St. John,	353 9 7
		Thomas King, " 7, Hampton,	6,044 11 6
		" 9, do.	2,415 13 5
		Fleming & Humbert, Locomotives,	80 12 10
		George Craig, Frogs and Switches,	187 13 11
		Balance, ...	14,762 6 6
	£45,019 16 9		£45,019 16 9

CORDWOOD ACCOUNT.

SAINT JOHN.

To Balance per last Statement, ...	£552 10 11	By Locomotive Power, Consumption of Engines,	£105 2 11
Permanent Way, No. 4, Bill of Wood, ...	34 18 0	General Store Account, Amount from P. Way,	264 16 0
	£587 8 11	Balance on hand, ...	217 10 0
			£587 8 11

SHEDIAK.

To Balance per last Statement, ...	£342 15 8	By Locomotive Power, Consumption of Engines,	£284 17 5
Permanent Way, 900 Cords Wood, included in Sumner's Account, Brushing, &c.	106 17 6	General Store Account, Amount from P. Way,	25 9 4
Locomotive Power, Sundries, ...	39 17 10	Balance on hand, ...	238 1 0
Permanent Way, do. ...	58 16 9		
	£548 7 9		£548 7 9

CONTRACT ACCOUNTS.

WALKER & CO.—SECTION No. 5, SAINT JOHN.

To Advances per last Statement, ...	£22,715	17	9	By Balance, ...	...	...	£30,285	5	1
Permanent Way—This sum formerly credited, now reversed until final settlement, ...	5,776	17	4						
Amount from Account Sec. 5, Salisbury, ...	1,455	0	0						
Revenue Account.									
For Driver and Firemen's time, running "St. John" at Wetmore's Lake, ...	123	0	0						
Do. do. Kennebecasis, ...	214	10	0						
	£30,285	5	1						

WALKER & CO.—SECTION No. 6, SAINT JOHN.

To Advances per last Statement, ...	£9,043	0	11	By Balance, Advances, ...	...	...	£12,079	3	4
Permanent Way, No. 1.				Rails, Chain, &c. for Sections No. 5 & 6,			16,489	9	7
This sum formerly credited, now reversed until final settlement, ...	2,709	14	9						
General Store Account, No. 2.									
Rail and Chain, &c. supplied, ...	16,268	2	4						
General Store Account.									
Sundries, Plant and Materials, ...	547	14	11						
	£25,568	12	11						

WALKER & CO.—SECTION No. 5, SALISBURY.

To Advances per last Statement, ...	£7,191	10	11	By Section No. 5, Saint John, Balance, Advances, ...	...	...	£1,455	0	0
General Store Account.				Rails, Chains, &c. ...			6,270	10	3
For Plant and Materials, ...	554	18	2				3,630	7	0
General Store Account, No. 2.									
For Rails and Chains, &c. ...	3,609	8	2						
	£11,355	17	3						

D. P. MYERS.—SECTION No. 8, SAINT JOHN.

To Amount Advances per last Statement, General Store Account, No. 2.	£10,340 17 11	By Balance, Advances, Rails, Chains, &c.	£10,340 17 11
Rails, Chains, &c.	... 1,423 13 5		... 1,423 13 5
	<u>£11,764 11 4</u>		<u>£11,764 11 4</u>

SMALL & CROSBY.—HAMMOND RIVER VIADUCT.

To Balance per last Statement, Permanent Way No. 1.	£13,793 10 9	By Balance, Advances, Rails, Chains, &c.	£9,112 1 9
This sum formerly charged Permanent Way, now reversed until final settlement, General Store Account.	... 1,578 17 0		... 6,267 16 0
Cement,	... 7 10 0		
	<u>£15,379 17 9</u>		<u>£15,379 17 9</u>

83

JOHNSTON & BLACKIE.—SECTION No. 7, HAMPTON.

To Advances per last Statement, General Store Account, No. 2.	£14,354 7 4	By Balance, Advances, Rails, Chains, &c.	£14,333 18 4
Rails, Chains, &c.	... 6,044 11 6		... 6,065 0 6
	<u>£20,398 18 10</u>		<u>£20,398 18 10</u>

THOMAS KING.—SECTION No. 9, NORTON.

To Advances per former Statement, General Store Account, No. 2.	£4,213 10 3	By Balance, Advances, Rails, Chains, &c.	£4,205 3 9
Rails, Chains, &c.	... 2,415 13 5		... 2,423 19 11
	<u>£6,629 3 8</u>		<u>£6,629 3 8</u>

M'DONALD & M'BEAN.—SECTION No. 4, SALISBURY.

To Advances per last Statement, ...	£13,457	1	3	By Balance, Advances, ...	£13,330	6	9
General Store Account, No. 2.	...	...	...	Rails, Chains, &c. ...	7,006	7	7
Rails, Chains, &c. ...	6,879	13	1				
	£20,336	14	4		£20,336	14	4

FLEMING & HUMBERT.—LOCOMOTIVES.

To Advances per last Statement, ...	£392	2	8	By Balance, ...	£497	9	8
D. P. Myers, Section 2,—5 Iron Plates, per	...	...	...	
Bodaice, charged him in error, ...	12	8	2				
General Store Account.	...	...	...	
Axles, Wheels, Netting, &c. ...	12	6	0				
General Store Account, No. 2.	...	...	...	
Duties and Freight of Materials, ...	80	12	10				
	£497	9	8		£497	9	8

GEORGE CRAIG.—FROGS AND SWITCHES.

To Balance per last Statement, ...	£139	13	2	By Balance, Advances, ...	£65	0	0
General Store Account, No. 2.	...	...	...	Rails, Chains, and Iron, ...	262	7	1
Rails, Chains, &c. ...	187	13	11				
	£327	7	1		£327	7	1

FREDERICK JAMES.—PASSENGER CARS.

To Balance per last Statement, ...	£1,356	10	9	By Balance, ...	£1,498	1	11
General Store Account.	...	...	...	
Rubber, Springs, Car Wheels, ...	141	11	2				
	£1,498	1	11		£1,498	1	11

ALFRED SMITH.—CEMENT, &c.

To General Store Account,—250 barrels Cement,	£64	14	6	By Balance per last Statement,	£27	12	3
per Isaih, twice credited, now reversed,	...	...	...	Balance, ...	37	2	3
	£64	14	6		£64	14	6

REVENUE ACCOUNT.

To Balance of Locomotive Power Account,	£4,294	17	10	By Amount per last Statement,	...	£5,498	1	8
Do. Merchandise and Passenger Cars,	1,330	10	9	<i>General Store Account.</i>				
Do. Maintenance of Way and Buildings,	327	13	9	Carriage and expenses on Sundries, ...	...	127	3	10
Do. General Charges, ...	1,306	12	1	Carriage of Rails, Permanent Way,	...	3	3	5
Balance, ...	747	19	4	R. C. Scovil, balance from last year,	...	0	7	3
				D. P. Myers, Sec. No. 2, Saint John,	...	741	15	0
				Walker & Co. " 5, " "	...	337	10	0
				John Brookfield, " 4, " "	...	296	0	0
				<i>Traffic Department.</i>				
				Amount not yet received, ...	...	21	13	3
				<i>Engineering Account.</i>				
				Atkinson's time, Inspecting Shed Wharfs, ...	...	40	0	0
				<i>Permanent Way.</i>				
				Steadman's time, Inspecting Sleepers, ...	...	50	0	0
				Use of Engine, Driver's and Firemen's time,	...	275	0	0
				taking down Slopes, &c. Section 3, ...	...	124	0	0
				Walker & Co. Section 3, Bend, ...	...		
				<i>Permanent Way.</i>				
				Proportion of depreciation in value of Machinery used in construction of Road, Section 1 & 2, Shediac, ...	...	66	16	7
				Amount not yet received, ...	...	426	12	9
						£8,007	13	9

Fredericton, March 25th, 1859.

SIR,—In accordance with your letter of 23rd instant, in which I am requested to furnish, in writing, the explanation I had given verbally to the Committee of the Legislative Council of the differences in the classification between the Balance Sheet in the Report of the Commissioners, and that submitted to the House of Assembly by the Auditor General, I have to make the following statements:—

On reference to the Report at page 11, it will be observed that the expenditure on the European and North American Railway has been as follows:—

1856.					
July	6.	Paid Peto & Co. for Work, Plant, and Materials,	...	...	£108,000 0 0
1857.					
April	1.	Expended under the Government,	...	...	58,452 11 11
August	15.	Expenditure under first Commissioners,	...	...	41,344 11 7
1858.					
October 31.	“	“ present Commissioners,	...	...	317,292 15 0
					£525,089 18 6

The books in which the expenditure to 1st April 1857 was recorded were kept in the simplest form of single entry.

The ordinary system of mercantile book-keeping by double entry was introduced by the first Commissioners, but up to the time the present Commissioners came into office no inventory had been taken of the property obtained from Messrs. Peto & Co., and there was no stock book to show where that or the property since purchased was to be found.

As soon as these facts had been ascertained the present Commissioners sent a person to Canada and the United States to obtain a knowledge of Railway book-keeping and traffic management, and on his return, and as soon as the traffic department had been organized, he commenced to take an account of all the Railway property.

It having been decided to adopt the system of book-keeping used by the Grand Trunk Railway of Canada, a competent Accountant was employed, and the books were made up from the period of the commencement of the Railway in July, 1856.

There being no vouchers in the office for the expenditure up to 1st April, 1857, duplicates not having been kept, entries had to be made from the books as they were which caused much delay and uncertainty, but from that period all entries were made directly from the vouchers.

It was not until October last that the books on the new system came up with the book-keeping of the former system, which had been carried on simultaneously, and as the stock account and traffic books had to be made up after that time and the results incorporated in the new books, the last quarterly account and the general balance sheet of the whole expenditure on the Railway could not be got ready for the Auditor General before 13th January last.

On preparing the Accounts for the Report which has been published, it was thought desirable so as to give the fullest information possible to make some transfers from one account to another, and a balance sheet to conform was sent to the Auditor General on 15th February, and acknowledged in page 205 of the Journals.

The first balance sheet was however printed in the Journals at page 204, which renders it necessary to present the following statements explanatory of the differences in classification.

I am, Sir, your obedient servant,

R. JARDINE, *Chairman.*

Hon. W. H. Odell, Chairman Railway Committee, Legislative Council.

STATEMENT

Shewing the difference between the Auditor's Report on page 204, Journals of House of Assembly, and the Statements of Capital and Revenue Accounts, page 6 Report of Railway Commissioners.

Amount of Expenditure, includ'g Capital and Revenue Acc't. per Auditor's Report, £530,473 5 1

Add—

Additional Charges to Contractors, &c. :—

D. P. Myers, use of Trains, Engines, and Ballast Cars, &c.	...	£741 15 0
Walker & Co., use of Engines,	... ..	337 10 0
John Brookfield, do.	... ..	296 0 0
Walker & Co., Section 3, Bend, do.	... ..	124 0 0

PERMANENT WAY.

Use of Engines and Ballast Cars, taking down Slopes, &c., Bend and Shediac,	... ..	275 0 0
Proportion of depreciation in value of Machinery used in construction,	...	66 16 7

GENERAL STORE ACCOUNT.

Amount to Debit of A. Smithers, arising out of an error in his Account,	...	37 2 3
Amount of Old Stores sold,	28 16 2

TRAFFIC DEPARTMENT.

Amount of Earnings not received at date,	447 16 0
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GENERAL STORE ACCOUNT.

Amount charged for Carriage of Materials, &c.	127 3 10
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2,481 19 10

£532,955 4 11

Deduct—

Amounts to Credit of Walker & Thompson,	3 13 3
---	--------	--------

£532,951 11 8

AMOUNTS PER PAGE 6, RAILWAY REPORT.

Total of Capital Account,	£525,691 17 3
Total Debits of Revenue Account,	7,259 14 5

£532,951 11 8

STATEMENT

On page 11, Railway Report, shewing expenditure to different periods is ascertained as follows, and is intended only to cover outlay for purposes of construction, not including the Revenue Account.

Total Amount of Capital Account as stated at page 6 Railway Report, £525,691 17 3

Deduct—

Cash and Traffic Department,	601 18 9
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£525,069 18 6

Amount of Engineering Account, as stated in Auditor's Report,	£35,507	13	5
Add—				
Amount of depreciation in Surveying Implements and Camp Equipage, per General Store Account, ...	...	67	2	4
“ Atkinson's time as Inspector of the Shediac Wharf, per Revenue Account, ...	...	40	0	0
		<u>£35,614 15 9</u>		
Deduct—				
Amount Surveying Instruments on hand, and not in use, per General Store Account, ...	...	£109	16	1
Amount Horses, Wagons and Harness on hand for Engineers' use, per ditto, ...	...	97	4	6
		<u>207 0 7</u>		
Amount per Railway Report, ...	...	£35,407	15	2
<u>£255,729 3 9</u>				
Amount of Permanent Way Account, as stated in Auditor's Report, ...	...	£255,729	3	9
Add—				
AMOUNTS TRANSFERRED FROM GENERAL STORE ACCOUNTS.				
Rails and Chairs per Middleton, used in finished Road, ...	...	£2,994	12	0
Sundry Materials furnished for construction of Road, ...	...	2,823	13	3
FROM BUILDINGS ACCOUNT.				
Amount paid T. C. Gallagher for wharfing part of Branch, Moncton, ...	...	198	0	0
Sundries per Walker's Settlement, (see their Account), ...	...	512	16	2
Amount of Depreciation and Loss on old Buildings included in the purchase from Jackson & Co. ...	...	1,317	1	3
FROM REVENUE ACCOUNT.				
Amount charged for Carriage of Rails, ...	...	3	3	5
Wm. Steadman, Station Master's time Inspecting Sleepers last winter, ...	...	50	0	0
Amount of Engine Drivers, Firemens' time, use of Engines, taking down Slopes, &c. from 4th May to 5th August 1857, Moncton, ...	...	275	0	0
FROM LOCOMOTIVE POWER.				
Amount charged too much for Cordwood, ...	...	46	16	0
FROM M. OF WAY AND BUILDINGS.				
Amount charged at Saint John for Sundries, ...	...	8	3	11
REVENUE ACCOUNT.				
Proportion of depreciation in value of Machinery used in Construction, ...	...	66	16	7
		<u>8,296 2 7</u>		
		<u>£264,025 6 4</u>		
Deduct—				
CHARGED CORDWOOD ACCOUNT.				
Amount included in Sumner's Contract for Brushing and Clearing Sections 4, 5 & 16, Salisbury, ...	...	£106	17	6
“ Sundry Bills, Sawing Wood, Shediac, ...	...	58	16	9
“ Voucher No. 20—Bill Wood, Saint John, ...	...	34	18	0
		<u>£200 12 3</u>		
Carried forward,		£200	12	3
		£264,025	6	4

APPENDIX.

941

	<i>Brought forward,</i>	£200 12	3£264,025 6 4
CHARGED GENERAL STORE ACCOUNT.			
Amount Sundry Accounts P. P. Timber, Cement, and Labor on same,		1,622 8 4	
“ Sundries from Fleming & Humbert, and C. B. Record & Co., per Accounts,		597 5 11	
CHARGED GENERAL STORE ACCOUNT, NO. 2.			
Amount Sundry Invoices Rails, Chairs, Spikes, Duties, Freights, &c.		8,342 14 11	
Rails, Chairs, and Spikes supplied unfinished Sections,		7,635 4 2	
Rails, Chairs, and Spikes on hand,		14,762 6 6	
CONTRACT ACCOUNTS.			
Amounts formerly charged this Account, now reversed until final settlement, viz :			
D. P. Myers, Section No. 2, Saint John,		18,800 10 8	
John Brookfield, “ 4, “		8,111 17 0	
Walker & Co. “ 5, “		5,776 17 4	
Do. “ 6, “		2,709 14 9	
Small & Crosby, Hammond River Viaduct,		1,578 17 0	
		<hr/>	70,138 8 10
Amount per Railway Report,			<hr/> <u>£193,886 17 6</u>
Amount of Buildings Account, as stated in Auditor's Report,			£19,830 18 11
Add—			
FROM GENERAL STORE ACCOUNT.			
Amount of sundry Materials furnished for Buildings,			94 16 11
			<hr/> <u>£19,925 15 10</u>
Deduct—			
CHARGED GENERAL STORE ACCOUNT.			
Amount of large Lamp and sundry Materials,		£23 5 0	
CHARGED PERMANENT WAY.			
Amount T. C. Gallagher for Wharfing Branch Road,		198 0 0	
Of expenses of Station yard, Masonry of Turntables, Fencing, &c.		512 16 2	
Of depreciation and loss in old Buildings included in Jackson purchase,		1,317 1 3	
		<hr/>	2,051 2 5
Amount per Railway Report,			<hr/> <u>£17,874 13 5</u>
Amount of Rolling Stock and Machinery in Auditor's Report,			£48,780 1 5
The whole of this Account charged to General Store Account,	£48,780	1 5	
The ascertained value of the Stock now in use on Road, being then credited General Store Account and charged to this Account,	42,885	5 11	
The difference to be accounted for as General Stores constitutes the actual deduction,			<hr/> <u>5,894 15 6</u>
Amount per Railway Report,			<hr/> <u>£42,885 5 11</u>

Amount of Miscellaneous Stock, as stated in Auditor's Report,	£1,225 12 8
The whole of this Account charged to General Store Account,	£1,225 12 8
The ascertained value of all articles applicable to this Account, and in use in the various Offices and Stations being charged to this Account and credited to General Store Account,	1,563 9 2
The difference to credit of General Store Account constitutes the addition,	337 16 6
Amount per Railway Report,	£1,563 9 2

The amounts stated in the Auditor's Report as "General Stores," "Rails and Chairs," and "Cordwood," constitute the same Account as given in the Railway Report under the name of "General Stores on hand."

The Auditor reports as follows :—

Rails and Chairs Account,	£24,279 11 2
General Stores,	1,636 13 3
Cordwood, Saint John,	552 10 11
Do. Bend and Shediac,	342 15 8
	<u>£26,811 11 0</u>

Add—

FROM PERMANENT WAY.	
Sundry Invoices of Rails, Chairs, and Spikes,	£8,342 14 11
Amount of Rails, &c., supplied Contractors,	7,635 4 2
Rails, Chairs, and Spikes on hand,	14,762 6 6
P. P. Timber, Cement, &c.	1,622 8 4
Sundries from Fleming & Humbert and C. B. Record & Co. Accounts,	597 5 11
FROM BUILDINGS ACCOUNT.	
Large Lamp and Sundries,	23 5 0
FROM ROLLING STOCK AND MACHINERY.	
Whole amount of this Account,	48,780 1 5
FROM MISCELLANEOUS STOCK.	
Whole amount of this Account,	1,225 12 8
FROM ENGINEERING ACCOUNT.	
Horses, Wagons, and Harness,	97 4 6
Surveying Implements, &c., not in use,	109 16 1
FROM LOCOMOTIVE POWER.	
Oil, Tallow, and Waste on hand,	85 9 4
FROM GENERAL CHARGES.	
Amount paid for Tickets, Press, &c.	156 17 0
FROM REVENUE ACCOUNT.	
Carriage and expenses on sundry Materials,	127 3 10
FROM PERMANENT WAY.	
Bill of Wood, per Voucher 2,	34 18 0
900 Cords Wood, included in Sumner's Contract for clearing & brushing,	106 17 6
Sundry Bills, Sawing Wood, Shediac,	58 16 9
FROM LOCOMOTIVE POWER.	
Sundry Bills, Wood and Sawing,	39 17 10
	<u>83,805 19 9</u>
Carried forward,	£110,617 10 9

Deduct—	<i>Brought forward,</i>	£110,617 10 9
CHARGED PERMANENT WAY.		
Invoice Rails, &c. per Middleton,	£2,994 12 0	
CHARGED CONTRACTORS, &c. viz :		
Walker & Co. Sections 5 and 6, Saint John,	16,268 2 4	
Do. do. 5, Salisbury,	3,609 8 2	
D. P. Myers, do. 8, Hampton,	1,423 13 5	
John Brookfield, do. 4, Saint John,	353 9 7	
M'Bean & M'Donald, Section 4, Salisbury,	6,879 13 1	
Johnston & Blackie, do. 7, Hampton,	6,044 11 6	
Thomas King, do. 9, do.	2,415 13 5	
George Craig, Rails and Chairs for making Frogs,	187 13 11	
Fleming & Humbert, Duties, &c.	80 12 10	
R. C. Scovil, sundries sold at Auction,	22 6 4	
A. Smithers, 250 barrels Cement, twice charged,	64 14 6	
ROLLING STOCK AND MACHINERY.		
Ascertained value of Stock on hand and in use on Road,	42,885 5 11	
MISCELLANEOUS STOCK.		
Furniture in General Offices and Stations,	1,563 9 2	
BUILDINGS ACCOUNT.		
Sundry Materials furnished,	94 16 11	
ENGINEERING ACCOUNT.		
Ascertained depreciation in Surveying Implements, &c.	67 2 4	
LOCOMOTIVE POWER.		
Oil, Tallow, Waste, &c., Shediac,	126 12 0	
“ “ “ St. John,	279 17 0	
Merchandize and Passenger Cars, St. John,	13 17 4	
MAINTENANCE OF WAY AND BUILDINGS.		
Sundry Materials,	0 19 6	
GENERAL CHARGES.		
Tickets sold to date,	22 8 6	
Walker & Co., Section 5, Saint John, Sundries,	547 14 11	
“ “ 5, Salisbury, “	554 18 2	
D. P. Myers, “ 2, St. John, “	159 6 5	
F. James, Car Builder, “	141 11 2	
John Brookfield, Section 4, St. John, “	183 5 4	
Small & Crosby, Cement, “	7 10 0	
Fleming & Humbert, Sundries,	12 6 0	
Wm. Stevens, Sec. 14, Sussex, Sundries,	3 0 0	
Permanent Way, “	2,823 13 3	
Locomotive Power, Wood, St. John,	105 2 11	
“ “ “ Shediac,	284 17 5	
	<hr/>	90,222 5 4
Amount per Railway Report, ... ..	...	<hr/><u>£20,395 5 5</u> <hr/>

WALKER & CO. SECTION No. 5, SAINT JOHN.

Amount per Auditor's Report,	...	...	...	...	£22,715 17 9
Add—					
Amount charged Permanent Way, now reversed until final settle- ment of Account,	...	...	...	£5,776 17 4	
Amount charged Section 5, Salisbury, in error,	...	...	...	1,455 0 0	
REVENUE ACCOUNT.					
Use of Engines "St. John" and "Kennebecasis," Drivers' and Firemens' time, &c.	...	...	..	337 10 0—	7,569 7 4
Amount per Railway Report,	...	...	...	..	<u>£30,285 5 1</u>

WALKER & CO. SECTION No. 6, SAINT JOHN.

Amount per Auditor's Report,	...	...	...	...	£9,043 0 11
Add—					
Amount charged Permanent Way, now reversed until settlement,				£2,709 14 9	
GENERAL STORE ACCOUNT.					
For Rails, Chairs and Spikes for use of Section No. 5 and 6,	...	...	...	16,268 2 4	
Sundry Plant and Material,	...	...	...	547 14 11—	19,525 12 0
					<u>£28,568 12 11</u>
Personal Advances,	...	...	...	£12,079 3 4	
Rails, &c., for Nos. 5 & 6,	...	...	...	16,489 9 7	
Amount per Railway Report,	...	...	...	£28,568 12 11	

WALKER & CO. SECTION NO. 5, SALISBURY.

Amount per Auditor's Report,	...	...	...	...	£7,191 10 11
Add—					
GENERAL STORE ACCOUNT.					
For Plant and Materials, &c.	...	...	...	£554 18 2	
Rails and Chairs, &c.	...	...	...	3,609 8 2—	4,164 6 4
					<u>£11,355 17 3</u>
Deduct—Amount charged in error, should be Section 5, Saint John,				...	1,455 0 0
					<u>£9,900 17 3</u>
Personal Advances,	...	...	...	£6,270 10 3	
Rails, Chairs, &c.	...	...	...	3,630 7 0	
Amount per Railway Report,	...	...	...	£9,900 17 3	

D. P. MYERS, SECTION NO. 8, HAMPTON.

Amount per Auditor's Report, being personal Advances,	...	...	...	...	£10,340 17 11
Add—					
Rails, Chairs, &c. for Construction,	...	...	...	...	1,423 13 5
Amount per Railway Report,	...	...	...	...	<u>£11,764 11 4</u>

SMALL & CROSBY, HAMMOND RIVER VIADUCT.

Amount per Auditor's Report,	£13,793 10 9
Add—	
Amount charged Permanent Way, now reversed until settlement,	£1,578 17 0
General Store Account, for Cement,	7 10 0
	<u>1,586 7 0</u>
	<u>£15,379 17 9</u>
Personal Advances,	£9,112 1 9
Iron Girders, &c. for Bridges,	6,267 16 0
	<u>£15,379 17 9</u>
Amount per Railway Report,	<u>£15,379 17 9</u>

JOHNSTON & BLACKIE, SECTION 7, HAMPTON.

Amount per Auditor's Report,	£14,354 7 4
Add—	
GENERAL STORE ACCOUNT.	
Rails, Chairs, &c. for Construction,	6,044 11 6
	<u>£20,398 18 10</u>
Personal Advances,	£14,333 18 4
Rails, Chairs and Spikes,	6,065 0 6
	<u>£20,398 18 10</u>
Amount per Railway Report,	<u>£20,398 18 10</u>

THOMAS KING, SECTION 9, HAMPTON.

Amount per Auditor's Report,	£4,213 10 3
Add—	
General Store Account, Rails, &c.	2,415 13 5
	<u>£6,629 3 8</u>
Personal Advances,	£4,205 3 9
Rails, Chairs and Spikes,	2,423 19 11
	<u>£6,629 3 8</u>

M'DONALD & M'BEAN, SECTION 4, SALISBURY.

Amount per Auditor's Report,	£13,457 1 3
Add—	
General Store Account, Rails, Chairs, &c.	6,879 13 1
	<u>£20,336 14 4</u>
Personal Advances,	£13,330 6 9
Rails, Chairs, and Spikes,	7,006 7 7
	<u>£20,336 14 4</u>
Amount per Railway Report,	<u>£20,336 14 4</u>

FLEMING & HUMBERT.

Amount per Auditor's Report,	£392 2 8
Add—	
Amount from D. P. Myers' Account, Section 2,	£12 8 2
GENERAL STORE ACCOUNT.	
For Axles, Wheels and Netting,	12 6 0
Duties and Freight of Material imported for Locomotives,	80 12 10—
	105 7 0
Amount per Railway Report,	£497 9 8

FREDERICK JAMES.

Amount per Auditor's Report,	£1,356 10 9
Add—	
FROM GENERAL STORE ACCOUNT.	
Rubber Springs, Car Wheels, &c.	141 11 2
Amount per Railway Report,	£1,498 1 11

GEORGE CRAIG.

Amount per Auditor's Report,	£139 13 2
Add—	
GENERAL STORE ACCOUNT.	
For Rails and Chairs for making Frogs, &c.	187 13 11
	£327 7 1
Personal Advances,	£65 0 0
Rails, Chairs and Iron,	262 7 1
Amount per Railway Report,	£327 7 1

LOCOMOTIVE POWER ACCOUNT.

Amount per Auditor's Report,	£3,731 13 3
Add—	
FROM GENERAL STORE ACCOUNT.	
Oil, Tallow and Waste, Materials for repairing Engines, Tenders, &c. £406 9 0	
Cordwood, Shediac, £105 2 11	
" St. John, 284 17 5—	390 0 4
	796 9 4
	£4,528 2 7
Deduct—	
Sundries charged Cordwood Account,	£39 17 10
Do. Permanent Way,	46 16 0
Do. M. & Passenger Cars,	59 7 10
Tallow and Waste on hand, charged General Store Account,	85 9 4
R. C. Scovil, Cash paid him for labor, &c.	1 13 9—
	233 4 9
Amount per Railway Report,	£4,294 17 10

MERCHANDIZE AND PASSENGER CARS.

Amount per Auditor's Report,	£1,261	8	2
Add—			
FROM GENERAL STORE ACCOUNT.			
Materials for repairing Cars,	£13	17	4
FROM LOCOMOTIVE POWER.			
Oil used by Cars,	59	7	10—
		73	5
			2
			<u>£1,334 13 4</u>
Deduct—			
Amount charged R. C. Scovil, expense on Freight,		4	2
			7
Amount per Railway Report,	£1,330	10	9
			<u>£1,330 10 9</u>

MAINTENANCE OF WAY AND BUILDINGS.

Amount per Auditor's Report,	£334	18	2
Add—			
Sundries from General Store Account,		0	19
			6
			<u>£335 17 8</u>
Deduct—			
Sundries charged to Permanent Way Account,		8	3
			11
Amount per Railway Report,	£327	13	9
			<u>£327 13 9</u>

GENERAL CHARGES.

Amount per Auditor's Report,	£1,441	0	7
Add—			
FROM GENERAL STORE ACCOUNT.			
Amount of Tickets sold,		22	8
			6
			<u>£1,463 9 1</u>
Deduct—			
Ticket Press and Tickets, &c. charged to General Store Account,		156	17
			0
Amount per Railway Report,	£1,306	12	1
			<u>£1,306 12 1</u>

Copy of Supplementary Report of the Auditor General's Report No. 17, dated March 31, 1859, upon the Accounts of the Chief Commissioner of the E. & N. A. Railway.

The Expenditure charged in the Accounts of the Chief Commissioner of Railways as Audited, (*vide* Auditor's Report 17, page 203,) includes Construction Expenses, and expenses of running Cars, &c., whilst the Expenditure charged in the Report of the Railway Commissioners under the head of Capital Account, page 6, comprises only the expense of construction; the Construction Accounts can be verified in the following manner:—

The debit side of the Audited Account is	....	....	....	....	£530,463	5	1
Deduct—							
Revenue Account, being expense of running Cars, &c., page 204, Auditor's Report,	....	....	£6,769	0	2		
Smithers, Walker & Thompson's balances, introduced in both sides of the Audited Account, left out in Capital Account, Commissioner's Report,			31	5	6		
						6,800	5 8
To debit of Construction Account as Audited, omitting the £31 5 6,	....	....	....	....	....	£523,662	19 5
In the Commissioner's Report, Revenue is credited with this sum,	....	....	....	....	£8,007	13	9
In Audited Account it is credited with this sum,	....	....	5,488	1	8		
Added to Capital Account in re-classifying the Accounts for the Commissioner's Report,	....	....	£2,519	12	1		
In the Commissioner's Report, Revenue expenditure is charged at	£7,259	14	5				
In Audited Account it is	....	....	6,769	0	2		
Taken from Capital Account in re-classifying the Accounts for Commissioner's Report,	....	....	490	14	3		
The difference is added to Capital Account in re-adjusting the Accounts for Commissioner's Report,	..	....	....	....	....	2,028	17 10
To debit of Capital Account as re-adjusted, see Commissioner's Report, page 6,	....	....	....	....	....	£525,691	17 3

J. R. PARTELOW, A. G.

EVIDENCE TAKEN BEFORE SELECT COMMITTEE

APPOINTED 28TH FEBRUARY LAST TO EXAMINE AND REPORT UPON ALL MATTERS CONNECTED WITH
THE EUROPEAN AND NORTH AMERICAN RAILWAY WORKS.

1859.—March 17.—Committee met.

Mr. Gray, *Chairman*; Mr. M'Adam, Mr. Botsford, Mr. Tibbits, Mr. Vail, Mr. M'Millan, Mr. Lawrence, Mr. Tapley, Mr. Mitchell.

Mr. Jardine, Chairman of the Railway Commissioners, examined.

I recollect of no instance in which I have exercised control over the construction without Mr. Light's sanction; perhaps one may be brought to my mind. There are only two occasions on which the works were let by us, and I recollect of no instance in which they were let when Mr. Light's plans and estimates did not meet the approbation of the Board. The two occasions were December 1857 and October 1858: these were from Groom's Cove to Sussex and from Moncton to Salisbury; first from Groom's Cove to Sussex, and second from Sussex to Salisbury. I have never advanced money to the Contractors without Mr. Light's certificate, I have never been in the habit of doing it: when he was from home I have and then only in small sums, and obtained certificate on his return. I do not recollect of having dismissed any men selected by Mr. Light as Inspector or on his staff, but I have recommended dismissals which he has not complied with. The reason Mr. Light assigned was, he differed in opinion with me, and we considered as the responsibility of the construction rested on Mr. Light, we should not dismiss or appoint without his approval. Mr. Light always consults us and we conceive we have the negative power. As far as I recollect, the Board has always appointed the officers in his department that Mr. Light recommended. We would not, however, appoint a person we deemed incompetent from dissipated habits or otherwise, but would take Engineer's recommendation as to scientific competency. After a person had been appointed by Mr. Light, and from the above cause we found him incompetent, in one instance we got rid of him by putting down his wages. Our object on that occasion was not to dismiss him but to put his wages at what they were worth; the consequence was he left; but we had a double object in view,—also to get rid of him. I do not think we would have kept him even at the low wages, but if he had not left it would have become a question between Mr. Light and ourselves.—I think, myself, a direct dismissal would be better than this roundabout way, and if I had it to do over again, I would do it.

The person above referred to was Wm. Campbell, Inspector on the Hammond River Bridge. He was appointed by Mr. Light to that work with the sanction of the Board in the Spring of 1858,—dismissed or rather left in the Fall. I was informed on what I conceived good authority, that he was dissipated in his habits and acted without judgment in an arbitrary manner in his dealings with the Contractors. I did not give him to understand that these charges had been made, and don't recollect assigning any reason why his wages were reduced.

This was the case I before referred to, as one in which I recommended a dismissal with which Mr. Light did not comply. For two or three months before the reduction

I had advised Mr. Light that he had better enquire into these charges, to ascertain whether there ought not to be a change, but he did not agree with me as to the propriety of a change of Mr. Campbell, on account of his opinion of him as a strict Inspector. Mr. Light concurred in the reduction of his wages about a month before he left, but I am not aware that Mr. Light knew that that reduction was intended to produce a dismissal; Mr. Light, however, expressed himself that he was satisfied he should go—Campbell's wages were reduced a month before he left. We did not notify Mr. Campbell but notified Mr. Light at the time. The reduction was from 20s. to 15s. per day.

Mr. Light is the person to say whether the line between Saint John and the Nine Mile Station is completed, but I think there is a little ballasting to be done.

Question.—In page 77, Table A, No. 9, Railway Report, the three contracts, Nos. 2, 3, and 4, are put down at £67,000 18 6, whereas in the tenders in Appendix, page 49, Journals of 1858, they are put down at £35,006. Explain how this is?

Answer.—These contracts are let on price contracts,—a schedule of prices, not for any sum, but specific prices for each description of work in the particular section; there was no bulk sum in any tenders. They were let in January 1857. The estimates in the Journals were made up by Mr. Light at the time of letting, for the purpose of ascertaining which tender was lowest, and the quantities to which these prices were affixed, were the quantities given by the original Jackson survey and specification and plans;—the reason why the amount of these contracts when completed so much exceeds the estimate when let, is, that the location, specification and plans were all changed, and the quantities being increased in consequence thereof, brought the total of the contract to the amounts in the Report, the detail prices remaining the same. The Engineer would be aware of the increased expenditure that must follow such change as to location and quantity. The present Board came into office on 15th August 1857, at which time all these changes had been made or were in progress, and the only record in the office explanatory is a Minute by the then Commissioners Messrs. Scovil, Hatheway, and Myshrall, to change the route between the Three Mile House and Lawlor's Lake.

Mr. Jardine reads from Supplementary Report, page 5, preface.

“The first record of an authority for change is to be found in the Minute Book of the Commissioners as follows. (The Minute is not dated.)

“ Meeting of the Board.

Present—W. H. Scovil, F. W. Hatheway, Jos. Myshrall.

Read a letter from Chief Engineer, relative to proposed alteration in line of road, commencing at Three Mile House, which alteration was approved by the Board.

(Copy of Letter.)

Railway Commissioners' Office, St. John, N. B., 4th May, 1857.

SIR,—Your letter of the 1st instant, recommending an alteration in the line of Railway from the Three Mile House towards Lawlor's Lake, has been considered by the Board, and they having also examined the line, advise the alteration as proposed by you.

Respectfully yours,

(Signed)

WM. H. SCOVIL,
Chairman Railway Board.

To Alex. L. Light, Esquire, Chief Engineer.

On the works let in February 1857, *i. e.*, Sections 2, 3, and 4, change was the rule, not the exception. The cost on the whole route is £150,000. I think the public got a corresponding benefit, but I think loss was sustained for want of accurate surveys in the first instance, and the extras consequent thereupon. I cannot estimate what that loss is. The loss for want of accurate surveys and the character of the work not being correctly ascertained prior to the commencement of the work, I guess at £10,000 to £20,000.

Mr. Jardine reads from page 7, of the Supplementary Report.

“ Had the character of the Railway to be constructed been first determined, accurate surveys made, and contracts let accordingly, all the changes that have taken place, and the consequent losses and difficulties would have been anticipated or avoided. The Commissioners cannot help observing that, considering the origin of the difficulties they have had to encounter, they might well have been spared many of the charges of mismanagement and extravagance to which they have been exposed.

“ It must not be inferred from anything that has been said, that the Commissioners desire in any degree to impute blame or responsibility for the change in the character or cost of the road to the Chief Engineer, nor does it follow that because there is no evidence of the authority under which the changes were made, that there was no such authority. In terms of the Railway Act, the Commissioners, or those who assume to act for them, are entrusted with the construction and management of the Railway, and the Engineer is ‘ to be under the control and receive his instructions from the Commissioners.’ The Commissioners feel bound to say, that with the knowledge they now have from the experience they have gained in Railway matters, that they fully approve with but few exceptions of the description of Railway now being constructed as that calculated to be the best and most economical for the country.

“ In Canada and Nova Scotia, Railways contracted for and commenced with cuttings and embankments such as ours were to have been, had to be altered and improved at a heavy additional expense, and most of the changes on our road have therefore been in the direction of what would ultimately have been found necessary.”

The Government of which the Chairman was a member was in power in 1856 and 7, when the works were commenced, and as they did not appoint Commissioners according to law they were responsible. They were under the direction of the Government and Light was Engineer; Gray at Saint John, and Chandler at Shediac. Two thirds of the losses were sustained at Saint John, and one third at Shediac, and a direct loss in the grade between Mill Pond and Gilbert’s Lane of £4,191 18 8.

This was in addition to the £10,000 or £20,000 I before guessed at. This work was done in December 1856, under the direction of Gray and Wilmot. We thought the additional cutting down was necessary by the advice of Mr. Parker. Between Gilbert’s Lane and the 9 mile house (Groom’s Cove) the two thirds is sustained. I cannot explain how this two third loss is made up, it is only a guess; my application of the guess and that of my fellow Commissioners was from Moncton to Shediac, and from Saint John to Groom’s Cove. The only work done in the winter of ’56 and ’57 was from Gilbert’s Lane to the Three Mile House, and the rock cutting in Lawlor’s Lake, and they are now parts of the constructed line. The guess that I made had reference

reference to works between Saint John and Groom's Cove. The locations and alterations there made are now part of the line. There were no contracts signed for the works from the nine mile house to Groom's Cove before we came into office, but they had been let in June.

The work that was done between Gilbert's Lane and the Nine Mile Station amounted to about £4000, and the greater portion had to be abandoned. It had to be lowered nine feet throughout the height—it is about a mile. It was a part of Mr. Light's original plan I have understood to lower the road to reach the contemplated Station at the Mill Pond. The Mill Pond is beyond the place where we have fixed the Station. Mr. Light is still the Engineer, and the road is still constructed under his advice as to alignment and alterations. I have perfect confidence in Mr. Light's competency. It was a part of Mr. Light's original plan, as I have understood, to straighten the line on Gilbert's Creek.

We came into office on the 20th June '57, and some of the contracts that had been let in June, Sections 5 and 6, were signed on the 25th, and the Hammond River Bridge a few days afterwards.

By Table A No. 9, (page 77 of the Commissioners' Report,) the contract price of Hammond River Bridge is £11,950; value of work done on the 31st December '58, £9,889 2 7. In these contracts 10 per cent. is kept back. I cannot explain the £13,793 charged to Small & Crosby in the Auditor's account. Mr. Johnston my Accountant will explain it. The girders have been delivered to Small & Crosby. They cost £5,400. I think the charges include materials as well as sums paid.

The returns for the quarter ending 1st February 1859, could not with the other works have been laid before the House. They would have been in but for these answers to the enquiries of the House.

Our system of Books is nearly that of the Grand Trunk of Canada, and the time occupied in making the change from the old system has caused the delay. The discrepancy between the Auditor's Report and our account arose from a re-distribution of the items after we had sent him the accounts, and we sent him a balance sheet with the new distribution agreeing with the first balance sheet sent up, though differing in detail.

The absence of the Stock Account from my predecessors was a part of the cause of the delay in our Accounts.

On the 20th August when the line was opened at Shediac, Mr. Carvill was selected and went on to the States in September, returned in November, and commenced afterwards taking stock. My subordinates make these returns to the head office;—Conductors, every day. Station Masters, every week. Last year Carvill was at Shediac; he is coming to Saint John this summer, and he kept the freight and traffic books, and store account, and keeps them still as Superintendent. The Station and Freight Master were the same persons in St. John, but at Moncton and Shediac there is a Freight Agent at each place and a Station Master at each also. We consider it necessary to have a person in charge of the line at Shediac.

March 18.—Friday.—Committee met.

Mr. Jardine's examination continued.

The present system is the Railway Book-keeping system, and the accounts are now posted up in the Books to 1st February 1859. The Contractor's are paid monthly.
The

The Assistant Engineers for each Section measure up the work done, to the 1st of the month generally. These returns are handed to the Chief Engineer who makes up the estimates and upon those estimates we pay.

The difference between the Jackson specifications and the Light specifications increases the quantity of work one third in the whole line, viz. one sixth in the alignment and one sixth in the embankment; this answer is limited to road between Moncton and Shediac. The Supplementary Report says this change was not contemplated in 1856; there are no records in the office to shew when the change was contemplated; the road was opened when I came into office. There was no Board until 1st April 1857. I have all the minutes of that Board from the time they came into office. There is nothing in the minutes authorizing the change between Shediac and Moncton; there is no date to the minutes but a letter above shews it to be 1st May;—letter from Chairman dated 4th May. The distance between Lawlor's Lake and the Three Mile House is $1\frac{1}{2}$ miles. I do not think there is any minute of the Board authorizing a survey of the Patticake division, or subsequently approving.

The first rails ordered were the best Staffordshire—Jackson's iron was Welsh.

The Commissioners (present Board) first met on 20th August 1857, and on the 24th a letter was addressed to the Government,—the original is on file in the Secretary's Office,—recommending a survey of (this part of the letter was not copied through inadvertence) 25 miles from Hampton to Sussex, and 20 miles from Moncton to Salisbury. The Government ordered survey to be made; survey was made, and on 1st October there is a record of advertisement for tenders by the 15th December, and on 15th December tenders received. The next record is 12th April 1858; there is an order made that the remaining 30 miles be surveyed and located, which covers the whole line; that was done. At that time the Giles and Jackson surveys and specifications were in the office and could have been got. The first thing we did was to request an inventory of the Jackson property from Mr. Light, (there was at that time no record to shew), and an inventory of property since acquired, &c. There was no record of contracts or vouchers. The latter had been sent to the Auditor's Office. There had been £58,000 expended up to 1st April 1857, without any other record than a Cash Book. Book-keeping was commenced the moment our predecessors came in. The Book I refer to was Mr. Light's Cash Book;—and shewed what the money was paid for and on what contracts. The first Commissioners' Books would only shew the Accounts for works done in that time, with the sums previously expended by Mr. Light, assumed.

I do not mean to say that the money was not properly expended, and I have no reason to doubt that it was, but I had no means of knowing. In answer to my request to Mr. Light for an inventory of the stock I recollect Mr. Light said he had none, but he gave me an account of the money expended, which I have no doubt is filed in the office. There is no record condemnatory of the Giles' specifications except what I have mentioned.

A question of order here arose.

Mr. Tibbits moved the standing order, room cleared.

Committee resumed. Examination of Witness continued.

I think the deviation from Mr. Giles' specifications and alignment in the 40 miles under the first Commissioners necessitated a departure in the remaining 68; it being
one

one Railway it was necessary all should be in conformity. We adopted the curvatures determined on before on the 40 miles—the previous adoption of it, in my opinion, necessitated the adoption of it on the latter part. The adoption of a change of curvature on other portions of the line would not necessitate a deviation such as was made at the Patticake. The alteration at the Patticake increased length one fifth of a mile, but saved £5,000. There was a complete change by my predecessors of alignment from the Nine Mile House to the Hammond River Bridge, and a great saving made. Mr. Light estimates it at £67,000. The calculations shewing the difference of cost between Giles' line and Light's line were not made until lately; until the Report was written,—not to my knowledge.

After Mr. Light's survey was ordered by the Government there is no order of approval but the order for the letting. The result of that survey, with the difference of the costs resulting from the change, was not submitted to the Government, but the change was. I did not think, and I scarcely knew whether there would be any additional cost; the matter was never considered by me.

I know of no record in the Books of my predecessors, or any report of the Engineer, shewing the difference of costs or reasons for adopting the Lakefield line instead of Gondola Point line. The road from Saint John to the Nine Mile Station, though let on Giles' specifications, was built on Light's specifications. The alteration between Shediac and Moncton nearly doubled the cost.

The contracts from Nine Mile Station to Groom's Bridge were signed a few days after I came in. Light's Cash Book was very full, and both Ledger and Cash Book.

That Book would enable me to arrive at a correct estimate of the cost of the road, so far as moneys paid to the Contractors, but not as to materials. It shewed from whom the money was received, how received, and how expended.

The errors of those who commenced the works without proper surveys caused the difficulty,—and I might have fallen into the same errors. In Report, page 54, the estimates will be found shewing difference between Jackson's and Light's estimates, and increased cost of former. Jackson's was to be a perfect English road; according to his specifications. I believe if he had built it as it now is under his contract, it would have cost £9,000 per mile. I think the Commissioners Messrs. Scovil, Hatheway, and Myshrall, would have got my experience had they been continued in office.

March 19, 1859.—Committee met.

Mr. Jardine's examination postponed in order to admit of examination of Mr. Lawrence W. Myers, who applied to the Committee for immediate examination in consequence of anticipated sickness in his family.

Lawrence W. Myers, examined.

I have had some eighteen or twenty years experience in Railroad construction. I arrived here on 3rd June 1857; since that time I have had opportunity of seeing between Saint John and the Lake. My brother, Dillon P. Myers, had a contract, and I was superintending for him, and also had an interest in filling the lake. The opportunities I have had, and my experience, would enable me to give specific information as to the part I superintended and a general opinion upon the whole. I think my experience for so many years in the States enables me to judge as well as an Engineer

as to construction, because to be an efficient Contractor a man must necessarily understand what the general duties of an Engineer are as regards construction. I should judge that the curves and the grades are regulated for a first class Railway. I think the constructions, as a general thing, are in a very permanent manner. In the commencement of the road, I think it was quite right to build a road over the summit at Garden Street on towards the Mill Pond, but I can't conceive why so much as £4,191 18 8 should have been spent for that purpose. £1,000 I think would have been sufficient for the pile driving and grading. I should have been willing to take it at £2,000. I think very little of that could be available in future work. The construction in the Winter would double and in some instances treble the cost. It generally doubles it for light work. There was very little of the summit cut down at that time; just sufficient to fill up the hollows. I think it was very judiciously laid out. Nearly all my brother's work was done in June, July, August and September, 1857; and his was about £3,000. Walker did the other in the Winter, and the enhanced work was there; my brother's was part of the £4,191. I think that that sum of £4,191 covers work done on some other part of the line, for I know that some ballasting towards Three Mile House was included in this sum. I think half the amount of the £4,191 was included or spent in that ballasting towards the Three Mile House, and is included here by mistake.

This winter they were at work blasting out the frozen mud there; the frost was 4 or 5 feet deep, as late as within 5, 6 or 7 weeks ago; this was cutting down the Garden Street summit to the permanent way;—soil principally clay, and 1 or 2000 yards of solid rock; the foundation of the Station House was done last fall. It was commenced last fall under contract; it is not finished yet. For the grading I took the contract. I think it was by public advertisement and I tendered: advertisement, 27th September, tender 4th October; the final completion to be by 1st June. I calculated the items of the contract at that time, according to the plans and specifications, at £3000. I might have under estimated a little but not much, because it was my interest to make it as much as possible. I sold to Mr. Brookfield for a certain per centage, and he calculated the amount at same as myself; the per cent. was 3 per cent. I was to get £90, but was to wait a little and took £87 for cash. The contract may have been ultimately larger owing to some of the items being problematical. Mr. Light said there might be 7,000 or 10,000 yards of rock cutting; but our bargain was made upon the 3,000 yards as that had been advertised; the plans and specifications did not and could not indicate exactly the amount of excavation and cutting to be done. It is not possible to let work justly by gross sums. I do not know that the works were enlarged since the letting. I have heard that they were. The Engineer told me the quantities would be increased and advised me not to sell.

March 21, 1859.

Committee met, 9 a. m. Mr. L. W. Myers' examination continued.

I considered the laying the temporary track over the summit of Garden Street as necessary for the operation of the road, and I think workmen and materials were carried over it, but I never saw them.

I recollect of no place between Gilbert's Lane and the Three Mile House where any saving could have been made.

Between

Between the Three Mile House and Lawlor's Lake there could have been considerable made upon the ballast: probably 2000 yards by constructing the banks to a proper height with earth before the ballast was used; the price would be 2s. 9d. per yard including breaking stone (9d.) In naming the sum I make due allowance for the embankment being raised to its proper point. I am taking into consideration what they paid my brother as a basis. This is a matter of dispute between the Contractors. My brother owes me £5 or £600, and I have no interest in this. I don't consider that it would make any difference with my brother whether he got it or not. I think my brother has been allowed the majority of this claim, and the balance would go but little way towards paying me. I wrote to Mr. Jardine that I insisted he would settle with my brother, I did certainly want to leave the country. My children are in New York.

Question of order. Room cleared.

Mr. Mitchell having Witness's letter in hand, which Mr. Tibbits demanded should be seen. Examination resumed.

Letter from Mr. L. W. Myers, 31st January 1859, to Mr. Jardine, and answer of 4th February, put in Witness's hand and read. (*Vide* Appendix, Nos. 1 and 2.) Mr. Jardine did not state the truth, as there was not at that time any settlement with my brother, as he informed me. I do not say Mr. Jardine wilfully stated an untruth; he may have been under that impression.

The next item on which I think a saving could have been made was the diversion of the County Road at the Iron Girder Bridge. I think a saving from £800 to £1000 might have been made by continuing the old County Road and making the diversion by filling out on coming to the Girder Bridge. The old road was an excellent one. The making the new road cost at least the sum I have mentioned. I could not conceive why that piece of road should have been macadamized when no other part of the country road between Shediak and Saint John was, and the old road was so good. I cannot say where that alteration was determined on. I think the earth excavation was in July 1857, the earth work being wet.

I think there might have been a great saving in the slopes on Section 2. It commences near Donovan's Cut, and terminates close to Mr. Barbour's, about 2 miles; the usual slopes are $1\frac{1}{2}$ to 1 (foot.) In all my experience I have never seen any material which would not make good embankment at that slope. It would make no difference as to the depth of the embankment.

My experience in building Railroads has been in Kentucky, Illinois, Ohio, Pennsylvania, New Jersey, New York, State of Maine, and Vermont. It was as Contractor and Superintendent, principally the former. I think frost might affect slightly, but not materially, as embankments are generally dry. The ditches keep it dry. The frosts in one country are balanced by the heavy showers in other countries. In the State of Maine the slopes are $1\frac{1}{2}$ to 1; here they are 2 to 1. That would make it better, but the improvement would bear no proportion to the increased expense.

This is the best mechanical work as regards stone that I have seen any where in the United States. As regards the general work, as to utility and solidity it will compare favourably. I do not mean to say that it is favourable as regards the economy of construction.

Adjourned at 12. Met at 7 p. m.

Mr.

Mr. Myers' examination continued.

With reference to my statement this morning, that I wanted to go to New York,—as the request in my letter for a new contract might appear inconsistent therewith,—it was because I did not think there was any chance of my getting any business. I had tendered within £203 of what Section 14 was let for—higher. The Commissioner, Mr. Jardine, said it was the intention of the Commissioners to give me the Section No. 14, but the Government, or Mr. Tilley, did not approve of it. They had given No. 16 to Mr. Stevens who was not the lowest Contractor, because all the work was let on the line. Brooks and Beckwith were lower than Stevens for 16; and the Government took it from Stevens and gave it to them, and Stevens got No. 14.

The amount of surplus work in the embankments which I did think not necessary on Section 2, amounted to 18,000 yards. Light made it less. It had to be handled over four or five times before we got rid of it; value 2s. 6d. per yard. There was also a loss on the divergence of the track at the Three Mile House. That loss on the embankment was last Summer, in June or July last; this was in excess of the contract. I think the date of the contract was in January 1857. There was a loss on the divergence at the Three Mile House. The next loss was cutting at Bishop's Ledge, 3,000 or 4,000 yards of unnecessary rock cutting outside of the slopes; contract price \$1.35 per yard: this was the same as last contract, Section 2, but this was in excess of the contract. D. P. Myers had that contract. This rock cutting was finished last Winter, 1858. Next loss was Robinson's Meadow Bridge, the original plan was to fill in with earth instead of a bridge as at present. There was a culvert to be put under that embankment, (it is in Section 2) and the foundation was dug for it. The change from embankment to Bridge was made in Fall of 1857.

The cost of the Bridge is	....	....	....	....	....	£4,915	11	2
Land damage,	....	....	....	....	....	450	0	0
							£5,365	11	2

I think the digging the foundation must be added to this. It was in the Winter and frozen and considerable powder used, and would cost £400. It could not be less than that. I consider that Report of the Robinson Meadow Bridge a very erroneous one.

(*Vide* Supplementary Report No. 1, and page 31.)

In driving piles for the several first bents—16 feet piles were used,—37 feet the longest. It took from 100 to 140 blows of a ton hammer to drive those piles down; there was blue clay on an average within 3 or feet of the top. I was not engaged on the bridge, was not there very often. They were driven with a steam engine. I was engaged at work in the neighbourhood. I lived with my brother Dillon in the house opposite the bridge, two or three times a week. I saw it and part of the time I was entirely disengaged; part of the time I lived at the Government Buildings. I went to the latter about 24th December. I was engaged at work to the north of the bridge,—when at the Government buildings filling the Lake. The pile driving might have commenced one week, one month or two months after that. I feel positive in consequence of the blue clay being so near the surface that an embankment would not have settled more than four feet. I did not see the borings done, but I certainly could see the pile driving out of the window of my brother's house, and for a part of the

the time off the embankment on which the house stood, and could hear the hammer drop of a still day, about a quarter of a mile. I was down at my brother's house repeatedly during the week, though living at the Government buildings,—made a practice to take dinner there. It is only a quarter of a mile off. I was idle seven weeks that Winter when the pile driving and work at the bridge was going on, and was frequently at my brother's all day. If you will calculate the slope of an embankment 600 feet long, 20 feet wide on top, sloping 1½ to 1, and 28 feet high, allowing for settlement (4 feet,) so as to leave embankment up to formation. I got the height of the bridge from Mr. Campbell, since coming to Fredericton. I have also another way of knowing that I am nearly correct; I am positive it would be 43,555 yards at 1s. 4d. per yard. My brother had the contract and that was the price in the contract, and if we had put up the embankment that would have been the price—soiling 4,800 superficial yards at 3d. per yard,—from 3 to 400 yards of masonry to make a culvert at £1 per yard.

I know that the bridge is on a grade, but I did not know it was 45 feet in the mile. I thought it was 22. The culvert was intended to be put at the northern end of the marsh.

The elevation by that grade would be at the culvert 5 feet and one third. It does not follow that *that* would cause an elevation over that culvert if the marsh was level; it would be precisely that difference. It does not follow that the embankment would run to that height as the marsh would rise at that point. That grade would add about 5,444 additional yards, or one eighth, or an additional £362 17s.; 600 yards ballast at 2s.; £450 land damage. There were numerous trial pits dug at foot of the hill, 6 or 7, or 12 feet deep. In consideration of those pits shewing the depth, it might take 6 acres of borrowed ground to make this embankment at £25 per acre; to some of the land owners they gave no damage; to others twice as much as they ought to have.

£2,903	0	0	}	Total cost of what embankment ought to have been.
60	0	0		
400	0	0		
362	17	0		
450	0	0		
60	0	0		
150	0	0		
<hr style="border: 0.5px solid black;"/>				
£4,385	17	0	}	Sundry small charges.
25	0	0		
<hr style="border: 0.5px solid black;"/>				
£4,410	17	0		

Memo.—Light's costs of Bridge is £5,365 11 2. Costs of Embankment as made up by Mr. Light is £8,954.

I did not make these calculations upon measurements made by myself with instruments. I had other means. Mr. Light acknowledged the length of the Bridge, and also corrected my heights here, and knowing the height and the slopes I could make my calculations for masonry for the culvert. I have stretched tapes over some parts of line, but made no actual measurement along the line, and not even tapes over any part we have yet spoken of.

(Mr. Jardine here desires to state that the calculations in the Supplementary Report, as to items of the Embankment, were made up by Mr. Boyd and Mr. Burrowes, and wishes Mr. Myers to be asked whether he has made any allowance for bringing the earth to make the Embankment, and whether it could be got in the vicinity ?)

Mr. Myers says—I have no hesitation in saying that there was earth sufficient within 2000 feet to fill up three such Embankments, and even within 1000 feet to fill up one. Mr. Jardine states, “In the estimates of Mr. Light that 2s. per yard for Embankment includes 8d. per yard for hauling the material from other places, he thinks a distance of 1½ mile.

Tuesday, March 22nd, 1859.—Committee met.

Mr. R. C. Scovil, one of the Commissioners, having stated that the Small Pox and freshets in his neighbourhood require his departure, the further examination of Mr. Myers was postponed, and Mr. Scovil was examined.

R. C. Scovil.—I am one of the Commissioners, reside at Shediac. On the arrival of the Montezuma about 300 rails were found slightly bent; 5 rails to the ton. William Leavitt of Saint John was owner of the ship; she brought 500 bags salt on ships account, and 200 tons on account of W. H. and R. C. Scovil, and 515 tons rails and some chairs for the Railway. The damage was too trifling to claim on the Insurance, and Mr. Leavitt the owner allowed £12 10s. for damage. When the Railway Board in December 1857, was arranging for the importation of rails, we concluded to have the 500 tons for the Moncton and Salisbury Section brought to Shediac. W. H. and R. C. Scovil undertook to bring them out at 17s. 6d. per ton, which was the freight then paid to St. John from Liverpool. We instructed our Agents, Boyson, Hoyer & Taggart, to look out for vessels during the winter, and Mr. Reed our fellow Commissioner, who in the meantime had gone home, was to give them notice when rails would be ready for shipment. In the latter end of March, Reed sent an order to our Agent to get delivery from Baring Brothers of the rails. They entered into negotiations with Andrew Duncan, ship owner of Charlottetown. Duncan offered to bring out 300 tons, a portion at 20s. sterling,—not accepted—meantime Reed met Leavitt and told him. Leavitt went to London and made arrangements for quantity at 17s. 6d. and 200 tons salt at 7s. 6d. Read letter of Mr. Leavitt to Mr. R. C. Scovil, dated 11th March 1859,—stating that he had engaged to bring out rails at 17s. 6d. per ton, and that on the day following that engagement, Boyson, Hoyer & Taggart further agreed to ship 200 tons salt at 7s. 6d., and to charter ship back with deals at 60s. per standard, and stating that he had heard before going to London, 20s. freight was asked for.—(Read charter party.) According to the Commissioners' contract we delivered the rails to the Contractors at the Moncton Station, the rails were for Sections 4 or 5, Salisbury. Our contract terminated at Shediac Wharf, and we shipped to Shediac believing it was cheaper than to ship them to Saint John and thence to the Bend, which would have cost 5s. for freight from Saint John to the Bend; 17s. 6d. was the freight the Imperial was getting at time I made bargain with Commissioners, she arrived at Shediac in June or July. The date of contract with Leavitt was 3rd of April. Previous to 3rd April we had no charters for taking deals home. In the months of June and July the freights home per standard were £3 10s., and during the same summer we got one vessel as low as £3 5s. I think in Saint John at that time freights were about £3, things are always dearer on the North Shore. I did not make use of my position as
Railway

Railway Commissioner to get this charter. I think I have got it for that at least if not lower after he had come out, rather than he would change port. I do not think he would change ports for the difference. I should think if Leavitt had not seen the prospect of getting a return freight he would have charged an additional 2s. 6d. per ton. That is what I supposed Duncan made his calculation on, and would be about cost of change of port.

(Read letter of Mr. Reed to Mr. Jardine, dated 9th April, 1858, mentioning engagement with Leavitt. *Vide* Appendix No. —.)

In my opinion too many men are not employed for the proper care and economy of the road of the freight part. I think the Engineering Staff is not too large, and I think it so arranged as to secure efficiency.

At the Bend the Station Master takes charge of the Passenger Station and selling of tickets and looking after any inland freight, and the Freight Master attends to freight received and delivered from and to the Steamer and vessels. There will be no additional officer required at the Bend when the business commences. There is nobody in the traffic department on pay there at present; it ceased last fall when the trains stopped. I think the duties of Station and Freight Masters could not be discharged by one person. The attention of the Commissioners has been turned to effecting reduction both in the Traffic and Engineering Department.

Mr. Crosby having stated that Hammond River Bridge of which he was Contractor had been injured by the freshet and that he must return, the Committee directed inquiry to the Hammond River Bridge, and Mr. Crosby stating he wished Mr. Campbell to be examined before he was,—

Mr. William Campbell was called.

I am an Architect and Builder—14 or 15 years in business for myself, and 34 years altogether,—part of time superintending bridges and buildings, &c. I have superintended 105 bridges in my time, one of them three times larger than the Hammond River Bridge; 4 miles from Warrington on the London and Birmingham Railway; that was a Railway bridge of stone; the foundations, &c., were of a similar character to this bridge. I have no certificate and never asked for any. I was five years under John M'Carra at Liverpool; during that time we built 54 bridges of wood and stone in the southern division of Lancashire. I drew the plans of a good many and had occasion to go over them afterwards, and the others upon four different Railways on which I have been engaged, viz: on the Grand Junction,—on the Liverpool and Manchester,—the Leeds and Bradford,—and on the Great Western; and also upon the Chester and Crewe Railroad for a short time. On the 17th June 1858 I was appointed by Mr. Light to superintend the work on Hammond River Bridge. I had the plans and specifications given me by Mr. King, the resident Engineer. My instructions from Mr. Light were to make a good job of the work and carry out the specifications as nearly as I could. The Contractors were Small & Crosby at Saint John. I have a copy of the specifications with me; the plans I have not got. I gave the latter to Mr. Light when I resigned. When I entered in charge on Hammond River Bridge, Mr. Light informed me by letter, I was to examine the masonry which he thought was bad, (that was the purport,) and if so, I was to take it up—I found the masonry badly built—filled in with boulder stones. The Contractors had the plans

plans and specifications; the masonry was not built in accordance with those plans and specifications. The dimensions of the masonry were in accordance—the work was not; the beds of the stone were badly wrought. I found joints an inch and a half large,—enough to admit a man's hand; the specifications said they should not be more than half an inch. There were about 75 cubic yards of work done when I got there; the value of stone and labour per contract was £2 per cubic yard. I had it taken up all but the outside stone. The whole of the foundation was to be of solid ashlar, so as to form a perfect level bed to receive the next course. Instead of that the inside was filled with boulders and rubbish, and unwrought stones—ashlar means brought to a guage. Mr. Crosby's foreman, Mr. Jewett, protested against my doing it; said I was drunk and did not understand my business.

(Witness here reads that part of the contract relating to the footing courses.—*Vide* page 6 of the Specification—Title, Masonry.)

Mr. King the resident Engineer was there continually. He did approve of what I was doing, and Mr. Light also. After I had it taken out Crosby proceeded to do it according to the specifications with a good deal of trouble. Had it remained as Crosby had it, it would not have been a proper foundation for a structure of that character. It would have tumbled down, for the following reasons:—the bottom footing course is 12 feet wide, the second 11 feet, and the bottom of the piers was 10 feet within about an inch; the top of the piers 7 feet broad, and the height of the piers 22 feet 6 inches from the top of the footing course; the whole of the weight of girders, railroad iron, track and trains and everything would rest upon the centre or boulder stones and bad backing. After I got this pier up to courses (it was the westerly pier) a new set of plans came out of the Railway Office given me by Mr. King to put two more footing courses, and to keep the piers the same, but the height would be three feet more. It was intended by the new plans that the piers should be made longer so as to get the parapet walls 15 or 18 inches higher. We could not use the new plans except in putting two more footing courses. That entailed according to the contract an extra of 420 cubic yards at £2,—£840, on all the piers—2 piers and 2 abutments; the piers and abutments were raised these 2 courses. Mr. Crosby was paid 60s. for these two courses. I believe this was principally through Mr. Parker. I said if they were really done according to specifications, they were worth £3, but they were never so carried out. I cannot say Crosby was present, when it was decided to raise the price, but he had told me before several times the footing courses did not pay him. I told him if the footing courses did not pay him the way he was working, I was sure the Ashlar would not. I think the prices were rather low, about 65s. for the Ashlar would have been fair, and £2 for the footing courses the way they were done. This contract had been let by public tender. I had made out a tender for Jordan & Parker from Quebec, but Small & Crosby got it. My tenders were nearly £14,000. The omission of not requiring the footing courses to be done according to specifications (in which case I said they would be worth £3—but as they were done were only worth £2) was this: by permission of Mr. King he said if you can assist Mr. Crosby in any way whereby he don't injure the fabric I was at liberty to do so, and I mean to say that these omissions were equivalent to 20s. per cubic yard. I believe Mr. Crosby did not understand the meaning of the specification as requiring the Ashlar work all the way through,—but the specifications would require it.

Mr.

Mr. Jardine submits the following question to Witness :

“I have always understood that the reason why Mr. Parker, Mr. Light and Mr. Campbell recommended that an additional 20s. should be added to the price of the footing courses was because they considered it necessary for the stability of the work that the footing courses in the piers and abutments should be solid Ashlar through—instead of Ashlar with rubble backing: Was it not so?”

Answer: It was not the reason, and I cannot say what was the reason he was allowed it—I did not recommend it—neither the £3 nor the 20s. additional.

(Mr. Light here says “Campbell was not consulted about it.”)

Mr. Jardine submits another question.

“Was not the specification as witness read it—by putting in Ashlar through instead of rubble in the centre,—complied with, and did it not therefore increase the value?”

Answer: The specification as far as that was concerned was complied with, but did not increase the value according to my construction of the contract.

Question: “Did not the making the footing courses Ashlar, the price of which was 60s. in the contract, necessarily by right increase the footing courses to 60s.?”

Answer: No:—for the following reasons. There is twice the amount of labour in the granite that there is in the sand stone, and there is \$2 per yard in the granite in the stumpage and freight which there is not in the sand stone. The sand stone was all about the place. The granite came from opposite Spoon Island in the River Saint John, and the sand stone was within a quarter of a mile.

March 23rd. Wednesday. Committee met; all present.

Mr. Campbell's examination resumed.

I did not introduce granite until Crosby mentioned it. It had reference to the piers and abutments.

The specifications were not complied with, and I told the reason yesterday. No one was present when Mr. King gave the instructions. It is generally done in the office, but he saw the departure from the specifications was going on, and Mr. Light also. I got the beds to the half inch joint according to the specifications, but did not on the ends and back exact the half inch on account of their not being parallel.

There was an extra bill on the cutwater which ought not to have been allowed. The contract price of the Ashlar work in granite was 60s. Stone in Ashlar must be cut and trimmed. The cutwaters were part and parcel of the piers; there was a dispute, and Crosby got an allowance for extra of I believe £223. I learnt it from Crosby himself.

Part of the cutwater were wrought at the quarry at Spoon Island, and I knew they would not stand,—reported them unsuitable to Mr. Light. I made a model which Mr. Light approved of, and the cutwaters were made in accordance. The plans were not sufficiently explicit. If they had been the difficulty would not have arisen.

(Mr. Campbell produces model and explains.)

Mr. Light approved of the alteration. There is no Section in the plans shewing the joints

joints of the cutwaters. He got out 6 pairs of cutwaters worth £7 per pair. They could not be used. Mine would cost about £8. It would require 22 pairs of cutwaters. The only extra is about 20s. in the labor in each pair, and the loss of the first 6 pair; that was all that had been got out before I suggested the alteration. The condemned sets were at the quarries when condemned. They have been brought down since, and some of them used in other works by Crosby; two of them still lying there. There is another extra allowed upon the toe stones, which were included in the contract. He got £50 for each as Crosby told me and he said it did not pay him. There were two toe stones, Crosby contended it was a separate piece. The toe stone should be part of the foundation block, otherwise there would be nothing to hold it. The whole block with the toe stone fastened on it would weigh about 12 tons. I never saw toe stones in any other way than this. This stone without the toe would weigh 8 tons. The stone the toe would cost in carriage and labor £10 more than without. The pier including the toe stone would be 3ft. 7in. in height. My plan for the toe stone was approved of and adopted by Mr. Light. Mr. Light also considered that according to specifications it should be done that way. Crosby said he intended to have an extra for it.

There is an extra also in the quantity of piles in the plan and the quantity that was drove. He drove more than was in the plan. He has driven 38,054 feet—25,000 only was in the plan. The specification of the first plan shews piles 18 feet long, and filling in piles 15 feet long; the sheet piling for Coffier Dams 16 feet long. In place of the 18 he drove 40 feet, and in place of 15, 25; and in place of 16, 18 for the piers, and 25's and 35's in the abutments, which made an extra of 13,000 feet; 1s. 6d. per foot was the contract price; the extra would be worth 2s. 6d. per foot, making £1625. I should think if there had been sufficient borings and soundings taken—the necessity for the long piles would have been known and included in the contract, but the same quantity would be required. I do not mean to say that this extra ought not to be allowed, but we would have known in the first what the bridge would cost. Mr. King told me to keep the time it took in driving piles,—what they would cost driving per foot, the cost price was 3½d. per foot. King and myself consulted and considered they were worth 3½d. more for squaring and putting on hoops and shoes and getting them to the place, exclusive of the cost of the piles. I don't remember giving any report to Mr. Light shewing a difference in the charge of extra than at present. It would take as much time to drive two piles of 22 feet as it would one of 44. A 40 foot pile would cost 15s. on the ground; an 18 foot pile about 5s. The extra cost of 1s. per foot over the contract price is made for cost in pumping, &c. He gets 1s. 6d. per foot for the first 18 feet and 2s. 6d. for beyond,—that he ought to have on all the piles.

It was impossible for me to get at what Crosby paid for his 25 foot piles, but I could buy them at the time he was driving for 5s. a piece, but cannot say I could have bought them when he commenced. They were on the ground when I went there. The forty feet were got afterwards. The change was determined before I went there. He had a contract with Mr. Otty for 150 of the 40 feet piles at 15s a piece. Both Crosby and Otty told me this.

The next item;—there ought to be deductions made from contract for work not done. The whalings round the Coffier Dams including 3,164lbs. of iron bolts and straps were

were not done. I value this omission at £240. Now that would cost £500. At the time the work was going on it might have been done for £100 or £150. I consider it should have been done, and it is necessary now for the security of the work.

Another item : a great portion of the works was to be done in mortar—he does it in cement and is allowed extra, and ought to have it. It was in his contract to build a Mortar Mill which would cost £75, which was not necessary as he used cement, and therefore ought to be deducted. The bridge now is not more than half done; not much more when I left on last day of November.

(Mr. Campbell hands in two Tables A and B representing state of work when we left; what was done and what was to be done. *Vide Appendix.*)

With reference to the iron girders, when they were brought to Hammond River, he shewed me his price, I believe about £500 for putting them together: the price he fixed at time of making contract. He had 2 or 3 tenders for putting them together when I was there. Boiler makers and others were asking £7, £8 and £10 per ton for putting them together. This would be about £6 per ton more than he had estimated it at, and he said he would have that cost as an extra, or he would not put them together at all. He said that the girders had not come from England as he expected. He intimated that he thought more of the work would have been done in England and less here. The girders were 243 tons, thus shewing a difference of £1,215. The girders have not yet been put together.

Mr. Crosby wishes witness to be asked—

“Whether witness did not tell him, (Crosby,) that they might quarrel for a fortnight so as to let Engineers and Commissioners believe there was a difference between them, and then that all was to go smooth afterwards?”

Answer: No—never.

Mr. Crosby here addresses Committee and says—

“I was complaining of his particularity, and he said he wanted them to believe he was very particular; and I wish him asked whether he had not a very unpleasant time with me and the men and my foreman, Mr Jewett, during the time he was there?”

Answer: Part of the time when the work did not go on right I found fault and then things were not pleasant. I did not say I would slip over the work. I do not know of any other departure from the original plan of construction than those I have mentioned. Part of the river diversion was made while I was there. This was an additional job for him; nothing to do with the contract. I know it was not in the bridge contract. I do not know that any reduction was made in Walker's contract in consequence of the earth having been carted on to his Section or contract. Crosby's bill will be £16,000, and is worth it; everything complete, and that is a first price, and I would be glad to do it for the money. The bridge would have been cheaper if the soundings and all had been taken correct in the first instance, and if so taken and built upon its present plan the lettings would have been £1,500 less.

In consequence of the quicksands, it cost the Contractor a good deal more for pumping. I think that £1,500 might have been saved in the mode of excavating the pits and pumping. The new mode which was adopted after I went for excavation was at my suggestion.

March

March 24th, Thursday, Committee met.

Mr. Campbell continued—

If the work goes on as it has hitherto gone on, and the Commissioners are as liberal as they have been, the bridge will cost without the girders or iron shoes £19,000 or £20,000. The contract price was £11,950. The cost of the girders is about £5,500. One reason for thinking Crosby's bill will come up to £19,000 is from the extra prices before allowed him.

The cause of bridge not being completed is,—1st. Stone was not provided according to the Specification. 2ndly. When it came upon the work it had to be reduced and rewrought. The specification says, that there should be one header to each stretcher; only 28 headers came for 600 stretchers, and a great portion of the stretchers had to be made into headers, which caused want of stone for completion of piers. Next place, at one time, we had only six or eight Stone Cutters for three or four weeks; for about eight weeks more as many as thirteen, but we never had enough. I was sent to the quarry opposite Spoon Island by Mr. King to measure. I did not pass at the quarry any stones as correct, and then condemn them after they came to the works. I measured them at the quarry and reported them badly wrought. King told me to measure them and report them as I found them, and I understood Mr. Light had made a reduction from Crosby each month in consequence; this, King told me. There was plenty room for fifty Stone Cutters at the work, and they might have been employed to advantage; the reason they were not there was, Crosby and his foreman exacted eleven hours from the men per day, and ten hours were wrought in other portions of the line, and first class stone cutters to whom I applied, (Crosby having requested me) refused to come on that account.

3rdly. The foreman in charge of the work under Mr. Crosby, Mr. Jewett by name, is not competent to carry on such a work. He is not a mechanic, and it was impossible for me to carry on the work as I thought it ought to be done, because he opposed me in everything: when I contended stone was not suitable he contended it was, and good enough for the work. One time Jardine, and Light and Parker came on to the works and proposed to build the footing courses and wings with rubble masonry. Crosby proposed to them to do it, and took them round to the stone to shew them what he intended to put in. It was decided that the stone he pointed out should be used for the purpose. At the time he commenced, or was going to do the work he wanted to put an inferior stone to that which he had pointed out, to which I would not agree. There then was a second meeting on the works,—Light and Jardine, and, I am not sure, Burrowes, and Crosby and Jewett. Mr. Light told me not to advocate the inferior stone. He did not want it to go in. I told him sooner than do it I would resign. Burrowes was sent afterwards to decide, and the stone was rejected. That caused 5 or 6 days delay. Burrowes and myself wrote out a specification,—submitted it to Crosby. He said he would not do it according to that but rather according to contract as the other footing courses were done.

It was my business at Hammond River to return a monthly estimate of all work done, and materials found to the office. In September, 1858, I was called upon by Mr. King to give a total estimate of all the work done up to that time. In October another estimate was required; Crosby had said there was more work done and more materials found than I represented in my first estimate, and they sent Mr. Boyd to assist

assist me. He measured over the work, and came to nearly the same conclusion, £40 more or less. Mr. Crosby told me Mr. Light had brought him £250 in debt after that estimate by Boyd and myself, and that notwithstanding that, Mr. Jardine had advanced him £900, and he could get money without our estimates; when Mr. King came I mentioned the circumstance to him. He says, you don't think that strange on this line. He said there were other Contractors on the line could get money without an estimate as well as Crosby. He said Walkers'. He said Walkers' were more like Agents to the Government than Contractors. I said it was a shocking state of things that Contractors could put Engineers and Inspectors at defiance, and get money when they liked. Mr. King left the Province last September or October, about a week or two after this happened. He resigned, and, he told me for the following reasons: when he came on the works he made an agreement for a certain salary, and was to have an advance after 6 months. He had twice applied. They had not kept faith with him, and therefore he left. Two months before I resigned, 25 per cent. was attempted to be taken off my salary without giving me notice. A week before the last day of November, Stone came to me at Saint John Hotel, and asked me if I was aware my salary was reduced to 15s. a day. I said I was not. When I went to the office Jardine said Light had cut down my wages,—he had nothing to do with it. When I went to Mr. Light, he said he had not done it; the Commissioners had done it. Mr. Light wanted me to stop for the 15s. I would not. They did not say either of them that my wages were reduced for misconduct or incompetency. They did not express any wish for me to resign. After I left, Daniel M'Goldrick was appointed; he had been on the next Section to me inspecting. I don't think he was a mechanic, but a man of good judgment. I believe his pay was 15s. per day, but am not certain. He was turned off in about a month, and a man named Milligan, I have been told, a stone cutter was appointed, and was Inspector when I left Saint John. Can't say what his wages are.

A letter is here produced by Mr. Jardine, addressed by witness to Milligan, dated 29th January, 1859. *Vide* Appendix, No. 5, C.

“The other sawney is Mr. Jardine. My object in coming here is not to turn out Mr. Jardine, but to tell the truth of all I know. I did not intend coming here and had no idea of coming here until officially summoned by the Chairman of the Committee. I left home a week ago last Monday morning. I have written two or three articles under my own name against the Commissioners, and those only. My motive was this: an article came out, signed “Navy;” a paper, the Morning News, charged me with writing the article, saying I was a discharged incompetent servant. I was not named, but it was directed to me. I then came out under my name, and wrote the articles to justify myself. No letter would have appeared under my name but for that—I had no feeling against the Commissioners or the Government, and have no money claim whatever, and I am not disappointed at leaving. I do not know whether or not Mr. Jardine had Mr. Light's certificate before paying the £900 to Crosby, same with Mr. Walker. Mr. Light's certificate ought to be based upon the estimate of the Inspector or person appointed to measure. The estimate is the measurement of the work done; according to the way the word is used on the Railway by the Engineers for the quantity of work done, and for determining the monthly payments. The estimates or measurement by Boyd and myself included all the work done on the Bridge as well

extra as under the contract, and would include the materials also that had been found by Crosby. If he really did get the £900, it was a pure advance.

It was the Contractor's business to have the stone and materials and workmen on the spot.

Mr. Campbell, at the request of the Chief Commissioner, by permission of the Committee, here stands aside to admit of Mr. Boyd's being examined, who it is alleged is obliged to go to the works.

Mr. Edward Boyd. Am a Civil Engineer; engaged on the road; have been engaged as C. E. since 1854, and on this road since May '57. I was not engaged on the Robinson's meadow.

Some discussion here arose as to whether Mr. Myers had impugned the bridge or not: Mr. Myers is called upon and says, "I did not mean to impugn the statement in the supplementary report as to the cost of the Bridge, except that the cost of digging the foundation about £400 had been omitted, but my object was to shew that an embankment was cheaper than a bridge."

Mr. Boyd resumed. In 1851 I went to England to study: was not regularly articulated to any Engineer: was a year in England, and was there engaged in Railway works, receiving no pay, but studying; had letters from Brassey to his foreman on two of his roads; came out here; was on survey with Beattie in Nova Scotia, 2 months; then on survey between Saint John and Calais 4 months with Mr. Gooden. In 1857, May, was put on this road on survey as Leveller, 2 months; then sent to Section 2, 3 and 4, as Crosdale's Assistant; then Crosdale and myself were sent to No. 5, and have been there since, went there in July 1857, and am now divisional Engineer of Section 5 and 6, and on Hammond River viaduct. I had no superintendence of heavy works before being appointed to my present position, but had seen them. Last February (1859) was the first time I was sent for to make calculations respecting the Robinson Meadow Works for the purpose of the Supplementary Report. I made up the calculations of the embankment and got together the items for the cost of the bridge, but I made no actual measurements. I had data from Cox, one of the Assistant Engineers, and Mr. Brookfield who took borings, and made up my calculations upon them. Cox is now in charge of the same section. Brookfield told me he took the borings, and he had notes, Light told me to go to Brookfield for the data. Brookfield was a Contractor on Section 4. I can't say whether he is an Engineer or not. Mr. Cox was the Assistant Engineer to King who constructed the Bridge. Mr. Cox was sick in February, and was confined to his bed, and that was the reason I presume I was sent for. Mr. Brookfield had made the borings before, but I cannot say when. I am not aware that Mr. Campbell made any borings for that work. Mr. Campbell was Inspector on the masonry work of the Bridge. I saw him there; was absent myself, and cannot say whether his inspectorship extended over any other part.

I made up the 65,000 yards embankment from the actual height from surface to grade, and from allowance for sinking and shrinkage. I made an average allowance of about 9 feet for settlement, the average depth was 27 feet; blue clay proper does not admit of much settlement. The height from surface to grade is 21 feet at one end and 26 at the other, mean height $23\frac{1}{2}$, length of the embankment 800 feet; that would be longer than the bridge; the road bed is about 22 feet wide; no calculation

was

was shewn me as having been made of what would be the cost of the embankment before adopting the principle of the bridge; the bottom of the embankment would vary in width according to the depth of filling; the average was 145 feet, slopes, 2 to 1; it is the customary slope on such embankments. The 65,000 yards only include where the bridge now stands, and it is intended only to cover the same as the length of the bridge. The meadow rising would prevent the embankments spreading out any further than we put them. This embankment, or rather the calculation for it, is not more than those for the contiguous embankment, such as Lawlor's Lake, and Davidson's Cove, and four mile bridge, but rather less; I calculated the embankment of all earth. I should judge the foundations of the road at the Girder Bridge very similar to the meadow at Robinson's Bridge in material; the embankments at both could have been made of the same material. My calculations for Robinson meadow embankment is made of borrowed earth. I should not be willing to take a contract on any other calculation than that the same allowance should be made for the slope below the surface as above at that particular locality.

March 24, 1859.—Committee met.

Mr. Boyd's examination continued.

The 1000 cubic yards and stream diversion is for the culvert. There is no calculation what is rock and what is soil—mere assumption; soil cutting in that position is much less expensive than rock, calculation is based on length and depth of required culvert; the 520 cubic yards is the masonry of the culvert,—40s. a fair price. The 100 cubic yards of rip rap is under the paving and under the walls; the culverts entire cost would be £1,137 10s. M'Cullough's farm was the nearest place we could borrow our land from, and would take 4 acres at an average depth of 10 feet. The price—£100, was what I thought we would be obliged to pay. The 2½ per cent. on the £6,500 is for keeping the line in order for six months, so that teams could run over it for the purpose of making the embankment while the work was in construction, £150; track laying, £42 10s.; 6000 yards trimming and soiling slopes, £100. The embankment would require 3 and ¼ acres of land. The £585 is charged at the same rate as the land taken for the bridge. Total, £8,954. The ballasting has been omitted in the Report, which would cost £101 3 6. It was an oversight. The cost of the bridge is the exact cost taken from the books. The prices affixed to the items in the cost of the embankment are mostly made from my knowledge of the charges along the road, I may say all of them. I got the height of the embankment from levels made by myself. I checked Cox's levels from Barbour's to Saint John, (that would include this place,) and found them correct; that was to get the surface of the ground. I don't know whether the structure was built on that level or not. My calculation for the culvert was an arch culvert. I don't think you could have made a box culvert safely under that weight of embankment; that's my opinion. The box culvert (a double box) was piers in the centre, and would likely impede the water and freeze. I do not think covering stones could be found in the neighbourhood. There is a double box culvert built on this side of the line on No. 6, half mile this side Groom's Cove; the water is undermining it at the upper end already; it is under a lighter embankment. We thought we built it correctly, but it could have been saved

saved by carrying masonry down at the end of the culvert. That culvert was built under superintendence of Mr. King. I think that culvert was built under best of judgment at the time. When the earth is dumped from the cart, the natural slope is $1\frac{1}{2}$ to 1. I made my calculation at 2 to 1, because we should begin our embankment out at the full width, and I would further state that earth though dumped or tipped at 1 and $\frac{1}{2}$ will not stand at that more than a week. In building a heavy embankment it is usual to commence building at the bottom in layers and then going up afterwards. I did not see the embankment at the four mile (or Girder) Bridge made.

The length of the embankment is 600 feet; base, 158, widest place; top, 22 feet; average height $23\frac{1}{2}$, and add 9 feet the average sinkage.

The contents in cubic yards are	....	....	....	....	62.833
Then, add 10 per cent for shrinkage,	....	....	....	....	6.283
					69.116
(Memo: Mr. Lawrence, one of the Committee, calculates it at	....	....	....	....	51.333
Add, 10 per cent. shrinkage,	....	....	....	....	5.133
					56.466

and compares calculations with witness.)

Mr. Boyd resumes: If the embankment had been made in the same way as at the Girder Bridge, the sinkage would not have been so great. I won't undertake to say how much the sinkage would be: I don't think the material could have been got for the embankment but from M'Cullough farm. I did not see the pits, and cannot say from my own personal knowledge whether stuff could have been got. I never heard of culvert masonry for £1 per yard; but box masonry may be built for that. The result of the late freshets has shewn that the contemplated culvert through the embankments would not have been too large; the Robinson meadow stream is more sluggish than the Moose Path stream; the turning at right angles in the stream would have made it more sluggish. I think the line a first rate line for the money it cost. I don't know anything of constructive fraud, or shabby engineering on the line. As far as my knowledge goes, Contractors have been fairly dealt with along the line, and the Engineering Department is organized on the best method, and certainly the most economical, judging from the rates of pay on other roads. I never saw any neglect of duty on the part of Engineers in charge. I don't know of any extravagance on the line,—always good work for the money; management of construction good. On the work I have had charge of, I have tried to keep Contractors to their contracts. I have heard no permanent complaint of any of the Contractors of favouritism; have heard men sometimes when angry say, others were better treated; no persons on the line have complained more of Mr. Light than Mr. Walker. Crosby got along pretty well; all Contractors grumble a little. I consider Crosby is doing his work well on the bridge. Jewett is Crosby's foreman, and from what I have seen of him I should imagine he understood his work. He has not been a troublesome man, and has always carried out my orders to do the work efficiently. I think our works compare favourably with other lands. I do not know of my own personal knowledge that any of the structures had to be built over. I never heard Mr. King say that Contractors had

had been paid without the Engineer's certificate. The stone at Hammond River Bridge when it came from the quarries was badly wrought. The stone there for the string course, part of it is not fit to go in without endangering the parapet walls,—part of it is; none of it has been used as yet, they have not got to that point; they won't be allowed to put it in. They have not attempted to put in any bad, and I have heard Crosby say he regretted it coming down so bad. There has been done since beginning of November when I went there, about 100 cubic yards of footing courses; that stone was got from quarry on the hill. I have tried to have it made according to specifications, and think it is; it is the best free stone as to cutting and quality. The stone is laid dry to my satisfaction; the progress of the work has been quite as much as we could expect; we have been under water most of the time. I think Crosby has always done fairly. At Otty's cut I think they have worked as well as they could; it might have been done better, but I won't assert positively that it could.

Saturday, 26th March.—Committee met.

Carlostem Jewett.—I am a stone mason; have been engaged in works of stone masonry, my principal business, since 1826. In 1829 and '30 received letters of commendation for works done on the United States Arsenal. My first work as builder of Railroad masonry was in 1847, and my principal work has been at that since. I built and superintended in 1855, the Railway Bridge on the Old Town Falls on the Penobscot, between January and April; the Vesey Bridge, received \$1000 for my services. I made plans for State Bridge at Madawamkix, in 1853 and 1854. This is now a stone bridge. It has a flat toe cutwater.

(Mr. Jewett here presents four original certificates of competency and character, and calls the attention of the Committee to the state of his hands, as evidence of his being a practical workman. Copies filed, *vide* Appendix, Nos. 6, 7, 8 and 9.)

In January, 1858, I was employed as foreman under Mr. Crosby at the Hammond River Bridge, my principal assistant was and is Joseph Wharf; have known him twenty five years, and that he has worked as foreman twenty five years, and for me five years before coming here on Railway Bridges. He received \$3½ per day in Bangor for his services. I paid him in Nova Scotia \$75 per month, and boarded him. I was a sub-contractor there, and I consider him an efficient workman. I was at the bridge before Campbell came and we had commenced the masonry as I supposed according to contract. I did not suppose the footing course to be Ashlar through the centre, and therefore did not put it in as such; when he came he ordered the middle of the courses to be taken out and put in Ashlar; I told him Contractor did not so understand it, and I would rather stop the work, and we did not work a couple of days until Crosby and King came. This was about middle of June 1858. Before Campbell's coming, Mr. Johnson from Indian Town had become our inspector; he did not pretend to be a mason; I understood he was to look after wood work. The first time Campbell came we had unpleasant talk, and I told him he was under influence of ardent spirits, and I believed it then and believe it now. He then said we were not in Nova Scotia or Yankee Town, and he would let us know we were under John Bull. When King and Crosby came, King required it, and proceeded to do (as Campbell required) the Ashlar work. I don't think Mr. Parker and Light came. I believe that Campbell drinks and that he came on the works under the influence of

liquor. After King and Crosby came we made the alterations suggested by Mr. Campbell, and put in the Ashlar. I don't think Light and Parker had come before proceeding with the work again. I think we had but little done when Parker and Light came, and we continued putting in the Ashlar, and have no reason to think they disapproved of it. I think in a great many cases Mr. Campbell required us to cut the joints closer than Specifications required. I don't think there can be found a joint running through the works entirely through the stone as large as the Specification admits. He required us to put in an engraving stone to fill up a hollow which we thought could have been as well filled with spalls and cement. We did it. We had 500 pieces of brown sandstone lying around, and he put his eye on a coin 4 feet by 6 and not less than 18 inches thick, and required me to make it into a header that he wanted to use. I declined; it would not have been reduced very much, and would have filled the place he wanted, but we wanted it for other purposes. I think there were other pieces which would have answered just as well, but they would not make coins. We should also have had to haul away at useless expense other stones to get at this, nineteen large pieces; can't say that one of the nineteen would have answered. He complained very much that I did not accommodate him, and said the stone he required was a good stone for the place; others were put in which I think were in accordance with the contract. In another week we had just such another case; I refused because those stones were got for a special purpose; I worked for half a day getting out headers, thinking things were perfect, but he condemned them, and I felt he was determined to have what he selected. We, however, ultimately got one which he permitted to be put in. The man who takes his rule in one hand and his Specification in the other to see whether a stone will suit a particular place is a hard man to work under; because, practically, there are many stones just as good but which won't suit the letter of the Specification, owing perhaps to defect in some corner. I would study the Specification until I got its spirit and then select. It is necessary to have a specification, but no man can make a specification to suit every case. After putting on our footing courses we were putting on an 18 inch Ashlar; the Specification requires bed shall be $1\frac{1}{2}$ for 1 rise. We had one perfect, but it was 3 inches short in width, 24 inches instead of 27. I thought it as well to put it in and to substitute other work that would make it quite as good, but he would not assent, and I had to throw it away and get another. In other cases it has been permitted, and I never worked under a man who would not have permitted it. There were many stones that exceeded the Specification in width. It was an inside joint and had nothing to do with outside appearance. Another case:—We had a coin, the back of it spalled; he ordered it taken off; it was, and carried away. He afterwards told us we might put it on; we did so. We had hauled it away 15 rods. I considered it a suitable stone without any additional labour on it, and it was put on by his permission. The Inspector would to-day approve of what he would disapprove to-morrow. Not being a practical man he had no system, and required us to do many times what would not be permitted by a practical man. I had hard work to keep Wharff there. He said he would fret himself to death on account of this man. I had hard work to keep Wharff there owing to Mr. Campbell's arbitrary conduct, and he said the men would or should leave if Campbell was continued. I would not wish to be misunderstood. Mr. Campbell's ideas in some respects were very good, and in others erroneous;

erroneous; the leading feature of his mind being self conceit when in liquor, unfits him as a good Inspector.

Question—Was Mr. Campbell's alterations approved of by the Engineer?

Answer—I don't know. The suggestions of Mr. Campbell were generally carried out when they could be, and I was desirous of doing so. He required us to lay a header over a header, which no practical man would approve of. Campbell required us to lay all the coin stones one way instead of breaking joints; we had to mitre some of the stones which cost considerable loss, and the wall was not so good as it would have been if laid the way I wanted it. It was however as the specification required, but was not workmanlike. Mr. Campbell did sometimes interfere with the men under me. Mr. Campbell at one time made a mistake in levelling the work which cost the Contractors about £7 or £8. The interference took place as often as four or five times a week. He was sometimes wrong and sometimes right. I don't think it was the Inspector's business to use tools. One of the toe pieces of one of the cutwaters has the mark of his tool which will last for all time to come. He cut it one inch too short. I presume this is a mistake in measuring, and is one inch less than the plan and specification required. Campbell frequently directed grooving pieces put in, or the stone cut level. I think the work on Hammond River done in a substantial manner. Mr. Crosby suggested a change in order to forward the work, but it was not carried out. Crosby wanted to put granite rubble masonry instead of brown stone course work; the granite rubble would have been as good as the brown work laid in cement if properly laid. We should have laid it properly, and it would have been equal to crown stone work. The Inspector is supposed to have a good deal of discretionary power. Mr. Milligan exercises that power and makes alterations. Mr. Milligan allows two stones to be used in the place of one. King was there once in two or three weeks. I should consider myself bound to put in the brown course stone, if not otherwise consented to by the Inspector.

Question—What would be the difference in price if the letter of the contract was strictly adhered to by Mr. Campbell, and that in which it might have been built without affecting the stability of the work?

Answer—The difference would have been 20s. per yard. I have no idea that Crosby expected to work up to the letter of the Contract. The work done on Hammond River Bridge was better than any other work I ever did. The contract might have been carried out in spirit for 20s. less per yard.

Question—Was not the Bridge raised three feet, and in consequence would not Crosby require to charge extra?

Answer—Yes: two more footing courses were put in which used up the brown stone we had for other purposes. If Crosby had been allowed to use granite we would have been above water and escaped damages from the late freshet. I think the Province would be a great gainer if they employed practical Masons to inspect masonry. I don't consider Campbell a stone mason.

Monday, March 28th.

Mr. Jewett's evidence continued.

If we had not been compelled to raise the bridge three feet we should have had sufficient brown stone for the work, and even then, if we had been allowed to use the granite,

granite, we might have so far completed the work as to escape the January freshet; by contract we were not allowed to put in a larger stone than 6 feet long. We had one stone 7 feet long which we intended to put on, and had arranged other stone to fill up the courses; but we were compelled to cut off one foot which deranged the whole course.

Question—Would you rather drive two 16 feet piles than one 32?

Answer—If I had to run the driver I would rather drive one 32. Sometimes when Mr. Campbell put difficulties in the way, referred to in the former part of my evidence, I thought he was under the influence of liquor. I consider him of unsteady habits. I never saw him drunk nor did I ever see him stagger when about the works. I think the contract was entered into September 1857. I entered upon my duties there 19th January 1858. The pile driving of three of the coffer dams was done and something done to the fourth, say about one fifth; the foundation of one of the piers was done up to the masonry; this was done when Campbell came, and also there was on the ground 500 pieces of brown stone; a large lot of granite; all the rip rap and rubble stones. I know Mr. Crosby met with difficulties he had not calculated upon, but if these difficulties had not taken place the work might have been finished in time to avoid the disaster in January. There has been very little work done since Mr Campbell left; the piles were driven for one of the abutments, and about a 100 yards of masonry, and one of the piers topped out. We were permitted to lay in mortar in cold weather. We had as many men as could be profitably employed. It took a portion of the time to make headers out of the stretchers; if the stone had come to the works in proper shape, the delay would not have happened. This was not Campbell's fault, after the stone had come to the works; but I understood from Mr. Crosby that Mr. Campbell inspected the stone at the quarry once a month. I never had it from Mr. Light or Mr. King, that Campbell was Inspector at the quarries. The stones were marked with \wedge \uparrow ; there were a number with \odot , indicating condemned work, but I did not know what that meant till I came here. Some of the stones with straight marks indicating them to be reduced, and I understood what that mark was for. Some of the stone marked O were redressed and used, some as headers and some as stretchers. The Inspector of stone should be on the ground when they are being dressed. If I was employed as overseer of stone cutters I ought to be there a part of each day; I meant as foreman, these remarks should apply, but not as Inspector. He might visit the works once a month and put his mark of approval on all he would pass, and I suppose the stone brought to the bridge had been passed by the Inspector. I should think the stones should generally be fit to lay without any more labour on them. I understood from Mr. Crosby that Government sent Campbell to inspect the stone. I don't know whether there is anything in the contract that compels the Government to send an Inspector. I have understood from Mr. Crosby that Government were responsible for all extra labour on the stone that had been inspected by Campbell. The inspection commenced in December and continued to May. They could generally have been measured without handling, but not always. I say I don't believe there was not a lot of stone brought on the ground that did not require something done to them before they were used. I mean, generally speaking. I saw a model shewing how the stone have to be put together. I saw it at the works. The stone was not laid according to model. I told Campbell there was nothing in the contract that compelled Mr. Crosby to lay the stone according to model, and that the stone had been cut for laying in another way.

Mr.

Mr. W. Alden examined.

I live at Hammond River near where the bridge is. Mr. Campbell boarded at my house in the Fall, 1857, and Spring of 1858,—he came to my house in June 1858—and continued to live there till November of same year. I never saw Mr. Campbell drunk in my house; I have seen him drink; I never saw him go to the works in a state of intoxication; he generally left the house at the same hours with the men, and returned with them to his meals. I never heard of his being drunk in my absence, and being incapable of going to bed without help. There were quite a number of men that worked on the bridge boarded at my house. I never heard any one of these men say they ever saw him drunk or worse of liquor on the bridge. He always kept good hours when he boarded at my house, and saw no difference in his habits when he returned to my house the second time. I recollect the day Mr. Campbell came as Inspector of the bridge and that he was as sober as you or I.

March 29, 1859.—Committee met.

John Stone.—I am Mr. Light's Clerk, have been so since July 1856; since the first commencement of the works on the Railways by the Government. My duty at first was to examine estimate, pay the staff, make out contracts, and keep an account of the moneys received and expended, and to give out the plant and materials from the Store at the Bend to the Contractors. I was there when Mr. Chandler was said to be superintending those works. Mr. Light was the Engineer constructing. I kept a Cash Book and a Ledger. (Books produced.) Those books will shew all moneys received and expended by Mr. Light from the time of my first appointment until 31st March 1857, on the appointment of Mr. W. H. Scovil. Since that time the accounts of the expenditure, &c. have been kept by the Railway Board in the Saint John office. The total amount shewn by my books to have been received and expended during that period is £58,452 11 10. The books shew in detail how the sums have been expended. I am able from those books to give the details of what any particular piece of works or any department may have cost as far as the details were returned to me. Those details were not returned to any but me, and no sett of books were kept by anybody but myself. These books were always in my custody, nobody having access to them but Mr. Light and myself, and they could not be altered or amended in any way. They are in the same state now in which I have kept them. I believe Mr. Jardine asked me for the books; the cash book was the only one I shewed him. My impression was that Mr. Jardine wanted the details, and he could see more of that from the cash book than from the other. There were at that time three sections under contract at Shediack; and three in Saint John, ("January 1857," Mr. Light says, from book,) and the work on the Marsh from the Mill Bridge to the three mile house. The ledger shews an account with the Banks of New Brunswick and Westmorland. In the ledger, in three cases, Brookfield's, Walker, and Stevens' account, the debit sides only are filled in; the credit sides were not, because they were made only of approximate estimates, and the accounts could not be posted until the final estimate was made up, and by the approximate estimates Mr. Light or myself could at any time tell whether they had not received more money than work done. Mr. Light still kept the books in his possession after the new Commissioners came in.

At this part of the evidence the Committee in examining the Books observe that items of expenditure are entered in the Books without any application to a particular district.

Mr. Light explains that the items so examined are between the Mill Pond and three mile house ; that at that time constituted but one Section ; now it is divided into two ; 1st, from Mill Pond to Gilbert's Lane ; 2nd, from Gilbert's Lane to three mile house.

Mr. Jardine explains that in making up the Accounts Mr. Johnson had to assume that some of these items were in one district, some in another, and Mr. Light in his Account may have put them on different ones, and this will account for some of the difference in details between the Commissioners' Account and Mr. Light's in the Report, and the new mode of Books were commenced in July last, classifying everything according to the present arrangement from the first commencement of the works ; the same explanation also applies between the Bend and Shediac. Mr. Stone states " no duplicate vouchers were kept, and originals were sent to the Auditor General."

T. T. Vernon Smith.

Am a Civil Engineer. I signed articles with Robert Stephenson 19 years ago, and was admitted a Member of the Institute in 1847. My business was principally the mechanical construction of the railway, superstructure, bridges, rolling stock, iron work. I was on all the narrow guage roads of England, mostly all in Germany, and nearly all in France. Stephenson had contracts for the superstructure of all these. During the time—of 7 years—he built over 800 locomotives. As to enquiry 31, in the Address of the House,—the highest price in 1858 for Staffordshire rails by the quantity was £6 15s. sterling ; that is for the Grand Trunk pattern Bridge Rail ; not hammered ; difference between hammered and rolled is from 15s. to 20s. per ton.

(Mr. Jardine here states that the 700 tons of rails imported from Naylor & Co. by the former Commissioners, and the 300 by the present Commissioners, were not hammered ; those imported since are hammered.)

Mr. Smith.—I have been connected with the Grand Trunk as a valuer of land in Upper Canada. The rails upon that line are not hammered. In the price of an order for rails there is a difference of five shillings per ton, depending upon the size of the order, and being an ordinary pattern. By an ordinary pattern I mean such as the Grand Trunk, of which large quantities are made, and rolls of that pattern are in existence at most of the works. The pattern used here is not the ordinary pattern. It is something like the Erie pattern, but it is so different that you would require distinct rolls to make it. The pattern was sent from St. John. The Bridge iron requires good iron in the top, and this requires good in the bottom ; the difference in price for having the good quality in bottom as well as top, according to our pattern, is 5s. per ton. In the long run it pays to have good rails ; it is good policy. The T rail is used in the United States. The difference in cost on the whole line from St. John to Shediac, in consequence of using this rail instead of the Grand Trunk rail, will be £100 per mile, or £10,900 for the whole. Jackson had imported the same as the Grand Trunk. I cannot say how much was imported by him.

Mr. Light here states, that there was sufficient imported by Jackson to lay 26 miles ; 21 miles at Shediac and the Bend, and 2½ at St. John.

Mr.

Mr. Smith: I never saw a rail on the Grand Trunk give way on the corner. I made a study of the Grand Trunk rails; on the Petersborough and Coburg we used the T, and the U rail was used on the Grand Trunk. The T rail broke 3 to 1 to the U. It is due to the manufacture of the iron. If I was building for my own use I would use the U rail with a hammered plate on the top, if I had money enough to pay for it. The hammered plate would add 15s. per ton, but that is 15s. less than the T. (Witness here illustrates by diagrams the difference between the T and the U rails.)

According to my opinion that expensive rail is not necessary for New Brunswick. I would use what Jackson was using. From the traffic to be expected that would last as long as was necessary. The ordinary life of a rail with such traffic as we have here would be 20 years.

I have had experience of the U rail for five or six years, of which I can speak positively. On the New Castle and North Shields, the up line was T, the down line was U. They were so placed expressly to test the rails, and the road was worked by contract for Stephenson. The rails were made of the same iron, of the same weight, and had the same traffic over them. At the end of the six years the U rails I am sure had the best of it, but neither were much worn. I had not charge of the road, but I was head draughtsman at Stephenson's, and in that capacity this road came under my constant observation. It was a road on which we tried experiments. We had to pay the repairs, and all the Accounts came through our office. I think the difference between the climate of this place and England would not make the T rail preferable to the U. In Canada we had as much trouble with the T as with the U. The frost is more troublesome on the T rail than on the U, though the difference is trifling. In England there is generally a Superintendent of Locomotives who has charge of all the iron work. In this country I never superintended any road where the U rail was laid. The T rail is the most elastic on machinery, which is the only advantage it has. When I speak of rails lasting 20 years I mean rails of good Staffordshire iron. The rails on the Cobourg and Petersborough, were lasting only at the rate of seven years, but they were only Welsh rails, and there was a heavy traffic. I don't think that in thirty years, practically, the difference arising from the elasticity of the T rail could be told. It is only in theory. There are many things theoretical that can be reduced to figures. I don't think there is any difference in the tread of the wheel between the T and the U.

The Grand Trunk rails in Canada were lasting at the rate of 12 years. The difference in cost between what Jackson would probably have put down here, which I suppose would have been Staffordshire, would have been 20s. per ton less than those now put down; and Welsh rails would have been from 10s. to 20s. less than Jackson would have put down, assuming his to have been Staffordshire. There would have been no difference in carriage, freight, or distribution and laying down in the one rail more than in the other.

By permission of the Committee, Mr. Light, addressing Mr. Smith, says—The rails as now laid down cost £15 per ton, and deducting the 25s. you name as the difference between the two rails, the other would be £13 15s., and you say (both being Staffordshire) the £13 15s. would last 12 years, and the best hammered Staffordshire will last 20 years. Do you think the sum of 25s. per ton a good equivalent for 8 years additional?

Answer

Answer—That question is based upon the supposition that at the end of the 12 years the £13 15s. rails would be no good, whereas they could be then repaired for 30s. per ton to last the same length of time again, whereas the 20 year rails must at the expiration of the period be re-rolled at a cost of £4 per ton, and then last for 20 years again, therefore there is no particular advantage in these superior rails; the £19 repaired would last 40 years, and the £13 15s., 24 years.

I say rails can be repaired, and are repaired every day in Boston. I know for a fact that the rails at the Great Western Station, (Paddington,) have lasted 14 years, and have never been taken up or repaired.

I do not know how the loss of the £2,000 on the 1,000 tons of rails could have occurred, nor do I now see how it could occur.

Wednesday, March 30, 1859.

Mr. Vernon Smith's examination continued.

Having heard Mr. Light's reasons in the Supplemental Report for saying that the iron imported from Naylor, Vicars and Co. was deteriorated £2 per ton, I cannot see that those reasons are sufficient. The good iron must necessarily be placed in the base of the rail to roll it at all. It is not reasonable to suppose they would leave the top off. I cannot see how the difficulty could have occurred to that extent; the rails are sawn off after manufacture by circular saws. I never saw these rails. I don't think the chipping the ends to make them fit could cost that sum. There are only 7 rails to the ton, and assuming that every rail in the ton required chipping at both ends, it would not cost more than 10s. per ton.

Mr. Light here states, that it had been subsequently ascertained that Mr. Reed's surmise of the best part of the pile being in the base was wrong.

Mr. Smith, says: I should think very few rails would require chipping; they might require filing: I have seen rails manufactured by the thousands of tons.

Mr. Jardine wishes Thomas A. Walker's certificate, page 12 of the Provincial Secretary's reply to W. H. Scovil's pamphlet, read: also Mr. Fleming's certificate, page 21. *Vide* Appendix, No. 20 and 21.

Mr. Smith says: If there had been any additional expense in laying the rails Mr. Walker would have charged it as extra; if he had to chip the edges of course it would be extra. That certificate of Mr. Fleming's certainly shews these rails to have been very badly rolled, but it does not necessarily entail any additional expense in laying if no chipping was required. The chairs usually vary in size more than the rails. If the chairs were not chilled, they would vary in size. Even taking that certificate as applicable to the whole 1,000 tons, still the expense in laying would be very little. After being laid the deterioration would be very heavy. If $\frac{1}{4}$ of an inch higher, they ought not to be in the main line at all, they would do for sidings.

Mr. Jardine here states that these could not be used for sidings but had to be used in permanent way, owing to contracts made and having no other rails, and the whole 1,000 tons had so to be used, of course a portion of those was laid in the usual sidings.

Mr. Smith: I think in 1857, Staffordshire iron was £6 15s. (Mr. Jardine thinks they paid £8 5s. Messrs. Light and Johnson confirm.)

Mr.

Mr. Smith: If the rails are so bad as to be $\frac{1}{2}$ of an inch in difference in height so as to make £2 difference per ton, a man could not see it when lying on the ground, but could when on the track.

Mr. Lawrence here wishes Mr. Reed's letter to Mr. Jardine, dated 15th January 1858, read; in which he refers to Fleming's certificate, and says he found similar irregularities in other rails in England, and that the fault was in the pattern. (*Vide* Reed's printed Correspondence.) Letter of 15th January 1858.

Mr. Jardine's letter of 11th May 1858, to Naylor & Co. of Boston, is here read—*vide* Tilley's pamphlet, page 11—also letter from Mr. Reed to Mr. Jardine, dated 11th February 1858,—shewing other rails were similarly manufactured. *Vide* printed Correspondence, and Appendix, Nos. 23, 24 & 25.

Mr. Light here says, that in making his calculation of deterioration of the 40s. he allowed one third for the surmise of Mr. Reed that the best part of the iron was in the base of the pile, and that has since proved a mistake, and the remaining two thirds he charges to the very unevenness of the rails. That, says he, was my decided opinion, at that time; and I have since the laying of the rails discovered other defects which are equivalent to that one third; which defects are the slots at the end of the rails are slitting out, which is a serious defect. I would not have bought those rails at all.

Mr. Jardine's letter of 1st December 1857, to Mr. Reed, read; (*vide* printed Correspondence),—and Appendix 26.

Mr. Smith continued.—I think the Estimate for Rolling Stock in Table A No. 8, Light's Report, is a light estimate, and will not probably cover the final expenses; it will depend upon the traffic. I cannot say whether the general estimates are properly made up or not—page 14, Comparative Statement. I cannot say whether the road will cost more than the estimates, but I think it will. I have no data upon which to make any calculations more than others who have the Report in their hands. I made an estimate for the rolling stock, including the machine shop, which was much larger than this estimate, I think about £125,000; if the estimates do cover the cost, it will be the cheapest rolling stock ever put on a railway. I have looked at Jackson's estimates of rolling stock, page 132.

Mr. Light here states, the present Commissioners propose to give on 109 miles the same amount that Jackson & Co. propose to put on 144 miles—pages 76 & 132 of the Report; it is possible that a Contractor might have furnished the same number of vehicles of an inferior description, for less money, and would probably have done it say 33 $\frac{1}{3}$ per cent less. The vehicles on the road are of a very superior description.

Question—Look on page 72, giving total estimate of whole road; in what respect is it insufficient?

Mr. Smith.—I cannot answer that question.

(Mr. Light requests that Mr. Smith may be asked if he ever had charge of a Railway?)

Answer.—I have had charge of the Coburg and Petersborough Road; the Petersboro Road was not virtually a finished road when I took charge of it. Engineers had not been over the whole road except the Bridge when I took charge of it. The main line was located and the work principally done. I located the Marmora Branch, 32

miles in length. I have not been engaged on public railroads as Resident Civil Engineer. I have never been engaged on a public railroad as Assistant Civil Engineer to any Engineer of note, but have been engaged on private roads. A private road is a road built without an Act of Parliament.

The cost of erecting a hammer to repair roads would be about £500.

Both the T and the U rails can be repaired in the same way and would each last twelve years. The pieces put in the damaged rails would be welded in; the best description of steel could be welded into the damaged parts of either description of rail. The commonest iron would be quite good enough to repair the rails of either description.

The ends of the rails generally fail soonest; damage begins at the ends, and runs up the rail more or less according to circumstances. When the end of the rail is so damaged it should be repaired at once. Rails so repaired would be as good as new *minus the wear*.

Mr. Lawrence Myers' examination resumed.

Mr. Light in answer to a question says, that in his estimate of the bridge expenses at Robinson Meadow, allowance for digging foundation is made under item—pile driving I think, £490.

Mr. Myers.—I state that in addition to the cost of the bridge which Mr. Light has made, there should be added 1,500 yards superficial pitching which would be worth, including stone, 7s. 6d. per yard, which would not have been necessary had the embankment been made.

Mr. Light here states that this work is not done or going to be done, because unnecessary.

Witness.—I state that this work was let for a lump sum of money at private letting and this amount of work was included in it. I produce the specification on which it was let; the item shewing that this was included is "1,500 superficial yards of pitching," dated September 10, 1858, "specification for finally completing from Gilbert's Island to Torryburn Station." Brookfield did the work I believe under contract. I don't know of my own knowledge that he signed a contract, but I believe he did. My brother had a contract to fill in this hollow at Robinson's Meadow with earth (instead of making a bridge,) he felt certain of 6d. per cubic yard profit off of that work, when prevented from doing that, he holds a claim against the Government for the loss of his profit, and I say still that I could have made that embankment in four months and at the cost I have named and really less. I would gladly take a contract for that work at 1s. per yard cubic. My brother's price was 1s. 4½d., and that contract states that a part of the cut southeast of Lawlor's Lake was to go into that embankment, the foundations were dug and part of the stone hauled for the culvert.

Witness refers Committee to Report, page 49, to show that width of embankment is over calculated by Mr. Boyd at two feet in width, and reads—"Wherever the depth of embankments exceeds thirty feet, the formation width has been increased to twenty two feet, and the side slopes made two to one, and wherever the action of water had to be especially guarded against, 'rip-rap' or bank paving has been placed as a protection. The rock excavations are not less than twenty four feet in width with side slopes of three inches to the foot."

Therefore

Therefore in making the estimate of the costs of embankment they have over calculated two feet in width and one half feet in height off the bottom.

Refers to page 92, and reads—"The width of the road bed at subgrade or formation level has been assumed at twenty feet in embankment, and not less than twenty four feet in excavation, with slopes varying from one and a half to two feet horizontal for every foot vertical, according to the nature of the earth to be sustained. These dimensions and slopes I regard as liberal, and think that they may be reduced in some instances without hazard to the character or permanency of the work; the qualities of the prevailing earth will, however, require much caution in doing so."

To shew that the slopes allowed in these calculations of the embankment is without detriment, witness here refers to page 93 to shew that embankment is better than bridge, and reads—"The superstructure of three of the bridges on the line, one of them erected some time ago over the Scadouc Creek, near Shediac, by the former Contractors, one over the Post Road near Saint John, and the bridge over Hammond River, are, or are to be of the iron girder class, made of boiler iron—a form of structure which though somewhat expensive, is preferred by many Engineers to all others for its simplicity, for its permanent adjustment, and for its great strength when well proportioned. Permanency, including proof against fire, seems to have been thought especially called for in the localities above named."

Also pages 63 and 69, to shew that cost of keeping up embankment is little, while that of bridging is heavy:—"As the earth work of a Railroad costs almost nothing for repairs, while those of its perishable superstructure are very great and proportioned to its length, as is also the cost in fuel, wages, wear and tear of the Engines of running the road, it will often be advantageous to make large expenditures for the former element of cost, in order to lessen the length of the road, and consequently the annual expenditures of the latter." "It is also noteworthy, that the permanent character of the important bridges on the Grand Trunk Railway proper will in the course of years be productive of great saving, from the absence of those losses by decay, or fire, or flood, which as you know to your cost are too prevalent elsewhere both in Canada and the United States."

With reference to Lawlor's Lake, I say it is an excellent work—a good permanent job. I did it myself. My brother, Dillon, had a Contract to fill in that lake at 1s. 3d. per yard, but he was allowed 1s. 4½d. in the final estimate. Mr. Light is approximately correct when he says in the Report that 10,000 cubic yards of earth had been thrown into the lake without making head way. Mr. Light called several times a week, and on two occasions I urged upon him the propriety of getting trees from the hill side to prevent the earth washing out into the lake. He agreed with me; the first day we gained but little, barely perceptible; next day 5 or 6 feet; 3rd, 4th, and 5th, and each succeeding day gained rapidly, last day 16 feet, and I felt encouraged. About that time the work was stopped and they commenced building a bridge without giving me any warning, throwing 200 of my men idle in middle of winter. Mr. Hartshorne, Mr. Light's officer, informed me that they were going to build a single track for a temporary dump, which would keep us idle for three or four days, whereas we were kept idle for seven weeks; instead of a single track they built three. I informed both Mr. Light and Mr. Jardine that I could build the embankment with trees, &c., and quicker than they could build the bridge. My brother paid nothing

nothing for the use of the bridge, and I set down the loss to the Province at £3,500. Just after the bridge was built it gave way; didn't answer for a dump, and it cost more to keep the bridge in repair, than it would to have dumped the earth from the embankment the way we were doing before bridge was built.

(Mr. Myers here offers to prepare statement of items; instructed to do so.)

Continues.

After the Bridge began to give way, Mr. Light and Jardine came up in April '58, and proposed an arrangement to fill in the Lake; they said I had always been up to the mark, and wanted to know what time I could do it in. I told them if they would let me be my own inspector I would fill it in 25 working days. They agreed, and I filled it in 19 days.

The road is not built well in the following instances:—

1st. The Car house in Saint John never should have been put on a grade; the upper end is nearly 3 feet lower than the Railway track, which will make it dangerous for getting Cars in and out, unless they go to an enormous expense to get a level track by running out 1,000 or 1,200 feet, which would cost several thousand pounds, two or three at least. It must have been a mistake. It could not have been intentional. It is necessary to have a Car house, and it is in the proper position if the grade is right. I don't think it can be cured without stationary machinery or a locomotive to pull up the Cars, or cutting as I have before mentioned.

There were numerous pieces of bad masonry between 7 Mile House and the Town, which have since had to be rebuilt. On the 7 Mile House Bridge the abutment cracked. It had been put up by Walkers; my brother was allowed £100 for the repairs, and how much more he will be allowed I don't know. Another large culvert at Donovan's cut has been allowed to sink down, an ordinary culvert. It cost £60 or £70, and was not required.

I think a large saving could have been made. I think the whole amount of earth work on the line (I have been as far as Section 8, at Hampton, and taking it for granted that the whole line is on the same width and slopes,) is at least one third unnecessary, *i. e.* it is increased, in consequence of extra slopes and cuts, one third; (the slopes in the States are only $1\frac{1}{2}$ to 1;) and these slopes increase the work one third beyond what similar works would amount to in the United States.

(Here witness states, if permitted, he will make up calculations; directed to do so.)

Continues.

The work on these additional slopes would cost more to the Contractors per cubic yard than a similar quantity of work in the bulk of the cut.

I acknowledge that these extra slopes are slightly beneficial, but not at all equivalent to the cost incurred.

The macadamising the road at the Girder Bridge is also an unnecessary expense. There is a great deal of rough ashlar work in culverts and masonry unnecessary, and which does not add to the value of the work, in some foundations. See Report, page 92. "The masonry consists of abutments and piers for bridges, walls and arches, or other covering for culverts; these are of a high quality well adapted for durability, and generally very creditable to those concerned." And page 93: "It is not improbable indeed that it may be found safe in some of the works yet to be built to
"lower

“ lower the standard of quality or substitute a different class of masonry, and thereby
 “ reduce somewhat the cost. This however must be confined to the less conspicuous
 “ and lighter works which are only important as a matter of expense in their number
 “ and aggregate amount.”

It is objectionable that the grades through a cutting should be on a level. It entails expense from the mud wasting.

I think, notwithstanding all these mistakes, that Mr. Light has not made more than many with greater experience might have made, and with what he has now learnt he will complete the road better than any other man that could probably be got, and cheaper too: if he will apply himself. He has consulted me frequently, and I found him of quick perceptions and sound judgment, and more than men of his experience generally have. (Mr. Myers is here instructed to prepare his calculations and bring them in.)

March 31st.—Committee met.

T. T. Vernon Smith.

The question or insinuation intended to be conveyed in asking whether I had ever been Chief Engineer is improper, as none of the Engineers referred to in the Report itself had been Chief Engineers. Hatton, Gregory, or others.

Memo: Mr. Smith here got into an altercation with Mr. M'Adam. Words and explanations follow, and Mr. Smith's evidence closes.

Mr. Myers, recalled at the request of Mr. Light.

As far as my experience goes, I unhesitatingly give the preference to the T rail; that is, such as they use here. The T rail is such as is used in the States; one great benefit a train is not nearly so apt to get off the track on the T rail as on the U rail.

Mr. Campbell recalled, and examination continued.

I superintended the pile driving, boring and masonry of the Robinson Meadow Bridge; but not the wood work, except giving the heights of the three Bents, 3 at one end and one at the other; the average height is 23 feet 2 inch to formation line, (produces paper,) this copy is taken from Mr. King.

With reference to the boring, I bored the meadow under the bridge every 60 feet, to get the length of the piles without waste, commencing on the Lawlor Lake side; the first boring 60 feet from the end of the bridge, and 16 feet in depth, principally gravel and mud, pretty hard. Next 60 feet, bored 22 feet; 5 feet of soft bog; then came to a soft mixture of blue clay; close to each boring, a piece of the substance, clay, mud or gravel, whatever it might be, was left on a board along side for Mr. King to examine. 3rd 60 feet; got 25 feet in depth, bog about 7 feet; then the soft blue clay, and struck the rock bed at 27 feet. 4th boring at 60 feet further, 37 feet deep, 9 to 10 bog, then blue clay, very soft and gravel at bottom, and struck rock foundation at 37 feet. 5th boring at 60 feet, 37 feet deep, and borings same. 6th, 7th, 8th and 9th same as the last. 10th boring, there was an embankment formed there with rock, and had to bore about 20 feet from the side of the line, depth 45 feet, this was on lower side, next road, towards which bog sloped, borings the same; then bored on the upper side about 20 feet, and got soundings at 17 feet, shewing that the hard ground has a slope towards the road.

Mr. Light was there several times. In driving the piles, we found them to come as near the borings as possible.

I can't see why an embankment could not have been made there as well as below the Girder Bridge.

I measured from the height given to me out of the office, and I make out that an embankment would be as follows:—

9 feet of sinking, and 10 per cent. shrinkage, and the slopes 2 to 1, would make 51,367 cubic yards 5 feet 8 inches, which at 1s. 4½d. would make £3,531 9 6. I took it at twenty feet wide on the top and the other dimensions allowed for the embankment. In addition I allow an arched culvert, £768 7 3, 8 feet diameter, that is what I consider would be a sufficient culvert for the place.

The foundation of culvert I allow 116 cubic yards and 18 feet broken stone at 4s. per yard,	£33	7	0
24 yards and 14 feet gravel to pave on, ...	3	12	0
36 cubic yards 7 feet Ashlar, at 54s. 6d.	98	2	3
118 cubic yards 22 feet blocking course, at 40s.	237	13	0
60 cubic yards and 5 feet rubble back at 15s.	45	3	0
42 cubic yards of arch Ashlar masonry at 80s.	336	0	0
10 cubic yards of rip rap at 5s.	2	10	0
24 cubic yards and 24 feet paving at 10s. 1 foot thick,	12	0	0
	<hr/>		
	£768	7	3
	<hr/>		
Then 7,466 superficial yards of soiling on slope, at 3d.	£93	6	6
504 cubic yards of ballast on track, at 4s.	100	16	0
Laying 600 feet track on embankment,	15	0	0
Diversion of brook for culvert,	50	0	0
6 acres of land for borrowing, at £25,	150	0	0
	<hr/>		

Total cost of embankment, £4,708 19 3

and that embankment would be of as good and permanent a character as any part of the line. My calculation for diversion is based upon a knowledge of what such would cost. I made no actual measurement on the ground, but from the height given me by Mr. King. I know the height of the Bridge to the 1-16th of an inch, and only got the height of the bents from Mr. King. I know nothing about the Station grounds. I have seen the Car House so much talked about. I think it should have been built upon a level plain and not upon an incline; it will be very difficult to get cars in and out at top end without machinery or horse power; the lower end of the Car Shed is level with the Railway, if taken out at bottom end they would require to run a good way down to get on the main track.

Question—Is it not the common way to shift Cars with the Locomotive?

Answer—Yes it is. The situation of the station is in a very bad position and ought to be a much better building for such a line of Railway. I know nothing of the cost of the present building. I think I could put up as good a building for £2000. I don't know much about changes in the road. It is my opinion the Girder Bridge should have

have been on a skew or angle of 32 degrees; the same girders would have answered the purpose and would have taken less iron flooring and would have saved the expense of the diversion road; this is the road spoken of as being macadamized; the bridge would have cost about £100 more in the masonry if made on the skew; there would have been more labour, but not much more quantity.

R. W. Burrowes examined.

I am a Civil Engineer; was educated at Addiscombe, where the Royal Engineers are educated. I have had twelve years almost constant practice on almost all sorts of work, Canals, Harbours, and Railroads. I was about 2½ years on Railways as Contractor. My practical experience has been in the United States, Canada, Nova Scotia, and New Brunswick. I have been 15 months on the present works. I have made the calculations myself; as to the measurement or cost of the embankment at Robinson's Meadow Bridge, the calculations were made by Mr. Boyd, my assistant; I did not know but that Mr. Boyd had measured the work until I heard it in this room; the person from whom he took his data was the Assistant Engineer fully competent to give. I have no reason to doubt the correctness of Mr. Boyd's calculations. I have always found him correct. Ashlar masonry at 80s. I think low enough for the kind of stone; there are 69,126 yards in the embankment. My calculation is based upon scientific principles understood by Engineers, and always acted under in cases of this kind.

April 1st, 1859.—Committee met.

Mr. Burrowes' examination continued.

Mr. Lawrence puts the two following questions:—

1st. In measuring embankments where a given height is named and a given sinkage, do you always take the sinkage an average one and the embankment not?

Answer—I don't understand the question, but I should calculate exactly upon the plan I have mentioned.

2nd. What is the quantity in an embankment 600 feet long, 23½ feet high from the surface, breadth on top of embankment 22 feet, sinkage 9 feet, slopes 2 to 1, 10 per cent. shrinkage?

Answer—The quantity calculated from a diagram of cross section, as given to me by Mr. Lawrence, is 54,816 cubic yards.

This last mode of calculating for works of this nature, that is, embankments, is contrary to all principles of calculating such work, because presuming the sinkage to be 9 feet in centre only, a direct line drawn from a perpendicular line from either side of the road bed to the base of the cross section at the intersection, a straight line from thence to the toe would not be correct. There is no principle of average to such a line; the line of calculation would not make a straight line.

I have a personal knowledge of the piece of ground on which the Bridge stands, and over which it was contemplated to build the embankments. I have not noticed them cutting hay on this place; I always had wet feet going over it.

Question—Do you consider, bearing in mind permanent character and economy of construction, that it was judicious to abandon the embankment and construct the Bridge?

Answer—As to permanency, an embankment is preferable; as to economy, the Bridge.

Bridge. And I understood that there was no material on the St. John side of Lawlor's Lake to make embankment of, and as Lawlor's Lake was one of last points prior to opening road, no material could be procured from beyond, and from my own casual observation on the ground I believe that conclusion is correct.

Question—Could not the same material be found in the vicinity of the Bridge to construct the embankment, which was found in the vicinity of the Girder Bridge?

Answer—Yes: but I question whether drainage could be made so as to procure the material in any very great quantity.

The Bridge is in Section 2, and I did not know, (I never saw the Contract,) that Dillon Myers had a contract to build the embankment until I heard it in this room.

Contractors are not obliged to go off their Section for material.

They should examine the place to see if they cannot get materials to perform their contracts.

Mr. Burrowes reads from page 10 of the Supplementary Report: "Secondly, there was a considerable saving effected of wear and tear of rails by the adoption of bridge work, though no notice is taken of this in the above estimate; yet that this item is worthy of consideration will be apparent, when it is considered that the large quantities of material required for the embankment must have been brought a very considerable distance upon the line, and would have required some five or six months for transit."

The difficulty or facility of getting materials in the vicinity determines the price of the contract. If the embankment had been made up of bog there would have been great shrinkage; the price 2s. per yard in the estimate in the Supplementary Report is not unreasonable from any place I know of. The price is governed by the length of the lead and the nature of the material. I would consider it a low price any where in the vicinity from my present knowledge. The shrinkage of the material if the same as the material at the girder bridge would be from 30 to 50 per cent. in my opinion, and if the shrinkage is 50 per cent., the cost would be 2s. 9d. at the price of 1s. 4d. in Myers' contract.

If as mentioned in the Report it was desirable to use the bog at the girder bridge, it would be equally desirable to use it at Robinson's Meadow if it could be got, but the difference of weight from the height of the embankment would make a material difference.

The excavation from the north end of the Robinson's Meadow viaduct to Lawlor's Lake was principally rock. If the rock had been tipped from the height at the viaduct, the sinkage would have been greater. I consider the whole calculation of sinkage low, from observations made by me in Nova Scotia.

Assuming that two thirds of the material on which the embankment would rest was clay, and that the rock was tipped off the top of the embankment, how deep would that rock sink?

Answer—As I understand the meaning of the word clay, alumina, it would not sink at all.

Assuming two thirds to be blue clay or marl, how far would it sink?

Answer—Can't say, because I don't know the consistency.

From any knowledge of my own I do not know that the embankment would sink 9 feet. From observation I believe it would. My observation is formed from what I have seen of bogs and peats in other places.

Saturday,

Saturday, April 2nd.

Mr. Burrowes continued.

I have seen Mr. Boyd's calculations in the Supplementary Report with reference to the culvert. I think the calculations made by Mr. Boyd are correct. I think the culvert is such a one as should be put in such a work, and I think the prices given are not too high. The usual price paid when there is no rock is about 1s. 6d. per yard for stream diversion.

I think there are foundations under similar circumstances such as Mr. Campbell proposed, say lutching on some portions of the work. I think £100 low for the extra cost had the girder bridge been made on a skew of 32 degrees.

Question, by Mr. Light's request—Was the erection of the temporary pile bridge in Lawlor's Lake judicious?

Answer—Yes, under the circumstances. I think there was a great saving of labour and materials in consequence.

I should judge from what I have seen of similar works in other places that the sum named as having been saved by the adoption of the pile bridge as low, if the calculations are right. I think, from my experience of similar places in Nova Scotia, that if some means had not been adopted and the tipping had been continued from the end of embankment, the bridge would not have covered the difference—if quantity and calculations are right.

I know of a similar place in Canada called Mudge Hollow.

Contracts let 10th January 1857. I commenced 18th December 1857. I cannot say what portion of the work was done when I came there. I think if proper soundings had been taken an approximate estimate could have been made of the cost.

I should think that tipping from an embankment upon brush at the toe of the embankment would force the brush forward. I think the plan as spoken of by Mr. Myers would not be efficacious.

I believe the mud in this place is about 40 or 50 feet below the water.

I know that the opinion I have given as to the effect of brush is correct. I know this from my experience on similar works when I was interested, being the Contractor.

If Mr. Myers' plan had been adopted in the first instance it might have answered; it is however problematical. My reasons are exactly such as are shewn in the Supplementary Report on Lawlor's Lake. The masonry on line from Hampton to the Bend is good masonry. The Contractors complain of the masonry as being too good. I consider it good economy to have good masonry, such as the masonry on this line. Because the failure of a culvert might entail the loss of a great portion of the embankment.

The reason why some of the masonry may be considered by persons who do not know, high, is that the stone is not strong stone and requires close jointing, closer than if the stone was strong.

These instances do occur in culverts under large and heavy embankments, and in all heavy arches say from 6 to 10 feet; if one of these culverts should fail the cost of repairs would be at least double the original cost of the culvert.

I was in Nova Scotia the other day, and was an eye witness to the washing away of culverts on the Railway there.

I am aware of failures on roads in the United States from effects of late freshets. I am not aware of any failures on this line of road from effects of the late freshets.

There would be nothing unusual in the failure of a small 3 foot culvert, an isolated case on a line 109 miles in length. In such a case it would be very frivolous to charge the whole line with having shabby masonry. Dry masonry would answer for large culverts, but would be much more expensive. I would prefer cemented work, without considering extra expense.

An unnecessary increase of one third in the earth work could not possibly take place by the system pursued on the line, and I am not aware that it is at all increased for a good road.

One and a half is the usual slope adopted ; and 2 to 1 as occasion requires ; 2 to 1 is the exception. I consider that the slopes as they are on this road will be a saving in the end. All the slopes from Moncton to Salisbury are $1\frac{1}{2}$ to 1.

Paving the toe of the cut with stone would be a good idea, but would not in all cases prevent slides, because springs or runs of water are not always at the bottom of the slopes. When earth is wanted for embankments it would be advisable to widen the cuttings. Pitching the toe of the stone would be cheapest, if the earth was not wanted for other purposes.

As to the Saint John Stations, Mr. Stead made the plans of the buildings now erected and all the buildings in the vicinity of St. John under direction of Mr. Parker.

I do not see that they could have been better located as to extension of the line to St. John westward. The level grade is advantageous because a Station Building should never be put upon an incline, and is not in this case.

The Car Shed I understand was located there by Mr. Parker. The Car Shed, 325 feet in length, is on the level of the Station Yard ; Cars could be taken out at the eastern end by hand if necessary. If one of the three tracks are kept as a main track it is possible for an Engine to come out of Car Shed and back up the train into the Passenger Shed, and the train would then stand in its proper position to start for Shediac. The same could be done in starting to westward. I don't think the Car House is in the best position. But Mr. Parker has had more experience and I suppose must be right. My reasons are that I would like to have access on the level to both ends of the shed. I do not know that the buildings could have been better situated from an examination of the location of the other buildings of the Station. When I made the plan I located it further down the track towards Gilbert's Lane. The present site would be most convenient for City purposes.

The duty of an Inspector is to see the work done under his inspection carried out according to the Specification under instruction of the Engineer. I have had some experience in pile driving ; have driven 50 or 60 thousand feet of pile driving in one structure as Contractor. The length of every pile could be ascertained by boring for every pile.

It would not be at all unreasonable to pursue that course. Pile driving is always done by the foot as I know anything about it. Piles are apt to vary in depth in the same bottom. If the driving was paid for by the foot there could be no saving effected by boring ; it should not cost £1,200 altogether for work on the girders for the bridge. The figures in the Supplementary Report are correct as to the progress of the work, they are made up of measurements and estimates taken and endorsed by myself.

By

By these estimates the total cost of the bridge will be £22,382, including cost of girders, of which £2,208 2 2 is extras. This estimate was made up on the 18th December.

I authorized Mr. Crosby to lay up some work as a specimen of granite, not fit for ashlar, instead of red stone; Campbell and I drew out a Specification which Crosby was to try, and if I approved of it, it was to continue. I came back on the work some time after and was informed that Mr. Crosby refused to put it in but would stick to his former Specifications. I think under the circumstances it would have been better for Crosby to put in the granite. Can't say which would have been most expensive. I did not know at the time Crosby's reasons for not putting it in. Some time after Crosby told me Campbell would not let him put it in. The reason why there was not red stone enough was because there was two more footing courses put in, making four footing courses.

I think there is as much red stone in the work as was intended to be put in by the contract. Mr. Crosby and Mr. Campbell disagreed frequently. I can't say who was in the fault. I never saw Mr. Campbell interfere with any men or teams; if he did so it would be outside of his duty as Inspector.

Extras are allowed on unwatering extra piling, &c. It is most economical to put the height or minimum quantity in tenders at a minimum at first and increasing afterwards according to schedule of prices; it is perfectly safe, because you cannot pay too much by this rule.

Saturday, April 2nd, 1859.

Mr. Burrowes resumed.

I have understood Mr. Crosby said that Mr. Campbell was arbitrary, have heard others say so, but not Contractors.

I think that the work might have been above water before the freshet in January, if the extra 3 feet had not been added to the height of the bridge.

The delay occasioned by raising the bridge arose from having to wait for brown stone of which there was not enough, and extra quantity of masonry.

I never saw Mr. Campbell drunk on the works or anywhere else.

I saw Mr. Campbell engaged at the Four Mile Bridge, and at the little pier walls at Robinson Meadow Bridge.

Mr. Campbell always complied with my instructions. If he had disobeyed my orders I would have reported him to Chief Engineer or dismissed him if I had sufficient cause. I do not know that any granite stone set in cement since Campbell left. Some of the footing courses in the abutments are being set dry. I would prefer cement but I think it will make a good job if carefully laid.

I can't say when the bridge will be done, it depends upon circumstances.

April 2, 1859.—H. B. Crosby examined.

I am a builder by profession; been 20 years in this Province; mostly engaged in building during this time. Am the Contractor for the Hammond River Bridge, with Mr. Otis Small. Our contract extends merely to the bridge proper between the two abutments and including them, and 2 piers; extreme length 393 feet; breadth at bottom of the piers 50 feet, at top 24. My contract includes putting the girders together and putting them on; I am to furnish all the materials except the pile shoes

shoes and girders ; the other iron work we find ourselves ; height 25 feet 6 inches. Contract by gross sum £11,950. Have received up to the 31st December 1858, £9,015, and since that time, £500 or £600. I always considered I had extra work. I have no account of it here. In sending in my accounts for work, I sent in in one column what was done under contract and in another what was extra. Out of the amount I have received I consider I have received £3,000 on account of extras.

The plan by which I am building the bridge is not the plan I contracted by. I assumed it was something like £1,000 more than the first. Mr. Light said it was probably larger, but he did not think quite so much. That increased work was to be paid for according to the schedule of prices in the contract ; when the first contract was made it was not settled where the bridge was to be ; the present site is the best for all parties.

We had all of our timber according to the specifications on the spot ; 18 feet piles —40 feet piles were ordered after we had commenced driving the 18. We found quicksands which required the increased length ; the 18's were still used, but an extra was allowed on account of the difference between 18 and 40. The way I have returned the difference which makes the extra on account of the piles amount to £2,000 and upwards. Nearly that amount of allowance is included in Mr. Light's estimate monthly ; I considered it allowed from the first time it was put in. Mr. Campbell came about time of increasing length of piles. This is still a matter subject to Mr. Parker's decision in my opinion. It was referred to him. The toe-stones, £100 allowed. The cutwaters is an extra ; £100 or £125. Also the cap stones on which I have been allowed £50 on account. Have also been allowed on the extra footing courses, about £1,000. They have allowed some extra for pumping, £100 about ; some other small items ; also the diversion of the river, about £400 ; also something for filling in about abutments £60, or about that. About £1,200 more for things underrated and small things, which now I can't think of ; the items of all these charges have been all rendered to Mr. Light in my monthly estimate up to two months ago. After Mr. Campbell left and Mr. Boyd came on he kept all account of extras separate, and everything has been satisfactory so far as the returns since he came. He has returned some £1300 which he considers in excess of the contract. That is included in the £5,000 above. Of this £5,000, I think £3,000 and upwards has been allowed by Mr. Light. There will be more extras yet before the work is done. We thought when we took the contract the bridge would cost £15,000 or £16,000 ; or rather when we signed the second plan ; the first plan we also signed the same day ; that was the plan for the contract, the second plan was the plan to build by ; this was two months after we were notified we had the contract.

I think the Bridge will cost, if I am allowed my just claims, between £16,000 or £20,000. It is a hard matter to come nearer, on account of the accidents and delays, and the stones being measured at the quarry by a Government Inspector, and afterwards cut over to satisfy the Inspector, Mr. Campbell. The delays principally have been in cutting this stone over.

The accidents—First, one Engine blew up, and killed a man, that delaying us six weeks. There was a delay afterwards in the way Mr. Campbell required the stones to be laid, and his interference.

The Bridge will be done sometime in August, depends upon the freshets, may be in September.

W^e

We had delays in consequence of the quicksands which we did not know were there. I had piles left when I finished the job. I said I had got money without Mr. Campbell's certificate; and I did not care for his measurements. I invariably get Mr. Light's certificate before getting pay from Mr. Jardine. He was very particular in that respect.

I did tell Mr. Campbell that Mr. Light had brought me £250 in debt according to the returns that Mr. Campbell had given, and that I had got money from Mr. Jardine notwithstanding; but I do not remember what I said, I might have said £900.

Boyd and Campbell went round and measured the stones, and I sent a man with them.

The first time Campbell said he measured, I was dissatisfied; he guessed at it, and told me he did. After this it was Boyd, and he measured.

He guessed at half the stones, some of them were in the water. The subsequent measurement by Boyd and Campbell of the same stone gave more.

A man named Nichol came to the works to measure after Boyd and Campbell.

I think £150 of the debt Mr. Light brought me in was owing to improper measurement by Campbell. Mr. Light has never admitted to me that the measurements made by Mr. Campbell were wrong, but he rectified these amounts.

April 4th, Monday, 1859.—Committee met.

James Johnson.—I am the Accountant for the Railway Board. Have been since last July. I made up the Accounts as set forth in the Commissioner's Report, and also in Mr. Jardine's explanation of 25th March, 1859. I have been always accustomed to Accounts, principally as Accountant in the Bank of British North America; this is the first time I have ever turned my attention to Railway Accounts. I went on to Portland in the early part of July 1858 to study the Grand Trunk system of Accounts, I was there a week. Our present system is a modification of the Grand Trunk system, the details a little different.

The difference consists in the classifications not being so extended as the Grand Trunk. The subdivisions of the general account are not so numerous; the general account is that in which the whole expenditure ultimately appears. For instance, the account called the permanent way in our account has only four divisions. I think in the Grand Trunk it has six. Our object is to condense as much as is consistent with lucidness. I think it is as available for the detection of errors, and sufficiently extensive for the amount of our undertakings. The Grand Trunk system I believe works well.

The permanent way account means all moneys expended for the construction of the Road, including cost of materials of every description; but it does not include Engineering buildings or rolling stock. To shew how it will appear when finished I state that as each Contractor's work is concluded, the total amount of his expenditure is charged to permanent way.

I state in order to explain the difference between Mr. Light's accounts and mine, that Mr. Light's were intended simply as an approximate estimate, and his dates do not correspond with mine; his being made to a later date generally, and in my accounts the sum total of all the expenditures for work and materials is made up to 31st October last; therefore on the same item, my accounts might include more or less than his.

In Mr. Light's account, page 78, Table A, No. 9, of the Report, Moncton Wharf is charged at £498 12 7. In page 8, Title Buildings, it is charged at £559 16 6. The latter is my account of actual expenditure including an amount of logs and labour, which did not come into Mr. Light's department, and of which he would have no account.

In the case of the Moncton Station, again at Table A, page 78, Mr. Light charges it at £1,556 7 5; at page 8, Title Buildings, it is charged at £1,554 14 11,—observe that there is also charged in the latter case just below £318 18 3 for freight shed, &c. and other items following—the small difference is probably included in one of those other items; but I can't say in which, because I don't know how Mr. Light made out his accounts.

April 5, 1859.—Committee met.

Mr. Myers produces his calculations, as directed to be made at a previous day, (March 30,) and which are marked severally, No. 1, April 5, No. 2, do., No. 3, do. *Vide* Appendix, Nos. 11, 12, and 13. Also certificates of character from John A. Poor, A. P. Robinson, C. E., John Wilson, President Saint Andrews Railroad, J. M. Balloch, President Shelly Railroad Company, Kentucky.

Mr. Myers' calculations are as follows:—

No. 1. Is an approximate estimate of work he thinks unnecessary on Lawlor's Lake Bridge, and an entire loss to the Province, ....	....	£4,041
No. 2. Grades and Slopes, shewing that a saving could be made one way of ....	....	40,000
(And in another of £60,000 or £70,000.)		
Rock cutting, ....	....	6,369
In regard to first class masonry, £5 or £6000, ....	....	5,000
2nd class Masonry or Box Culverts, from £15 to £20,000, ....	....	15,000
No. 3. If there had been good Contractors and competent Engineers on the line there would have been a saving of £20,000 to £25,000, and a saving by not macademizing of ....	....	2,400
		£72,909

No. 4. Is a plan shewing where saving could be made in slopes.

Mr. Campbell submits certain plans and calculations pursuant to directions.

No. 1. Is an account of loss from improper mechanical construction on 23 miles, shewing loss of £3,045.

No. 2. Plans of Robinson's Meadows and work at Girder Bridge.

Mr. Light.

I am the Chief Engineer of the Road. (Presents certain Statements and Certificates which are read, and filed herewith, *vide* Appendix No. 14, and continues:) I have been engaged, 20 years altogether in my profession; 17 years of that time actively engaged in the construction of works, and the 12 latter of which continuously engaged on Railways, and have never been discharged, but invariably resigned my situations for better ones, and by solicitation. I came to the European and North American Railway in May 1856, and took charge of it at once. I found about

about £17,000 worth of work done as nearly as I could estimate between Shediac and the Bend in scattered portions ; no one portion being complete.

I found the location surveys of the whole line from Saint John to Shediac had been made by Mr. Giles, and some little work done at Lawlor's Lake and Harbour's cut, and the road partially graded from opposite Jardine's to Moose Path. The whole value of this last work done was estimated by me at £2,187 10s. After receiving my appointment I received a letter from the Provincial Secretary, dated 28th July 1856, directing me to consult the Hon. E. B. Chandler on all matters relating to Railways.

Before this I had received a letter dated 31st May 1856, from Provincial Secretary, R. D. Wilmot, directing me to examine route between Point du Chene and the Bend, and furnish an estimate of what would be the probable expense of completing the same, and to draw for £200.

Upon receiving this, Mr. Chandler and myself went to the Bend and walked over the line. I had Mr. Giles' plan, and made up an approximate estimate of what I thought it would take to complete the line on those plans. I think that estimate was about £61,000. It was based entirely on Mr. Giles' plans, but without any surveys or measurements, and on Mr. Giles' specifications and on his plans, we did not make or design anything of our own at that time. I gave that estimate to Mr. Chandler, and he laid it before the Government.

Shortly after I received a letter from Mr. Wilmot, Provincial Secretary, to let the works as soon as possible, upon that estimate and those surveys, without any further surveys. I several times impressed upon Mr. Chandler that it would be better if we could take more time to make full and elaborate surveys, and to employ a sufficient staff of Engineers. Mr. C. thought this would take too much time, as he thought from the lateness of the season, the works could not be let at all that year, if it was delayed to make the further surveys before spoken of. I explained to him that if he let it upon a schedule of prices that the works might be advertised to be let within some six weeks from that time, and be commenced, (this was about the latter end of June)—while from the great difficulty of getting together a proper staff of Engineers at so short a notice in a country like this, where assistance of this nature cannot be procured in a reasonable time, that if he made proper surveys, the letting should stand over until the ensuing Spring. Upon this he decided upon letting at once upon a schedule of prices without making any surveys, but using the surveys and specifications of Mr. Giles.

Mr. Giles left nothing but the original surveys of the ground. All the surveys of the work in progress, including cross sections and diagrams of earth and other works in progress, he refused to give me, saying they were the property of his employers, and for their benefit, not for ours.

The Committee will perceive that without these plans, shewing the state of the works, or other plans made by myself of a similar nature, it would be impossible to arrive at an accurate estimate of the quantity of earth work required to complete the track. By the aid of some unauthenticated notes that I found in the drawers of the office, and by information obtained from Mr. Lumm, formerly an Engineering Surveyor in the employ of Mr. Giles, and from a careful examination of the existing state of the ground, without the aid of any borings, or test pits, or instrumental surveys, which would have been necessary for an accurate survey, by these means I made an
approximate

approximate estimate of quantities, which approximate quantities were applied in the comparison of tenders which were published in the Journals of 1858, and which will account for the differences between those comparisons of tenders and the final cost of this portion of the line.

In further explanation I would state, that, with the consent of Mr. Chandler, it was decided about September or October 1856, to enlarge the specifications from the sizes adopted by Mr. Giles to those adopted at present. The width of embankment as per Mr. Giles' plans were fifteen feet on top; ours are twenty feet. The cuttings by his plan, as far as completed, were twenty two feet; ours are not less than twenty four; and ours are widened in some instances beyond this width where additional drainage is required.

These alterations were to apply to the whole line of route, and were upon my recommendation. This recommendation was entirely verbal. There was no written report. All my communications with him were verbal. He was constantly on the works and in the office, and was cognizant of every thing that was done. My reasons for this recommendation were as follows: I conceived that 15 feet embankments at subgrade or formation level, with slopes of $1\frac{1}{2}$ to 1, to be a mistake, and impracticable for any good road. In the first place, the proportion of ballast Giles proposed to put on the road with the slopes that such material will necessarily take with the minimum width, 12 feet at base of rail as usually adopted upon ordinary railways in the United States and elsewhere, would have required a width of base to stand upon of at least 17 feet to be permanent; by this it will be perceived, the base of ballast would have been two feet wider than the road bed on which it rested; therefore a portion of the ballast, if laid on the road, must necessarily have gone down the sides of the slopes. It is likewise usual to have a beam of 18 inches on either side of the road between the foot of the slope of the ballast and the outer edge of the earth formation, to prevent ballast from wasting over the edge. These two beams, making three feet, added to the minimum width of ballast, 17 feet, makes 20 feet.

(Refers to Report, page 69. Extract from Hutton Gregory.)

This recommendation of mine is agreeable to the practice in the United States. I never knew a good road in the United States with less than 18 feet width at subgrade or formation, subgrade being 2 feet below rail height.

I account for the mistake made by Mr. Giles in this way; the same mistake was made by the same firm, Jackson & Co., in Canada on the Grand Trunk and on the Richmond and Quebec, and subsequently rectified and paid for as an extra. It involved upwards of a million of yards on the Richmond and Quebec Railway, of 92 miles in length. (*Vide* Hutton Gregory's Report.) The mistake may have originated thus; the width of 15 feet is commonly specified on good roads for embankment at finished height; this would have made a width of 21 feet at formation or subgrade level, which would have been not an unreasonable width; the mere substitution of the word "finished height" instead of "formation level" would have corrected the discrepancy. Mr. Laurie, of Nova Scotia, taking same slopes, $1\frac{1}{2}$ to 1, recommends 22 feet, I think.

I did not know of the mistake on the Richmond and Quebec or of Hutton Gregory's Report at the time I made this recommendation; I merely judged of it from my own sense of what I knew to be right.

To shew that the specifications of the same Company (Jackson & Co.) and their Engineers were not correct, I refer to the proceedings of the Grand Trunk; fourth annual general meeting of shareholders, published Toronto 29th September 1857, page 28, Report of C. Hutton Gregory, an Engineer sent over by the London Board.

April 6th, 1859.—Wednesday.

Committee met.—Mr. Light's examination continued.

At the same time I made the recommendations referred to yesterday, I also recommended certain alterations in the location between Moncton and Point du Chene. There were 6 curves, reverse curves thrown out and straight lines substituted in the neighbourhood of Humphrey's Mill Road, and Harris' Mill Stream. The line in those places had been partially graded. The distance was probably a mile; the ultimate amount of work was not increased, even tho' we threw away the work that had been done, because there was some 30,000 yards still to be put in at Humphrey's Mill, the earth for which was all procured out of the newly adopted line, which otherwise would have to have been procured from a borrow pit at a similar cost per yard; the same thing was done at Harris' Mill stream, for the same reason and with the same results. I should think the value of the work that had been done before the alteration was £650. It had been determined on in October 1856, with Chandler's approbation. I further recommended other changes in the neighbourhood of Moncton, but as they involved additional costs, a good deal, Mr. Chandler did not feel himself justified in adopting them. I further recommended the abandonment of the Cape Brule terminus, as after a careful personal examination of the cost, and conversing with all the Pilots of that neighborhood capable of giving advice on the subject, I became convinced that it would be impossible to erect suitable wharves at Cape Brule that would withstand the tempests of the open gulf with any reasonable expenditure, £100,000 say; piles had been driven there as an experiment by Mr. Giles, and they all had been cut off in the ensuing Spring by the ice. I therefore recommended the terminus at Point du Chene, and the erection of a wharf in the present position, as being the safest, cheapest, attained with the shortest distance of Railway, and perfectly sufficient for the present and prospective traffic of the Road. There is fourteen feet depth at low water at the end and for about 300 odd feet along the wharf on the inner or protected side; the external side is not used now, and it is now filling in and making land, and will protect the wharf. The Island Steamers came there at all tides without trouble; cannot say about the Quebec Steamers. The wharf was virtually completed in the Autumn of 1857, but was not finally finished before Spring of 1858. The cost of work to be done in Spring of '58 at the utmost would be from £500 to £1000 I think. It was not taken off the hands of the Contractor until finally completed. It was built under the supervision of Mr. John Davis, Builder, of Fredericton. It was commenced under Mr. Compton, a wharf builder at St. John, appointed by W. H. Scovil. I objected to him and Davis was appointed in his place. He left about the end of December 1857. After that I know not who was appointed. Atkinson was proposed by W. H. Scovil in the first instance as Inspector of that wharf. I objected to him at the time as being bondsman for Messrs. Walker; but I have since been told incidentally that he was not. I was under the impression when I gave my evidence before

the Committee last winter that he was, otherwise I would have had no objection to him. I can't say whether he was appointed in 1858 to finish the wharf; the wharf only had the ballasting to be done, and required no further inspector. Davis had his specifications and instructions, and followed them. I believe him to be an honest man. I believed that the Commissioner who lived in that neighborhood would look after that work very closely as Mr. Jardine looked after work at St. John. I have an impression that last winter before the Committee I did state that I had been interfered with in that work and had written to the Board that I did not hold myself responsible for the stability of the work. My reasons were that if any Commissioner gave orders about the work of which I had charge I would not hold myself responsible. I am prepared to say the work was as well done as I could have done it myself.

The principal cause of complaint I had against the Commissioners was the appointment of Inspectors at first without my knowledge. Davis was appointed with my full concurrence. When I spoke of the Commissioner who lived in the neighbourhood, I meant R. C. Scovil; when I said I had written to the Board I meant the old Board, W. H. Scovil and his Co-Commissioners. The stone that was put into the Shediac wharf was the stone that I always intended should go in. There may have been conversations in the room at the time of the letting, of which I know nothing. There were some complaints of the resident Engineers, but I hold myself responsible for nothing that is not to be found in my own specifications. I do not know that the wharf will have to be raised to prevent damage from waves rolling over it. The little lantern shanty on the entrance northeast end has stood uninjured through all the gales of the last year.

I located that wharf myself. I had left instructions with the Resident to have the location carefully sounded and surveyed while the ice was there, which unfortunately was not done in as elaborate a manner as it should have been done. At the time the wharf was let, which I think was in May 1857, and when it became necessary definitely to locate the site—in June I think—I went myself to the spot, secured the services of the two most reliable pilots, Messrs. Milne (who themselves had made a Chart of the harbour under Captain Bayfield,) and with the assistance of Mr. R. C. Scovil, then not Commissioner, but who had a large shipping business in the vicinity of that point, I devoted a week to the surveys, soundings, and location of this wharf; and after hearing all the opinions I could get, and taking the soundings under my immediate inspection, I located it in its present position as being the best, all things considered, for the interest of the public. My judgment was influenced by no one in the selection of this site, and I conceive myself solely responsible for the selection, and am still satisfied it was and is the best place.

In the Specifications it was stated distinctly that the site of the wharf would be hereafter more precisely defined. Before the work was let there had been soundings by Mr. Perley, one of the Assistant Engineers, but not sufficient in my opinion. The soundings had been quite sufficient to guide a person in making his tenders; there was a centre sounding and soundings 50 feet each side. I don't think any claim for extra work was made.

I also pointed out to Mr. Chandler what I thought would be a marked improvement in the change of the whole line from Moncton to Point du Chien,—perfectly straight, by which a straight line would be substituted for a series of curves, and the distance

distance shortened two or three miles. This would have involved the entire throwing away of all the work done by Jackson, and therefore Mr. Chandler hesitated to adopt it.

I have now the estimate I referred to yesterday for the line from Point du Chien to Moncton, made 20th July 1856. It amounts to £62,716, and I wish to explain the reason why it was exceeded. The earth works on the finished surveys afterwards were increased 80,000 yards. I have stated my estimate was £62,716 on Giles' data to complete. The actual cost of the work, deducting the £17,812 done by Jackson & Co., was £74,719, including all miscellaneous accounts and maintenance, to which add £5,562 for soiling and sloping and iron girders for Scadouc Viaduct, making total cost £80,281. (I have no idea what Mr. Giles' estimate was for that work. I had no means of knowing.) The excess of £17,565 over and above my estimate of £62,716 will be accounted for by the following items:—1st. An addition of 30,000 yards of earth work. 2nd. Superior bridging; and 3rd. The addition of six under and over bridges in the town of Moncton, not contemplated in the original specifications, substituted for level crossings. 4th. The addition of a track or extension of the Railway three quarters of a mile to the wharves at Moncton.

These items monied out at the current prices will fully account for the difference in the estimates.

There are two bridges now on the road at little Scadouc and at Cook's Brook built by Giles, now unsafe, and will require to be immediately renewed, and will probably cost £1,000. They should be renewed by the substitution of stone culverts and earthen embankments as has been done in almost all other places where similar structures were contemplated by them. They are to be strengthened this Summer and will be renewed as soon as convenient. I think that these bad bridges and the bad location between Moncton and Cape Brule, and the works Giles had done, (which if abandoned for the better location suggested by myself, would have remained a lasting monument of the Jackson folly,) lessen the value of what we got by the purchase from them, but still I think we got the full value of our money, and I make up in this way:—

1st. For rails 3,000 tons, and other items mentioned in page 76 of Report, Table A, No. 7, (after deducting £2,000 as value of plant after work is done, ....	....	....	....	£56,264	0	0
2nd. The whole value of Plant to us, is	....	....	....	20,000	0	0
3rd. Work done at Saint John,	....	....	....	2,187	0	0
4th. The whole value of the surveys between Saint John and Shediac, Saint John and Calais, and Shediac up the North Shore, with their accompanying Plans and Sections,	....	....	....	30,000	0	0
Total				....	....	....
				£108,451	0	0

This is exclusive of the £17,812 worth of work done at the Bend.

Refers to page 56 of Report, as to value of surveys.—“ The present excellent location of the European and North American Railway is mainly attributable to the numerous surveys and plans previously made of it by several eminent Civil Engineers. The first survey was made by John Wilkinson, Esquire, an exceedingly
“ careful

“ careful and scientific geodetic Surveyor, whose accurate and very superior topographical plans have been of the most essential service. A survey subsequently prosecuted by Messrs. Beattie and Campbell, well known in the profession; afterwards by Frank Giles, Esquire, assisted by a very competent Staff, whose comprehensive profiles and plans were of the greatest value in selecting the present location, (these being subject to the approval of A. C. Morton, Esquire, the Consulting Engineer.) All the Gentlemen above referred to, contributed to render the final survey and location comparatively easy, and gave to their successor and the Province the benefit of all their previous labors and experience.”

April 7th, 1859.—Committee met.

Mr. Light tenders a protest against the calculations and papers delivered in by Mr. Myers and Mr. Campbell on April 5th, which papers, on the rising of the Committee that day, were handed Mr. Light for examination, and returned to the Committee yesterday morning.

Protest received and read. *Vide* Appendix, No. 16.

Mr. Light wishes to state the authority for the changes on the road, and refers to pages 4, 5, and 6, of Supplementary Report, with passage—“ There is no information in possession of Commissioners;” previously cited and referred to.

Mr. Chandler remained in power until April 1857, and I was in constant communication with him on all matters relating to Railways at the Bend and at Saint John, until the appointment of the first Board. The works at Saint John were commenced in November between the three mile house and Gilbert’s Island, on a private contract made with Charles Walker. The works between the Island and Mill Pond in December, near Christmas, 1856, on a private contract with Brookfield; all the work done there was done under the authority of Government.

Tenders copy of letter from Hon. J. H. Gray, dated 10th Nov. 1856. Received and read. See Appendix, No. 17.

The propriety of letting the works in this way at that time was discussed and approved of. Had we waited for public advertisements, which would have required three or four weeks, the Marsh would have been frozen up. The season was very open, and the cutting between Gilbert’s Island and the three mile house went on with great rapidity. Wages were low at that time, and laborers at 4s. per day.

The object with which this work was done was (by facilitating the carrying of laborers and materials out to the Moose Path) to enable us to get the rock cutting contract beyond at a cheaper rate. The present line from Mill Street to opposite Jardine’s was the original and primary location, and the curve at the bend of the Creek and Gilbert’s rock, and at the Mill Pond, were merely temporary diversions for expediting the work,—those points being heavy.

The same work from Gilbert’s Island out was part of the permanent road, and also whatever excavation was cut out of the summit, either rock or earth, on the part from Gilbert’s Island to the Mill Pond, and carried into permanent embankment, was also part of the permanent way. The embankment in the brick yard had to be lowered about two thirds of the way, and the embankment from Stanley Street to the Engine House also.

No rails were carried from Mill Pond to Moose Path. Sleepers were carried; fencing stuff; Contractor’s small stores; these were all the materials I remember.

Mr.

Mr. Jardine wishes the following question to be submitted.

Did not the laborers enter and stop generally at Gilbert's Lane Station, after the Cars commenced running?

Answer—I think all the laborers that came from Brussell's Street got in at Gilbert's Lane: for a portion of the time, the trains only ran from Gilbert's Lane; afterwards they ran through to the Pond, and left laborers at Garden Street and at Harris & Allan's Foundry. I can't say how much this process was adopted, but I have myself many times ridden to those points on the laborers' train and with laborers.

The carrying the work to Mill Pond was done with my full approbation and consent at the time. It was contemplated at that time by the then Government to have the Station at the Mill Pond.

Mr. Lawrence, referring to page 12, statement shewing cost of construction, &c., "between Gilbert's Lane and Mill Street being £7,925 18 5," asks the following question:—

Where did the ballast come from to ballast the road between Gilbert's Lane and Donovan's Cut?

Answer—The principal portion of the stone ballast came from between Gilbert's Lane and Garden Street.

Question—Was not a large portion of the £7,925 paid to D. P. Myers for excavation of rock between Mill Street and Gilbert's Lane to make ballast that was used on the road between Gilbert's Lane and Donovan's?

Answer—I did not charge the excavations of the rock, (that was required for ballast,) to that division from Mill Street to Gilbert's Island. Turns to page 73 of the Report.

There is a certain portion of the excavation of that piece entirely outside of the track, (whence ballast has been taken) charged to Stations, because it would have been necessary to make those excavations for the Stations.

I do not consider the £4,191 at all extravagant for the work done between Gilbert's Lane and the Mill Pond. It is a heavy division of the road, and that expenditure was all necessary to the ultimate completion of the road, some part temporary and part final. I will, by permission of the Committee, deliver in a statement to-morrow.

The whole cost of the work done during the Winter of 1856 and 7 between Gilbert's Lane and the Mill Pond, including £344 of permanent sleepers, as per contract exhibited to the House in 1857, was £2,530. The portion of that I conceive to be permanent, including the pile bridge into the Mill Pond, which is necessary for a freight track, is £1,679, leaving for temporary purposes £851, and in my opinion then and now, that temporary expenditure was justified for the final purposes and objects of the works. Had that expenditure not been made, there would have been no dividends.

April 8th.—Committee met.

Mr. Light delivers in the statement last above referred to. See Appendix, No. 18.

The present station in Saint John is at the foot of Dorchester Street, and embraces 5½ acres at Gilbert's Lane. At Dorchester Street we confine ourselves to our 100 feet, within which the Station buildings stand, the passenger shed. The former Com-

missioners had taken $1\frac{1}{2}$ acres at Gilbert's and 5 acres at the Mill Pond, in addition to the track. I had recommended the Mill Pond itself which contains 10 acres, but the law only permitted 5 to be taken.

The selection of the 5 acres in the Mill Pond for Station grounds was by my recommendation.

My reasons were—I considered the place central; its conveniences to the water were great; the buildings on it were trifling. The ground would have had to have been filled up; the front on Mill Street would have been 210 feet; Mill Street is the main entrance from Indian Town and Portland to Saint John.

I did not change the site. It was changed by the recommendation of Mr. Parker, who gave it much attention and consulted with me. I think the present position more central and more easily approached.

If the road stops at Saint John, the Mill Pond is decidedly the best terminus. If it is continued to the westward as the European and North American Railroad, the present location is the best. By remaining on the present position, it retains a certain elevation sufficient to carry over the level of Mill Street, and likewise sufficiently high above all the wharves between Mill Street and the Straight Shore to allow the local business to be done underneath the Railway without interference; while had the Mill Pond terminus been retained, all these points must have been crossed upon the level to the serious disadvantage of the local trade; and the height retained would have assisted in overcoming summit between Saint John and the Falls, and without that we could not have kept within the grade of 45 feet to the mile.

For the freight business of Saint John it would be better to keep the level of the wharves, it would be necessary, and was so intended; there are lumber yards along the Straight Shore, from the Mill Pond to the summit, which should be accommodated. It was the intention, and is, in case the line is continued to the westward, to ascend from the western limit of the present passenger station upon a gradient of 45 feet to the mile, attaining a height of 20 feet above Mill Street, thence continuing on the level of that elevation along the north margin of the harbour to the intersection of the Straight Shore, thence with an ascending grade to the elevation of the Falls. This applies to the through passenger traffic. The present elevation is about 8 or 9 feet above what the Mill Pond Station would have been.

It is proposed to accommodate the freight and local traffic of St. John by descending from the western limit of the present passenger Station, and passing close to the north side of the main track to the level of Mill Street, and thence diverging as trade requires; no arrangements have as yet been made for this extension to the wharves, though I have delineated three feasible modes for reaching the Harbour.

Mr. Tibbits.—Did you not consider it better that the road should be brought at once to the level of the wharves passing through the different lumbering establishments, rather than building the elevated line, if the summit can be overcome?

Answer—I first took the line into the Mill Pond and located it on the level from the Moose Path to the Mill Bridge, proposing entirely to cut down the intervening summit at Garden Street. I am not responsible for the change, and I decline to impugn Mr. Parker's opinion. He is a much older and more experienced Engineer than I am, generally, and has had particular experience in the working of Railways after construction, and their ulterior effects upon communities.

Mr.

Mr. Tibbits.—Do you not consider it would be attended with a large expense building two lines one alongside of the other, and one 20 feet above the level of the other?

Answer—It will be attended with considerable expense, but not so much as you suppose. It was proposed to build the elevated line upon wood, iron or stone trussels, but this is entirely problematical, as nothing definite has been determined on. If made of iron or stone, the extension would cost much more than if made of wood. There are 6 or 7 Railroads in Boston on pile bridges, preserved from fire by asphalt roofs.

I will mention the different modes of access to the present Station:—

Starting from the Market Square, through Dock Street and Pond Street to the Station, and that will be the principal access from the business part of the City. We do not contemplate any expenditure of the Railway Department on these Streets. From King's Square, directly down Jeffry's Hill to the Station; no expense upon the Railway Department with that. Foot Passengers from Germain Street and King Street, down Dorchester Street, directly to the Station. Some repairs will be required in Dorchester Street, but they are not contemplated to be made by the Railway Department. Passengers from Suspension Bridge, Indian Town, and Portland, directly to the Station *via* Paradise Row. Passengers from Brussels Street, Marsh Bridge, &c., *via* City Road. The Mill Pond Station would have but one access through Mill Pond Street itself.

Taking all things into consideration, I approve of the change. The value of land had something to do with the alteration of the site materially. I was led to suppose the whole Mill Pond could have been purchased for £10,000. That was what Scovill and Hatheway, the former Commissioners, thought it would probably be. I have understood the proprietor asked four times that for half of it.

I do not know what the proprietors asked for the present Station grounds. It is in the Report. I do not know how the value was determined; Report will shew.

Mr. Jardine here mentions that the cost of the present Station grounds is £5,870, and refers to page 123 of the Report.

April 9, 1859, Saturday.—Committee met.

Mr. Light continues.

As to Mr. Myers' Statement No 1, of April 5, shewing a loss on Lawlor's Lake workings of £4,134, I state that the statement is entirely fallacious, made up of guesses and assumptions, without any reliable data or cross sections, and refer you to the correct statement of the exact amount expended on this work on pages 10 and 11 of the Supplementary Report; and with reference to the item of £600, the last in his statement, as charged for expenses of Messrs. Jardine, Light, Parker, Burrowes, King, &c. &c., and that he could have done all himself at a great reduction of cost. This is all very fine, in Mr. Myers' opinion, but it is a question for the Committee to judge, whether the experience of a man on this work, neither Contractor or Engineer, but merely in the subordinate position of foreman of a two mile Contractor, is worthy of weight.

As to Mr. Myers' statement No. 2, Mr. Light says:—Mr. Myers said, the earth work has been increased one third by a system of wide cuttings, and flat slopes, &c. &c., this covering undulations, especially wide slopes on side hills—It is erroneous, as these wide cuts were only put generally in at such points, where the height of the grade

grade line was covered by high water, or where by the nature of the surrounding country it was necessary to keep the grade line above the level of the surface, to perfect the drainage. In all these cases the embankments were largely in excess of the excavations, which were widened at these points to supply the deficiency of earth. Had this not been done, borrowing to a considerable extent must have been resorted to. No additional quantity was incurred thereby, and the small increase of cost chargeable to extra lead was well compensated for by a thorough system of drainage so essential in this climate, added to an almost total immunity from slips and land slides, which are continually occurring in contracted cuttings on a side hill country such as is traversed by the greater portion of this railway.

The Engineer's Report, page 67, states that the earth works have been increased one third beyond the Jackson quantities, from calculations made upon reliable data. Half of this increase is due to the straightening of the alignment. The other half, or one sixth of the whole quantity is chargeable to widening the embankments and generally perfecting the grading and drainage.

In Mr. Giles' calculations no allowance had been made for drainage. He had intended no doubt to put in drainage, but had not marked any allowance therefor on the profiles. Our drainage quantities, that is, excavations for drainage, in some instances amounted to one tenth of the whole quantity, thus shewing that the drainage itself along the whole road would make up a considerable proportion of this increased quantity.

The slopes of embankments are generally one and a half to one; flatter slopes than this are exceptional, and are only made use of when absolutely necessary. Mr. Myers states that from 15 to £20,000 might have been saved by substituting other culvert masonry than that used. I refer you to page 158 of the Report, where you find that culvert masonry is composed of dry rubble, and with the exception of a few isolated cases not exceeding ten or twelve in number where arch culverts have been imperatively necessary, dry rubble masonry, as cheap as the nature of the case would admit, has in every other instance been adopted. From my memory of the whole quantity of masonry between Saint John and Moncton, I am persuaded that the gross value of box and arch culvert masonry on that portion is £19,940 as near as I can remember.

That calculation does not include the small bridges, and I am not aware at this present moment of anything that had to be built over and paid for on the line. On Section 8 there were three and four culverts built by Dillon P. Myers that had to be pulled up again and re-built, but they have not been allowed for. The culvert at Donovan's Meadow built by the same party failed; and the alterations spoken of by Mr. Campbell and Mr. Myers as shabby masonry, were culverts that had to be lengthened.

The bridge at Torryburn has cost no additional expense from tearing down. Mr. Myers was paid £100 additional work for finishing out the coping and completing the masonry; the further sum of £12 10s. was paid for pointing that masonry in cement, it having been laid in lime.

The total cost of bridging is shewn at page 68 of Report to be £58,497; this includes £10,000 of arch culverts, and is exclusive of three iron bridges, but inclusive of all the wooden superstructure, which is a large item. This would leave £48,000 to be added

to

to the £19,490 to cover all bridging of every description (except the three iron ones before mentioned) between Saint John and Moncton. The three iron ones are not included in this calculation for reasons shewn at page 68. Mr. Myers states that there are about 5 miles of road diversions on the last letting of 28 miles, and that a large saving would be made by omitting the macadamizing on these portions. The actual quantity of road diversion on this division is under one mile, and no portion of road diversion from Saint John to Shediac is macadamized or to be macadamized by specification except the diversion at the Girder Bridge near Saint John, and this was done because stone was plentiful and gravel scarce, and it was the most economical way of doing it.

Mr. Myers states that large sums might have been saved by the omission of embellishments, &c. on bridges. I conceive that the bridges are just what they should be, and that the statement with reference to the saving on bridging and culvert masonry is quite as erroneous as the diversions and macadamizing.

Mr. Lawrence refers to page 93 of the Report, and asks if Mr. Parker was not of opinion that money might have been saved by adopting less expensive masonry?

Mr. Light reads (pages 92 and 93)—“The masonry consists of abutments and piers for bridges, walls and arches or other covering for culverts; these are of a high quality well adapted for durability, and generally very creditable to those concerned. It is not improbable indeed that it may be found safe in some of the works yet to be built to lower the standard of quality, or substitute a different class of masonry, and thereby reduce somewhat the cost. This however must be confined to the less conspicuous and lighter works, which are only important as a matter of expense in their number and aggregate amount.”

There have not been the slightest alterations or any diversions in any of the contracts let on those 28 miles that I am aware of, and I have forbidden any without passing through me or the Board on any on the line.

As to No. 3, I observe a charge that a portion of Walker's Section No. 3 was re-let without advertising, and the finishing of Sections 2 and 3 in the same way. On referring to the contracts, for all the six Sections between Saint John and the nine mile house, and Moncton and Shediac, it will be seen that firstly,—they were all price contracts; 2ndly. That the locations were not fixed before letting; 3rdly. That they covered all the work on each respective Section; 4th. That a power was reserved to shift the Contractors from one Section to another. I acted on these conditions of these contracts, under the Government, under the first Commissioners, and under the present Commissioners, by moving Walker on to Myers', Myers' on to Walker's, and Brookfield on to both, (*i. e.* their Sections,) as the interest of the works from time to time required.

The work was not contained in Contracts, namely track laying and ballasting was publicly advertised and given to the lowest offer, and Brookfield and Conolly got them. The work included in contract I had no power under the contract to re-let, because the contracts did not specify any particular work whether bridge or embankment, but that all should be done at prices, with exception of track laying and ballasting above mentioned, and failing prices in the contract at the Engineer's estimate.

Question—Was the finishing the line of Railway, putting on the gravel, raising the track to its proper level, &c. from Gilbert's Island to Appleby's ship yard, let at public auction, or by public advertisement? (Memo.

(Memo.—This question arises out of two papers placed before the Committee by Mr. Myers, namely, “a blank schedule, and supplementary specification of mode of finishing the works on these sections.” Mr. Light states that these papers were given by him to Mr. Myers for the purpose of facilitating a final settlement with either Myers or Brookfield, to whomsoever he, Mr. Light, should decide should finish up the work. Mr. Lawrence Myers says the papers were given to him by Mr. Light to make a bid in his own name for that work, and also that similar papers were sent to Mr. Powers.)

Answer—The work was not let by public advertisement for the following reasons: The whole work had been previously let by public advertisement in January, 1857, and by the powers reserved in the contract, I furnished those detailed specifications to Messrs. Myers and Brookfield, two of the Contractors, and I could not properly or legally have offered those specifications to any but them, and Walker, Rankine & Walker, who were Contractors on that same division, and when I gave that paper to Mr. L. Myers I did it supposing him to be the agent of his brother. I always paid his brother and not him.

Mr. Light refers to last clause but one of specifications attached to form of contract for that particular division. Report, page 162. “For more full and perfect explanation of the form and dimensions of materials and parts, and of the manner of constructing the works, it is understood that detailed plans and specifications, with bills of timber and iron, will be furnished from time to time by the Engineer, who will also give such directions from time to time during the progress of the work, as may appear to him necessary and proper, in order to make all the work in every respect complete and perfect; and the said plans, specifications, bills of timber and iron, and directions, shall in every respect be complied with.”

If I did give a copy to Mr. Powers, or if he got one from the Office through Mr. Stone, it was under the impression that he also was the agent of Dillon P. Myers.

Mr. Lawrence—You state that the work referred to in those two papers was let by public advertisement in January 1857, to be completed 1st October 1857, as appears by copy of contract; then why were those two papers, bearing date 10th September 1858, issued from the Office for the completion of work which was to have been done twelve months before?

Answer—I have answered that question already. It was by virtue of the powers in the contract already referred to; and the reason the work was not done by the time specified, was in consequence of the great delay that arose in the Spring of 1857 from the commotion in the Government. I could get no moneys to force on the works sufficiently at that time. 2ndly. The work had been let without surveys, the contractor undertook to do a certain amount of work in a given period; the actual amount of work he did do was double what he undertook to do, and therefore required a proportionate extension of time.

I say no new tenders were issued; had new tenders been taken they would have been advertised for. I think the present Commissioners have studied the economy of the road very much, and have expended the moneys very judiciously.

With reference to Mr. Campbell's statements handed in, I do not think them worthy of notice, because Mr. Campbell, though a very capable and competent man, I doubt
not,

not, in his own business as a builder, in my opinion has had no experience upon Railways and knows nothing about them, and therefore is incompetent to give any reliable opinion upon matters out of his own line of business. He gave me satisfaction as Inspector of Masonry at Hammond River Bridge, and I never knew him otherwise than sober, and he always carried out his instructions. I had very little to do with Mr. Lawrence Myers, but he gave me satisfaction with reference to the filling of the Lake with one exception that I had to pay to his brother on settling double per yard for earth and rock to that which he, L. Myers, agreed to do it for. I could not help paying it as it cost that much money. He agreed to put in the rock for 70 cents per yard. It cost 6s. 9d. currency, which I had to pay his brother, and he said he lost at that, and I believe Dillon Myers. He likewise agreed to put in earth work at 1s. 3d. per yard, and it cost and I paid 2s. The 6s. 9d. was his brother's price for rock and 1s. 4d. for earth—Lawrence Myers always said he could put it in for 60 cents. Jardine and myself agreed with him at 70 cents. In settling with his brother Dillon for this amount I reflected upon him for the difference between the cost and offer. He said, you know Lawrence. He is a great fellow to talk, but when he comes to settle up, his work costs as much as mine.

Mr. Myers here explains that the difference of price arose from a misunderstanding as to measurement. He considered it to be measured loose; Mr. Light solid; and also an additional expense of casting outside of bridge, instead of dumping—and that he never made with Mr. Light a contract with reference to earth,—and with reference to the earth they had to handle it over five times, and that was an additional amount to the original contract.

The Committee had here abruptly to close taking evidence, without completing their investigation, as it was understood the House would be prorogued on Monday.

After the Committee rose Mr. Jardine handed to the Chairman a letter dated 9th April 1859, referring to the correspondence between himself and Messrs Thorne & Lee respecting Railway spikes, which had appeared in the Newspapers. *Vide* Letter at end of Appendix.

April 11, Monday.—Committee met.

The Bills of the several Witnesses, Mr. Crosby, Mr. Jewett, Mr. Campbell, and Mr. Myers, having been put in, claiming on behalf of the three first an allowance of so much per day in addition to their expenses and board. The following Resolution was moved:—

Resolved, That the Chairman be requested to sign an Order on the Clerk of the House for the payment of the board and expenses.

Bills ordered to be paid—

Mr. Vernon Smith, £10 0 0	Mr. L. W. Myers, £24 10 0	
Mr. Crosby, 12 5 0	Mr. Wm. Campbell, 24 10 0	
Mr. Jewett, 4 16 0		£76 1 0

Passed April 13, 1859, and Bills paid.

(Signed)

J. H. GRAY,
J. W. LAWRENCE,
P. MITCHELL,
JOHN M'ADAM,

DAVID TAPLEY,
E. A. VAIL,
B. BOTSFORD.

 APPENDIX.

Letters, Statements, Tables, Certificates, &c. laid before Railway Committee.

No. 1.

St. John Hotel, January 31, 1859.

ROBERT JARDINE, Esquire,

DEAR SIR,—Having heard that there will shortly be some work to *re-let* on a part of the line, I hope you will at least allow me the privilege of giving an offer on equal terms with any other Contractor. I want nothing but a fair chance, and feel sanguine that you will not overlook me, for you know I am the only Contractor on this end of the line that was always up to time, and never disappointed you. If you accord me a job I will forfeit any amount agreed upon if I am not punctual to my promises in regard to the execution of any job I may undertake.

I am waiting patiently for a settlement with Dillon for the services rendered on Section 2, but thus far he has not had a sufficient amount of funds to spare to pay me. I hope you will shortly close accounts with him, so that I may know what to depend on. He owes me at least £600 by my contract with him, but rather than wait much longer I would willingly take a part, and make him or the Government a present of the balance. I have been kept in suspense six months awaiting this settlement, I am getting tired of it, besides it subjects me to a heavy expense with no income, so you should either give me a contract or settle with him, so that he can settle with me.

Yours respectfully,

LAWRENCE W. MYERS.

No. 2.

Railway Commissioner's Office, St. John, Feb. 4, 1859.

DEAR SIR,—I have to acknowledge receipt of your letter of 31st January. I am not aware of any work on the line likely to be re-let soon.

Your brother's general account for Section 2 has, as you are aware, been settled, and the balance paid. I have had no claims from him since.

I am your obedient servant,

R. JARDINE.

Mr. L. W. MYERS, St. John Hotel.

No. 3, (A.) Mr. Campbell's evidence.

Amount of work done at Hammond River Bridge at Contract prices.		Amount paid.	
2,681 cubic yards Earth excavation,	at 1s. 6d. £201 0 6	...	... £201 0 6
420 " Footing course,	40s. 840 0 0	200 cubic yards extra to Contract, at 60s.	630 0 0
390 " Granite ashlar,	60s. 1,170 0 0	...	... 1,170 0 0
54 " Cutwaters,	60s. 162 0 0	Dispute about Plans,	... 342 0 0
12 " " not set,	40s. 24 0 0	" "	... 54 0 0
28 " Sand Stone badly wrought,	20s. 28 0 0	...	... 28 0 0
10 " Granite Toe Stones,	60s. 30 0 0	Dispute about Plans,	... 100 0 0
1,036 " Rip Rap,	2s. 6d. 129 10 0	...	... 129 10 0
100 " Beaton,	10s. 50 0 0	Not certain,	... 50 0 0
160 " Broken stone,	4s. 6d. 36 0 0	" "	... 36 0 0
6,450 cubic feet Timber in walling and flooring,	1s. 3d. 203 10 0	...	... 203 10 0
38,054 lineal feet of Piles,	1s. 6d. 2,854 1 0	Too much,	... 3,504 0 0
11,036 lb. of Iron Bolts,	0s. 6d. 275 18 0	...	... 275 18 0
To pumping 3 Coffer Dams, at £125 each,	375 0 0	...	... 375 0 0
Materials on hand.			
200 cubic yards of Granite wrought,	at 40s. 400 0 0	...	... 400 0 0
234 " " rough,	30s. 351 0 0	...	... 351 0 0
106 " " rough backing,	10s. 53 0 0	...	... 53 0 0
243 tons of Iron Girder casting from St. John,	5s. 60 15 0	...	... 60 15 0
		£7,243 14 6	£8,394 13 6

No. 4. (B)

Amount of work and materials required to finish Hammond River Bridge.

200 cubic yards of footing courses @ 60s. per yard,	£600	0	0	
120 " " granite in string coping parapet wall caps, &c. @ 60s.	360	0	0	
100 " " granite in two piers @ 60s.	300	0	0	
12 " " ornamental cap @ 60s.	36	0	0	
26 " " granite cutwater to set @ 20s.	26	0	0	
1000 " " granite & seeked work, @ 60s.	3000	0	0	
1600 " " rip rap @ 2s. 6d.	200	0	0	
To preparing and fixing walling on the sheet piling to No. 4, Coffor Dam including 3,164lbs. of iron bolts and straps,	240	0	0	} If not done should be deducted.
To pumping foundation in westerly abutment,	125	0	0	
To raising, riveting, and completing the iron girders, 243 tons at 800s.	1,944	0	0	Cost price.
To laying and completing to track, including the slopes, probable cost,	300	0	0	
To building mortar mill, omitted,	75	0	0	To be deducted.
To finishing the wood bridge for girders, and removing the same,	100	0	0	
To removing engine pumps, machine tools and implements,	75	0	0	
	<u>£7,381</u>	<u>0</u>	<u>0</u>	

No. 5. (C)

SIR,—Having heard from several persons from Hammond River that you are in the habit of making use of my name with disrespect; if you will be kind enough to shut your mouth about me and mind your own business it will better become you; in case you persist I shall be under the necessity of making you.

And now I will give you a little advice, first try and learn your business as a stone cutter; if you do that will be something strange for a Milligan, for you are only a laughing stock for the workmen on Hammond River, and the Engineers on the line; such botches as you only makes a fool of a respectable business. You say that you could have finished the bridge during the time I was there. Now I will bet you £50 that you cannot finish even what is to do in 30 weeks, and furthermore you can not even set out the work; it is such miserable botches as you are that is the cause of all the miserable work on the line, but mind, your days along with the other sawney that put you there are numbered, and great will be the fall thereof. Had you been a young man I should have used the horsewhip to you.

St. John Hotel, 29th January, 1859.

WM. CAMPBELL.

Mr. MILLIGAN, would-be Inspector.

No. 6.

No. 6.

Engineer's Office, P. & K. R. R., Bangor, Sept. 3, 1855.

To whom it may concern :

The bearer, Mr. Carlostin Jewett, is a resident in this place, and a Stone Mason by trade ; he has just completed most of the bridge masonry on the line of this road. He has also erected large quantities on other lines in this State.

Being a gentleman of some means, I have no doubt he would carry out most fully and satisfactorily any job of work he may engage in upon any road. I therefore most cheerfully recommend him to the consideration of Engineers and Companies having masonry to construct.

J. H. SHEARES,
Chief Engineer Penob. & Ken. Railroad.

No. 7.

Bangor, Sept. 3, 1855.

To whom it may concern :

The bearer, Carlostin Jewett, Esquire, of this City, has been long known to me as a Stone Mason in the habit of contracting for structures on Railroads, where he has given the most entire satisfaction. He is a man of integrity, and deemed responsible for anything he may undertake. Parties wishing to contract for work in his line, I should consider fortunate in securing so reliable a man.

Very respectfully,

J. K. HAYWARD, *Mayor of Bangor.*

No. 8.

To whom it may concern :

Carlostin Jewett, Esquire, of Bangor, the bearer, has done within two years past the stone masonry of three considerable bridges on the line of the Androscoggin and Kennebec Railroad, under contracts with the Company, to the amount of about twenty six thousand dollars. His contracts were all complete and in time, and built in a workmanlike manner, to the entire satisfaction of the Engineer and Directors of the road.

I would recommend him as a competent and skillful workman in this branch of business, and to be relied on for his honesty, fairness and integrity in any contracts he may make.

Waterville, 28th November, 1849.

T. BOUTELLE,
Pres't. A. & K. R. R. Co.
EDWARD APPLETON,
Engineer A. & K. R. R. Co.
EDWIN NOYES,
Sup't. A. & K. R. R.

No. 9.

No. 9.

The bearer, Mr. Carlostin Jewett, who has been for two years employed on this Railway in the capacity of Contractor, has erected several important bridges in a very creditable manner, and I can recommend him to any one requiring such services as he can give as a first rate workman, and speaking from my experience I feel satisfied he will give every satisfaction.

12th June 1857.

J. R. FORMAN,
Chief Engineer Nova Scotia Railways.

No. 10.

To the Chairman of the Railway Committee.

Amount of Alterations and bad Structures on the Railway.

No. 1. Alteration of two culverts between Gilbert's Lane and the Girder Bridge, cost	....	....	....	....	£30	0	0
No. 2. Girder Bridge was raised 16½ inches causing 5 courses of stone to be reduced,	....	....	....	....	75	0	0
No. 3. Preparing 20 cubic yards of ashlar masonry for Robinson's Meadow, abutments afterwards abandoned and had to be carted to the Girder Bridge and altered,	....	....	....	....	30	0	0
No. 4. Culvert sunk into ground, the foundation bad near the Bishop's Ledge,	....	....	....	....	60	0	0
No. 5. Seven mile Bridge is shaken and would have tumbled down and is supported with cement and other repairs,	....	....	....	....	100	0	0
No. 6. The bridge at Salmon Creek is a frightful bridge and not suitable for a Railway.							
No. 7. Hammond River Bridge raised 3 feet and many other alterations and additions unnecessary,	....	....	....	....	2,000	0	0
No. 8. 6 culverts situated between Groom's Cove and Hammond River is in a shaken condition and not safe for the train to pass over, they must be taken up,	....	....	....	....	500	0	0
No. 9. The Ashlar masonry under Robinson's Meadow Bridge was no earthly use as rubble would have answered for all the bents as well as for part,	....	....	....	....	350	0	0
					<hr/>		
					£3,045	0	0

No. 10. The rubble foundation under the Engine House having been built in frosty weather, and the stone is badly set.

No. 11. Hammond River Bridge. The work done at the bridge since last December is not according to contract, and quite unfit for such a structure, viz.—the four courses of granite was set in the most severe frosty weather and will not stand as the cement is no good; the footing courses is set dry and the stone too small; for this reason if it was good policy to build the other foundations as firm as solid rock, I think it was necessary to finish the last abutment as good, and I say positively that work done in the way above described is not suitable for such a structure.

Robinson's

Robinson's Meadow. The bridge now built is quite a mistake for this reason, viz. it was necessary to open the line on the 1st of June; a bridge might have been built for £900, and filled in the embankment after the line was opened.

Fredericton, April 5, 1859.

WM. CAMPBELL.

N. B.—Gentlemen, I have only been engaged on 23 miles of Railway, and the above is a true state of the works.

W. C.

No. 11. (No. 1, Mr. Myers' evidence.)

Approximate estimate of work on Lawlor's Lake Bridge, and expense incidental thereto.

8,400 feet piling in Bridge at 2s. 6d.	£1,050	0	0
2,800 " piling outside Bridge at 2s. 6d.	350	0	0
48 tons walings or caps, at £2,	96	0	0
24 " of diagonal Braces,	48	0	0
2½ " iron bolts and straps,	125	0	0
Staging, planking, extra straps, bolts, chains, screws, and labour to repair bridge,	250	0	0
90 tons longitudinal stringers at £2,	180	0	0
Shoes, hoops, nails and labour to put on same for 160 piles at £1,	160	0	0
Labour in trimming trees for crib, carrying and placing same, sawing ice, carrying stone to sink same,	250	0	0
Casting 5000 cubic yards over side of bridge to save it, at 6d.	125	0	0
Do. 4000 cubic yards of stone over sides of bridge to save it, at 6d.	100	0	0
Inspectorship and Engineering of Mr. Jardine, Mr. Light, Mr. Parker, Mr. Burrowes, Mr. Croesdale, Mr. King, Mr. Cox, Mr. Brighane, Mr. Bartlett, Dillon P. Myers, and Mr. Hartshorne,	600	0	0
Loss on quarrying 5000 cubic yards of solid rock,	1,000	0	0
	<u>£4,334</u>	<u>0</u>	<u>0</u>

If we had continued tumbling in the trees *with all their limbs* on instead of trimming them, one half of the quantity would have answered along with the first named 4,000 yards of loose stone which were already quarried and run to spoil, to have filled the Lake, and what would have been lost by decrease of trees would have been gained in earth by dumping from the end, for the alluvial particles were not half so liable to scatter over the Lake by dumping in this way, as from dumping off the bridge, consequently I look upon the whole £4,334 as being a total loss minus what the piles filled up, say equal to £200, leaving a total loss of £4,134.

I am positive I could have filled the embankment in quicker than they built the bridge, and told Mr. Light and Mr. Jardine so.

No. 12. (No. 2, Mr. Myers.)

The curves on the E. & N. A. Railway are designed for a first class Road and as such I think them unobjectionable.

The grades also are consistent and suitable for a first class Railway, with the exception of gentle undulations through cuts and correspondingly on embankments, where I think a large saving could have been made, and the Road be equally good, although this would only apply to the parts of the Road not liable to inundation in freshets.

The slopes are extravagant whenever they exceed $1\frac{1}{2}$ to 1, in any material I have yet seen on the line, and by adopting the plan of having the mud cut out in any wet place at the foot of the slopes and replaced promiscuously with small stone taken from the excavations, the slides would be most effectually prevented at a comparatively trifling cost and make a much superior job, for wet places will slide almost as much with a two foot slope as $1\frac{1}{2}$ to 1 unless stayed with stone or brush, and stone at the foot.

In regard to the 8 feet extra width of road bed on hill side, I look upon it in most cases as being almost a total loss, and by proper judgment in grade and location cuts as a general thing can be made to nearly balance, and this without detrimentally affecting the goodness of the road. (These remarks also will not apply to parts of the road that would be liable to inundations in freshets.) After a series of calculations and from the knowledge I have of the parts of the road I have been over, and from the plans pursued on the line as far as I have seen it built, I feel positive that about one fifth of the total amount of yards of earth could have been saved, equal to 676,514 at 1s. 3d. per yard, equal to £42,282 2s., and the cuts and embankments to remain 24 and 20 in width. If the cuts and embankments were made 20 and 16 which is the usual width in the Eastern States, (the climate of which is much the same as that of this Province,) the saving would be about one third—1,127,524 yards, or equal to £70,470 5s.

In rock cuts it is advisable to have narrow ditches, as they are not near so liable to freeze and choke up in winter, therefore 20 feet is ample width, and in regard to ditches of same depth is preferable to 24 feet width; there could have been saved on this item 21,231 yards at 6s. equal to £6,369 6s.

In regard to masonry of the first class, if utility and permanency were alone aimed at and the embellishments dispensed with, (these additions could be made at any time) there could have been a saving of £5000 or £6000.

In regard to culvert masonry there would have been saved from fifteen to twenty thousand pounds, and the work just as durable, (including small Bridges.)

If there had been good judgment used in letting contracts, as regards qualifications of Contractors, and in the time allowed to do contracts, and Contractors uniformly kept up to their agreements, there probably would have been saved up to this time, 20 or 25 thousand pounds in doing so, for I am satisfied that Contractors are sustained however inefficiently they manage their work.

There is no good reason why the road should not have been finished between the nine mile house and Hampton last Fall; there is no job so difficult between those points but could be done with economy in one year if in the hands of experienced and energetic Contractors.

There was no necessity of letting any of the last 28 miles until this Spring, to have it completed in the time given, most especially if you except the masonry on Sections 10 and 16. The Bridge over Robinson's Meadow and Lawlor's Lake was not a part
the

of the original contract, consequently structures of such magnitude should have been advertised according to law.

There could have been built over Robinson's Meadow a rough Pile Bridge equally as strong and safe as the present one, for 10 or £1100, that would have lasted eight or nine years.

No. 13. (No. 3, Mr. Myers.)

The finishing of road between Gilbert's Lane and Appleby's was let without advertising. Section 5 was taken from Walker and re-let without advertising. There was no proper system of making approximate estimates on Section 2, and some months measurements were almost if not entirely neglected in making them up, and the Contractors' Accounts and Roll were resorted to in some cases

There were several times when a week or more elapsed after the usual time before the Contractor could get money to pay his men, which was a great loss and annoyance to him, and much loss.

He had to wait five or six months for a part of his final estimate after the usual time. Brookfield had to wait nearly a year for some of his final estimates.

The Messrs. Walker had to wait some eight months for their final estimate on Section 3. The system of letting work invariably to the lowest bidder is productive of great trouble to Engineers, delays in opening the line, and of great loss eventually to the Government, for in the end, however inefficient a Contractor may be, he manages to get his Bills met, and in some cases I am fully persuaded that contracts cost double what they would cost under fair management, and in justice to Mr. Light, I must say, that much extra expense has been incurred from this difficulty. The estimate to finish the line, as given in the Report, is in my opinion entirely inadequate if the balance will be built on the same principles as the past.

There are five or six miles of swamp on Sections 10, 11, and 12; some of it will average as great a depth of bog as Robinson's Meadow and greater, while more is under water the year round, and applying the same rule for settling and the same rule for measuring as Mr. Light, Burrowes, and Boyd, applied to Robinson's meadow, there should be an addition of at least one hundred thousand pounds for these few miles, but their mode is erroneous and therefore the addition should not be so great.

I am fully satisfied that the whole line is but little if any over half done, and whatever the cost may be up the present time, I think it will cost about as much more. As an instance of mismanagement in prosecuting work, I will refer you to Otty's cut, which really is a difficult job to do, but to make it *more* difficult the Contractor cut a gullet last Fall from end to end, thereby rendering the common earth almost as difficult as solid rock by exposing a great additional superficies to the frost, rendering it almost as difficult as rock to excavate.

The specification gives power to the Chief Engineer and Commissioners to order Contractors to work where they please and when they please, and it clearly was their duty to prevent such a foolish thing being done on such an important piece of work, which is really more difficult to finish than Hammond River, but as the Chief Engineer and Commissioners very rarely went upon the work, and as they have a very limited practical knowledge of actual difficulties in excavating such a heavy job, it is not to be wondered at that the Contractors take such unnecessary time in doing their work, especially when it is known that they uniformly sustain Contractors good and bad.

An

An experienced Engineer should be capable of making out specifications so that there would be very few, if any, extra bills. I have done a great many miles of work without putting in a copper for extras.

I have never seen a line where there were so many changes of plans as I have seen on this line as far as I have witnessed the construction. As near as I can recollect there is altogether about 5 miles of road diversion equal to about 12,000 cubic yards on the last 28 miles let; (how much they have done on other parts of the line I cannot say). At 4s. per yard this would amount to £2400; it would be richly worth this price, if they have let it for less, the Contractors either calculate to make it up on other parts of the contracts or in *extras*. If the road should be opened to Hampton by erecting temporary bridges, and running over ungraded ground at Otty's cut and other places, and over those heavy unsettled embankments, by the first of June as has been contemplated, it not only would endanger the lives of passengers and workmen to a great extent, but it would injure a great part of the iron irremediably as well as rolling stock to a great extent, but it would cost the Contractor, on an average, almost double per yard to finish the remainder of his contract, it probably in the end would be a loss of from fifteen to twenty five thousand pounds to the Province; three or four months of good weather should be sufficient to make a clean finish of the whole distance between the 9 Mile House and Hampton.

No. 14.

Mr. Light's Certificates, &c.—Dates of service, &c

From January 1839, to February 1842, I was articled to O. Bartley, Esq. Civil Engineer and Architect, for which my father, Colonel Light, paid an admittance of £225.

From March 1842, to November 1845, I was engaged as Assistant Engineer at a salary of £250 per annum with the Board of Works of Canada, under H. H. Killaby, Esquire, Chief Engineer, during which period I assisted in constructing the following works, viz:—

The Burlington Tram Road, the Burlington Canal; the Hamilton and Port Dover, MacAdam, and Plank Road; the Long Point Light House, the Dover Harbour, as well as generally assisting on the Welland and Saint Lawrence Canal, and other important works built under the supervision of the Board within the above mentioned dates.

In November 1845, I resigned my position with the Board of Works, and entered the service of the Great Western Railway of Canada, under Roswell G. Benedict and Ira Spaulding, Civil Engineers; I continued with them until April 1848. During this period I made the location and plans for the Woodstock and Lake Erie Railway, and was offered by the Directors of that Board the position of Chief Engineer.

From 1848 to Spring of 1850, was in the employ of General Charles B. Stuart, Chief Engineer of the State of New York, and of Brooklyn Navy Yard, since Chief Engineer to the United States Navy. During this time I was engaged as Engineer in charge of party upon the location of the "Rochester extension Railway," from Rochester to Niagara Falls, and afterwards took charge of the Medina and Rochester Division under construction.

From April 1850 to November of the same year was employed as Principal Assistant Engineer on the Saint Andrews and Quebec Railway under Fielding Neale, Esquire,

Esquire, C. E.; afterwards was Chief Engineer of this road until June 1855, when upon the cessation of the Works from the difficulties of this Company I took charge of the Calais and Louis Island Railway in the State of Maine, which position I resigned in June 1856, upon receiving the appointment of Chief Engineer of Railways to the Province of New Brunswick.

I have since been exclusively engaged in the construction of the European and North American Railway.

Hamilton, October 25, 1845.

SIR,—I am directed by the Board of Works to put a stop to all works at the Dover Harbour, as the appropriation for that place has been expended.

You will therefore take immediate steps to carry this order into execution.

I remain, Sir, your obedient servant,

WM. SHAW, *Engineer.*

Alex. Light, Esquire, Supt. Dover Harbour.

Engineer's Office, G. W. R. W.

London, Canada West, December 10, 1847.

The bearer, Mr. Alex. L. Light, has been engaged with me as an Assistant Engineer in the surveys and location of the Western Division Great Western Railway, and I have ever found him a faithful, energetic, and efficient assistant. During a large portion of the time he has been in charge of a party, and in all cases his duties have been most satisfactorily performed, and in a manner highly creditable to himself.

I take great pleasure in recommending him to the favour of any one who may be in want of his services in the line of his profession.

J. SPAULDING, *Principal Assistant Engineer,
Western Division, G. W. R. W.*

Dry Dock Office, U. S. Navy Yard, Brooklyn, April 8, 1850.

SIR,—On my return home from Niagara Falls yesterday, I found your Note of the 29th ultimo, informing me of your engagement as an Assistant Engineer upon the Branch of the Halifax and Quebec Railway.

I am happy to hear of your continued success in your profession, and doubt not, from the highly creditable manner your duties were discharged during the two years you served in my Corps in Canada and this State, that you will be always found skilful, industrious, and energetic, in the arduous duties of your profession, and do much credit to your friends who have recommended you.

In great haste.

I am, respectfully, your obedient servant,

CHAS. B. STUART.

To ALEX. L. LIGHT, Esquire, Civil Engineer, &c. &c. &c.

Woodstock, March 25, 1853.

SIR,—I beg to inclose you herein, a Resolution passed at the meeting of the Board of Directors of the "Woodstock and Lake Erie Railway and Harbour Company," held on the 24th instant, and have to request the favour of an early answer.

I have the honor to be, Sir, your obedient servant,

H. C. BARWICK, *Chairman.*

Moved by H. C. Barwick, and seconded by H. T. Turner, and Resolved, "That the thanks of this Board are due to Alexander L. Light, Esquire, Civil Engineer, for his previous services, and that the post of Engineer in Chief of the 'Woodstock and Lake Erie Railway and Harbour Company,' be offered to him."

H. C. BARWICK, *Chairman.*

The undersigned has much pleasure in testifying to the abilities of Mr. Light as an Engineer in general, that gentleman having been connected with the Saint Andrews and Quebec Railway for a considerable period, during part of which time I have acted as President of that Company, and beg leave to state, in my opinion, as far as locating a line and constructing a road, he is a very capital Engineer. He planned and built a Bridge at Katy's Cove at Saint Andrews, for an estimate of £800, and it was completed £40 below the estimate, and in stating which in London, that he had done so, to Engineers and Railroad men, they would hardly believe me; the Bridge is 500 feet long, and has been in constant use with heavy engines up to the time of stopping the works, a period of nearly four years, and has not started an inch.

He also altered the location of our line after he became Chief Engineer, effecting a saving of from £16,000 to £18,000.

There has been so little doing on the line lately and by stoppage of the works he is out of employment.

I can safely say Mr. Light will always be found a perfect gentleman in his manners and dealings, and will keep any engagement he may enter into to the best of his power and abilities.

Campo Bello, 20th May 1856.

J. ROBINSON.

*Class A Shareholders St. Andrews & Quebec Rail Road Company,
26 Parliament Street, Westminster, 4th January 1856.*

MY DEAR SIR,—It is my pleasing duty as well as privilege to enclose you the thanks of this Board for your attention to its interests. We are at a great loss for a Map which would indicate the actual position of the grant of the 20,630 acres of land with reference to the point at which the Railway has reached.

If you could send me in the meantime a sketch for the information of our shareholders, it would be most desirable, and if possible by the first Mail via New York, it would be more acceptable.

I make it out somewhere upon Walton's Meadow and about 35 from St. Andrews. How near is it to the line?

The description of its whereabouts in the Deed will help you.

With the best compliments of the season, believe me to be,

Yours very truly,

J. W. BYRNE.

Extract from the Minutes of a Board meeting of the Class A Shareholders of the St. Andrews and Quebec Railroad Company, on Thursday the 3rd day of January 1856.

Resolved, That the Secretary transmit the thanks of this Board to Mr. Light for the prompt manner in which he has protected the property committed to their trust.

J. W. BYRNE, *Secretary.*

The undersigned Commissioners and Directors, on behalf of the Government of the Province of New Brunswick, of the Saint Andrews and Quebec Railroad Company, beg to certify that Alexander L. Light has been engaged for the last four years in the capacity of an Engineer in Chief of said Railroad, during which period the survey, location, and the principal part of the construction upon the first division from Saint Andrews to Woodstock, has been completed under his superintendence, and the road so far brought into successful operation.

We take this opportunity of testifying our very high opinion of his professional skill and ability in surmounting, in a most satisfactory and economical manner, difficulties of no ordinary character which presented themselves in the construction of the line; the surmounting of which at an expense so much less than was anticipated we conceive has materially assisted in the successful accomplishment of the enterprise.

Mr. Light has further been employed by the Government of the Province in the capacity of Engineer of the Suspension Bridge over the River Saint John near the City of Saint John, and also of many other important bridges in other parts of the Province, upon each and all of which he has given the greatest satisfaction.

While we entertain the highest opinion of Mr. Light's ability and energy, we beg further to state that his gentlemanly bearing and strictly honorable conduct upon all occasions, has obtained for him as deserved, the utmost respect in this community.

B. WOLHAUPTER, *High Sheriff of York,*
GEORGE L. HATHEWAY, *M. P. P.,*

*Commissioners on behalf of the Government of the
Province of New Brunswick, of the Saint
Andrews and Quebec Railroad Company.*

Fredericton, New Brunswick, 8th June, 1855.

The undersigned, Directors of the Lewy's Island Railroad, take great pleasure in recommending Mr. Alex. L. Light as a Gentleman of unusual capacity and value in his department of Engineering. We have had occasion for the last six months to become acquainted with Mr. Light's acquirements, and know his business habits, and we have no hesitation in commending him to any party in want of the services of an able and accomplished Engineer, and one who will accomplish the most desirable results with the least expenditure of money.

F. A. PIKE,
E. C. GATES,
SAMUEL KILBY,

WILLIAM TODD, *President,*
D. K. CHASE, *Agent,*

May 17, 1856, Calais, Me.

Directors of the L. I. Railroad.

*Engineer's Office, Louisville and Covington R. R.,
Louisville, Kentucky, 1st May, 1853.*

MY DEAR SIR,—Having heard that you are about resigning your charge of the St. Andrews and Quebec Railway, and not knowing what may be your intentions for the future, I have thought it possible that an equivalent in this growing and flourishing west might suit your views, and that even if the remuneration did not at first seem sufficient to you, the fact of your being in the way of other and more lucrative engagements might for a time compensate you for any deficiency in present salary. My engagements

engagements are such as prevent me from giving such constant attention to this work as I could desire. It is an important undertaking, involving the construction of expensive structures, and I feel that it requires my undivided attention, or in my absence, the oversight of some competent person, in whom I could place more confidence than (I am sorry to say) I would be willing to place in most of our western Engineers. It would give me great pleasure and relieve me of a source of great anxiety if you could see your interest in accepting a position on this road as Principal Assistant in charge. I can assure you at once a salary of from \$2,500 to \$3,000 per annum, not less than the former, certainly, and if I can in any possible way increase it even beyond the larger amounts, it shall be done.

Your early reply will be of great service to me, as I am pressed by my engagements on the York and Cumberland as well as on the Buckfield Road, and I dare not leave my work here in charge of my present associates. From my knowledge of your capabilities, I am confident that in accepting this proposition and coming west at an early day, you will not long occupy the subordinate position offered you, but that among the many works in progress here, you will be able speedily to secure a spot better suited to your experience and capabilities, and affording you a salary commensurate with both.

Your obedient servant,

A. P. ROBINSON,

Chief Engineer Louisville & Covington Railroad.

To ALEX. L. LIGHT, Esq., Chief Engineer St. Andrews & Quebec Railways, St. Andrews.

Secretary's Office, Fredericton, 2nd May, 1853.

SIR,—I have to inform you that a Warrant for the amount of your Account, £86 17 1, as Government Engineer, for surveying and testing the St. John Suspension Bridge, has been made out, No. 61, and in doing this I have to apologize for the long delay, it having been thought necessary to bring the same before the House of Assembly.

I am also directed by His Excellency the Lieutenant Governor to thank you for the very able Report you made as such Engineer, the same having been satisfactory in every respect both to the Government and to the Public.

I have the honor to be, Sir, your obedient servant,

J. R. PARTELOW.

ALEX. L. LIGHT, Esq., Civil Engineer, &c., St. Andrews.

Saint Stephens, August 10th, 1855.

DEAR SIR,—Your esteemed favour is before me. Previous to its reception I had great pleasure in making favourable mention of your name to our Board, and Mr. Pike was directed to negotiate with you in reference to our work. We shall from necessity require to practice the most rigid economy, and you must make the matter of salary as easy as possible. You are aware we have no public chest to fly to, no *facility Bill* to rely upon, and Seventy Thousand Pounds is a large sum to extract from the pockets of a small and comparatively poor community like ours.

I hope you and Mr. Pike may come to terms that will be mutually satisfactory.

Yours very truly,

WM. TODD.

ALEX. L. LIGHT, Esq., St. Andrews.

Crown Land Office, Fredericton, 23rd May, 1856.

MY DEAR SIR,—Enclosed are the papers you handed me the other day. You know how anxious I have been to retain your services as an Engineer for the department of Public Works, and more recently in view of our contemplated Railway operations.

Although the government of the Province is just now about to pass into other hands, I trust that your prospects of useful and profitable employment will not be thereby in any degree damaged or diminished.

I remain, dear Sir, your obedient servant,

JAMES BROWN, *Surveyor General,*
and *Member of the Board of Works.*

ALEX. L. LIGHT, Esq., Civil Engineer.

No. 15.

Mr. L. W. Myers' Statement and Certificates.

April 6th, 1859.

To the Hon. JOHN H. GRAY, Chairman.

My experience on internal improvements commenced as early as the year 1836, or 23 years ago.

My Brothers and self finished the very heavy work on the Morris Canal, between New York and Passaic River, over twenty years, also a tremendous heavy mechanical structure some sixty feet high to dam the Ramapoo River, as a reservoir for the said Canal.

In the years '38 & '39 we finished two of the heavier sections of the famous New York Water Works, probably among the best mechanical structures in the world; (you will bear in mind that this was 20 years ago.)

In '41 we built a heavy *sea-wall*, three quarters of a mile in length, with heavy docks and embankments, for the Bergen Port Company.

In the year '41 & '42 we finished seventeen miles of the New York and Erie Railroad, leading out of Piermont, and finished the filling in of just one mile of pier running into the North River, a job ten times the magnitude of Lawlor's Lake work.

In '44 & '45 I built four miles of the extension of the Great Reading Railway, which is the greatest freight road in the world of its length.

In '46 & '47 I had the chief superintendence of heavy work on several Railways.— In '48 & '49 my brothers and myself done much heavy work in the State of Maine.

In the years '50, '51, '53, '54, '55, '56, '57, I built twenty four miles of heavy masonry on the Scioto and Hocking Valley Railroad in Ohio; done a great deal of heavy work on the Cincinnati and Marietta Railway; constructed a large amount of work on the Louisville and Shelbyville Railway in Kentucky; done some heavy work in Illinois; with numerous others, tunnelling and boring, and scientific operations. Since '57 I have been on this line; what execution I have shewn on this line I will leave my friends and enemies to judge of.

Respectfully yours in haste,

LAWRENCE W. MYERS.

In addition to the gentlemen who have written testimonials in my favor, I beg to refer you to the following Engineers of eminence,—

JOHN B. JERVIS, ROSWELL B. MASON,
who are decidedly the most eminent Engineers in the United States.

St. Andrews and Quebec Railway Rooms, 23rd August, 1850.

As the bearer of this, Mr. Lawrence W. Myers, is about leaving for the South, I have much pleasure in stating the high satisfaction our Board of Directors and myself have experienced in their present contract on our line of Railway, so far as it has progressed; and I have confidence Mr. Myers will fulfil with equal satisfaction any contract he may undertake.

JOHN WILSON,
President of the St. Andrews and Quebec Railroad.

To whom it may concern :

Portland, Sept. 27, 1850.

The bearers of this, Lawrence W. Myers and Eastborn N. Myers, are well known to me as Railroad Contractors, not only by reputation but by an association of five years upon the same works in the State of Maine. In all undertakings I have found them capable and efficient men, thoroughly understanding their business and honorably carrying out their engagements. They have been connected with the Atlantic and Saint Lawrence Railway, with the New York and Cumberland Railroad, and with various other improvements in this State; and I believe I speak the sentiments of all with whom they have been connected in their business transactions. I recommend them confidently as Contractors worthy of consideration in any offers they may make.

A. P. ROBINSON,
*Chief Engineer of the York and Cumberland Rail Road,
and Civil Engineer of the City of Portland.*

To whom it may concern :

I take pleasure in recommending Laurence W. Myers, Esquire, as a Railroad Contractor.

Mr. Myers was engaged on the Atlantic and Saint Lawrence Railroad while I was acting as Director of the Company, and also on the York and Cumberland Railroad, and other Works in Maine.

Any Company or party requiring an efficient and competent Contractor will find Mr. Myers equal to any engagement he may undertake.

JOHN A. POOR.

*Shelbyville Railroad Office,
Shelbyville, Ky., 28th October, 1852.*

L. W. & E. N. & J. K. Myers & Co., brothers, and Contractors upon the Railroad leading from this place to Louisville, when they came to this State they brought with them strong letters of recommendation, among them one to myself from Mr. Robinson,
Chief

Chief Engineer of the Louisville and Nashville Railroad, all of which letters I have handed those gentlemen. They have now been engaged on this their very heavy contract on our road for some considerable time, and I have no reason to regret having engaged them; I find them energetic, industrious, and reliable men, and experienced and skilful Contractors. I think that should they undertake on your road you will find them such as I have thus far found them myself, and men that will push your work forward.

Respectfully,

J. M. BULLOCK,
President Shelby Railroad Company.

To Honorable A. DIXON.

No. 16.

Mr. Light's Protest against Supplementary Papers submitted by Myers and Campbell, filed with Committee 7th April, 1859.

I have examined the statements and figures submitted by Messrs. Myers and Campbell; a number of them are mere repetitions of what has been already met by Messrs. Burrowes, Boyd, and Jewett, the remainder consist of assumptions, aspersions, and guesses, based on no personal knowledge, measurements, or other accurate or reliable data, and are therefore, I conceive, of no value as evidence, and need only be met by a general and positive denial of their truthfulness and correctness. I am willing to place my position, character, and knowledge of work, against theirs, and leave it with the Committee to decide between us.

While the Witnesses for the defence were present and face to face with Mr. Myers, he gave his whole evidence, and merely asked time to make up and give in the calculation on which his assertion that a saving of one third of the earthwork might have been effected.

The papers now submitted by him contain no such calculations which I might dissect or explain, but are mere reiterations of assertions which have been already proved fallacious, or else new and equally unfounded charges.

I protest against their being received as evidence.

ALEX. L. LIGHT, *Engineer.*

April 6th, 1859.

No. 17.

Letter from Honorable J. H. Gray, filed 7th April, 1859.

ALEX. L. LIGHT, Esq.

SIR,—I have to convey to you the Instructions of the Government that you will, if at all possible, forthwith proceed with the Railway Works between Saint John and the Nine Mile House, commencing at the former. It is conceived that the rock cutting on that Section may be done to advantage during the Winter, and that by laying down a temporary track from the City to the "Moose Path," so as to facilitate the passage of workmen, tools and materials, the tenders for the cutting and work beyond would be materially less, and at the same time the whole Section named be accomplished with much greater expedition. If

If you can at once enter upon the above work with a due regard to the public interests and economy, you are hereby authorized to do so with the full sanction of the Government.

I am your obedient servant,

J. H. GRAY.

No. 18. From Mr. Light.

Statement of work done in Winter of 1856-7, between Mill Street and Gilbert's Lane, filed 8th April, 1859.

Amount of work done by J. Brookfield,	....	....	....	£2,530	0	0
Of which the following has been retained as permanent work :						
3,000 cubic yards rock excavation at 3s. 6d.	....	....	....	£525		
5,000 " " earth " " 1 6	....	....	....	375		
Pile Bridge at Mill Pond,	....	....	....	435		
Sleepers laid on Marsh,	....	....	....	344		
					1,679	0 0
Value of temporary works,	....	....	....	£851	0	0

No. 20.

ROBERT JARDINE, Esquire,

Hammond River, May 10, 1858.

DEAR SIR,—We have upon one Contract here, about three hundred tons of the Rails you imported last Fall, and having laid a large part of these in permanent road, we are able to speak exactly as to the size and pattern, and the way they are rolled. We find some rails so wide in the bottom flange that we have to cut off a full quarter inch with cold chisel, to allow it to enter the chair, while as many more are so small as to be quite a quarter inch loose in the chair, when laid. The rails thus vary half an inch in the bottom flange, and are of all widths within that limit.

In height the rails vary one eighth inch full, so that when laid they soon begin to bruise at the end, from waggons passing over them. Besides this, the slotting and sawing are done so irregularly that the expansions cannot be kept the same; and the difference in the width of the bottom flange precluding the possibility of laying the rails in the same straight line, or fair at the joints, will prevent the road, however carefully laid, from being so perfect as it should be; and I believe that in twelve months one half of the chairs laid will be broken, from being so bad a fit on the rail.

I am, Sir, your obedient servant,

THOMAS M. WALKER.

No. 21.

St. John, Dec. 21, 1857.

Having been requested by the Chairman of the European and North American Railway Board to examine and report upon a quality of rails landing from the Packet Ship Imperial, at Lawton's Wharf, I have to state, that having examined and compared upwards of one hundred rails, with a pattern furnished by A. Light, Esquire, Chief Engineer, I found them generally from one sixteenth to one eighth of an inch higher, from one sixteenth to one eighth of an inch wider at the top, and from one sixteenth

to

to three eighths of an inch narrower on the bottom, than the aforesaid pattern, and that none of them were of the same size. I found besides that not over one third were of any pattern in heighth and in width across top and bottom; and that about two thirds varied, each rail from the other, from one sixteenth to an eighth of an inch. I also found several of them defective, presenting an appearance as if there was a deficiency of metal, when passing through the rollers, leaving ragged on the edge.

Respectfully submitted,
(Signed) GEO. FLEMING.

No. 22.

Liverpool, 15th January 1858.

R. JARDINE, Esquire,

DEAR SIR,—Your esteemed favor 29th is at hand, contents noted.

In reference to Mr. Fleming's certificate, I shall during next week ascertain whether such irregularity in the size is usual or not; on my way to Manchester, London, &c. I will have an opportunity of seeing and measuring for myself. Yesterday I examined a lot of double headed rails from Wales, and found them nearly of the same size every way, the variation not exceeding a 1-32 of an inch; at the same place I found a lot of Bridge rails, and on examination I found them to be fully as irregular in the size as those shipped to Saint John are represented to be. At present I am under the impression that the irregularity is owing to the pattern, that the iron when rolled to the pattern cannot always be of the same heat, and the difference in the size arises from the different degrees of heat, causing it to contract more or less as it cools. However by next Mail hope to be able to give a particular report.

I find myself in considerable of a fix in regard to the iron. Messieurs Barings wrote yesterday date in reply to mine of 7th, that as the money market is greatly improved, the Province Bonds are selling currently, and that difficulty being removed, they think now is the time to buy rails; that Staffordshire rails have not followed the general market, but Welsh rails, such as they have hitherto sent, can be bought at from £6 @ £6 10s.; probably they could contract at the former price with our order in hand. I wrote you last week that I could buy the same specification as sent to Barings for £7, subject to a particular inspection. I since then have made considerable inquiry, and find the iron market is improved; the ease in the money market has brought in orders for rails from quarters, and now £7 10s. is the lowest. It was decided by the present Board, as well as by their predecessors and Mr. Light, that it would be most advantageous to get Staffordshire, although the first cost was something more. The Government and Commissioners say buy through Barings, the cost through them is £2,500 more than they could be had for a week ago, and £1,500 more than the article can be had for to-day through other parties, and I believe the article quite as good. I shall reply to Messieurs Barings to-morrow, after I see what the letters per Persia say, and Monday or Tuesday go up to London, and the result will probably be, that under all circumstances, I shall think it best to buy the Welsh iron, and have it shipped direct from Newport or Cardiff.

Yours very truly,
(Signed) ROBERT REED.

The reason why the double headed rails are more regular than the others, I think that they have more substance, being much heavier than our pattern. That one thin flange is acted upon same as on the Bridge rails by the different degrees of heat and cooling. It is easy weighing the Bridge rails now on hand at Saint John.

No. 23.

Railway Commissioners' Office, St. John, May 11, 1858.

DEAR SIRS,—I have to acknowledge receipt of your letter of 23rd April, in which you inform me that a report had reached you that dissatisfaction continued to be felt by us with the Rails furnished by your Liverpool House, and stating that if we can make out a good case you will present it, and that you hope, from the high character of the makers, that we will receive justice under any circumstances.

You will recollect that soon after the receipt of the rails in question, we sent you certificates as to their character from Mr. Light our Chief Engineer, and from Mr. Fleming, a Founder and Machinist of standing here. We now enclose copies of these certificates. The rails have now been laid, which has afforded an opportunity of testing the opinion of those who previously inspected them; and I now enclose additional certificate from Mr. Light and a certificate from Messrs. Walker & Co., the Contractor who laid a portion of them.

If this does not satisfy you as to the quality and character of the rails furnished by you, I have to request that you will send some person, or authorize some person here to inspect them, to whom I will afford ever facility. The rails will speak for themselves. I am not aware what more I can do to shew you that your view was not correct.

I may mention that we are now receiving rails of the same pattern and kind of iron which are entirely free from the defects found in yours. Perhaps this may be accounted for by the rejections made by our Inspector, as for example, out of the first 106 tons he rejected—

For unsoundness,	....	....	....	....	14
Bad lengths,	....	....	....	....	28
Bad punching,	....	....	....	....	8
To be better squared,	....	....	....	....	9
To be re-straightened,	....	....	....	....	17

And out of 229 tons—

For unsoundness,	....	....	....	....	29
Bad lengths,	....	....	....	....	20
Bad punching,	....	....	....	....	7
To be better squared,	....	....	....	....	57
To be re-straightened,	....	....	....	....	41

By examining the Returns of the Inspector appointed by you, on the rails furnished to us, perhaps you may find the cause of the defects, as the evident carelessness of the manufacture, even when the inspection was so rigid, will account for the state of our rails, under an inspection of which we had no knowledge or control.

I am your obedient servant,

ROBERT JARDINE.

To Messrs. Naylor & Co., Boston.

No. 24.

Liverpool, 11th February, 1858.

R. JARDINE, Esquire,

DEAR SIRS,—Yours of the 25th instant is at hand. Contents noted. My previous letters will have advised you that I anticipated your recommendation to purchase through Messrs, Barings, and also that the order for lengths of railway bars was made in accordance with Mr. Light's desire as expressed in his letter enclosed by you.

If the Bill for Messrs. Naylor & Co. had come through me, I would have been in a better position to urge the claim made upon them; as it is, I am doubtful if they will make any allowance whatever. To-day I very carefully measured a hundred of railway bars, (being part of a cargo now loading for Alexandria, U. S.,) of precisely the same pattern as ours; I found them to vary in height to extent of 1-16th of an inch; in the breadth of head to extent of 1-16th, in the neck 1-8th, and in the width of the flange to extent of 1-8th of an inch, and although Mr. Fleming's Report says something more, this shows there are rails made and shipped as well as ours, and of same pattern too, that are not manufactured to a mathematical nicety. I have no doubt the different degrees of heat at which they are worked has some effect in causing a slight variation in the dimensions, but I presume the wear of the rolls has more to do with it. It is the duty of the Inspector to see that the rolls are kept to their proper size, when not so, they should be renewed. I took the pattern of rail and chair to London on Monday last, it was to be sent to the manufacturer as soon as the templet was made. The detailed drawings for the bridge were not complete, but they will be finished early next week, together with several sets of tracings to be sent out with the specifications for tender; we shall then select six to eight of the best builders, all equally competent, and whoever bids the lowest shall have the job; the whole to be under the superintendence of Mr. May. This I believe to be the only safe course to pursue, and I feel every confidence that the work will be done in a satisfactory manner; if it does not prove so, it will not be for want of every precaution being taken on my part.

As there was no particular specification with the contract for the rails, I think it best to have a talk with the manufacturer before the Inspector goes to the works. I leave to-morrow morning for that purpose, and about Tuesday next when the rolls are expected to be ready I intend to meet the Inspector at the manufactory and arrange the composition of the pile. I have been making inquiries about the chairs, and I expect to get them cast at or near the establishment where the rails are made from Welsh Cold Blast or iron equally as good.

Our rail slants a little on the top, one side being higher than the other. The rails I examined to-day, the height on both sides were alike; there were no chairs shipping but I presume the inclination is given in the chair, this would allow of the rail in case of being worn on one side to be turned end for end and placed in the same chairs again, whereas, as ours are made they would have to be changed to the other track. Mr. Light will understand what I mean.

I have seen a railway chair at Messieurs Barings, for a rail something like ours; the bottom of it was more than twice as thick as ours, and it was so made as to allow of the rail being wedged up with wood. Our pattern of rail and chair is very nice, and I see the necessity of the greatest accuracy in the manufacture of both.

There

There is now shipping at Port for the East India Company a Railway Viaduct of nearly a mile in length. It is constructed in a different way from ours, and is being shipped in small pieces as recommended by Mr. May; there are, however, portions of the sides of about 10 feet in length, but they were not more than 4 feet high; the angle irons, to break joints, projected out as previously referred to, which I think is very objectionable, they are subject to injury in the transportation.

I see by the Newspapers that two vessels cleared at Boston for Saint John on 14th January, and that one of them had arrived before the date of your letter, so that there must have been neglect as to the shipment of the Locomotive materials. It would have been better to have telegraphed Naylor's to apply to Ferris for information about a vessel.

John D. Purdy is making quite a fuss here because I won't give him a load of Railway iron for his ship "Conquest," and says there will be a time about it at home, and all kinds of declarations about Liberals and Tories. Well, I suppose there will be a time about it if he can make it; but for me it will be quite time enough to look out for its shipment when I know or have some idea when it will be delivered. When I do know, I will act the Commissioner, and ship it as I believe to be right and in accordance with the views of my brother Commissioners and the Government, as well as the people generally. The Bank has again lowered the rate of interest, it is now 3 per cent, and outside paper (choice) is discounted as low as $2\frac{1}{2}$ per cent.

New Brunswick Bonds are selling at $107\frac{1}{2}$. Mr. Bates told me all the Province Bonds were sold, and that now is the time to send them along as money is cheap and the Bonds sell freely.

As the prospect is that the Railway works will be pushed on vigorously this season, it is possible there may be more iron wanted. It is a matter for your consideration, and if so, my opinion is, the sooner it is ordered the better, as new lines of Railway are being projected in all quarters, which will cause an extra demand for iron.

Yours very truly,

(Signed)

ROBERT REED.

I enclose a list of prices for Low Moor Iron, &c. 1st January last; the usual discount for cash is $2\frac{1}{2}$ per cent. we are gradually getting posted up. I go to the works next week to see about the tyres.

No. —.

R. JARDINE, Esquire,

Liverpool, 9th April, 1858.

DEAR SIR,—Your favour of 22nd ult. came duly to hand, with one from Mr. Light, dated 12th ult.; the contents of both have my attention. I am of opinion that Mr. May's views regarding the cause of the chains breaking was correct; I would have been glad if you or Mr. Light had said in what part they had broken.

Yesterday about 15 tons of the new chairs came forward; I tried about a dozen on as many rails and found them to be an excellent fit. If these rails and chairs don't prove satisfactory, it appears to me it will be no use for any one to try to have them right except the dissatisfied himself. The girders are not forward yet; they have been down to the Birkenhead Docks for some days, but there is no Crane strong enough

enough to be got at to load them in the Lighter. Yesterday, they had about concluded to send them round per Railroad, via Crew, a trip of about eighty miles, and from the Depot here they would be taken to the ship's side with large wheels; such heavy articles are not easily managed.

On the 23rd, I wrote Messieurs Boysen, Hoyer & Taggert, to have a vessel ready for the iron to go to Shediac by about 1st April; on 30th March they wrote me they were unable to procure a vessel at such short notice.

I tried my hand at the business; the first one I mentioned it to said he would take it. Mr. William Leavitt's ship Montezuma, being nearly ready, he went up to London and fixed. She will commence loading on Monday.

I suppose next week I shall hear the result of my trial; it is of little consequence to me what is the verdict, as I know it is quite impossible to please everybody, particularly a certain number of discontented shipowners and diappointed political aspirants in Saint John.

Yours truly,

(Signed)

ROBERT REED.

No. 26.

Railway Commissioners' Office, St. John, N. B., Dec. 1, 1857.

DEAR SIR,—Nothing has happened much out of the usual course since you left.

The surveys are finished, and the plans nearly ready. There will be nothing to prevent tenders being taken on the 15th instant.

The Winter has been so far very open; no frost yet to prevent work. Fleming and Humbert, as I informed you by last Mail, have concluded to go into the Locomotive making, and Fleming has gone on to the States to get information. You will see by the Newspapers that the Appraisers gave Burtis £800, at which he is very wroth, and abuses me at a great rate; but I can take it all and as much more as he likes.

Another invoice by the Imperial, amounting to £2,307 4 8, was sent to me by Messieurs Naylor & Co., but as the policies of insurance were held by Messieurs Naylor, Vickers & Co. of Liverpool, I concluded that it would be more prudent to send the Bill to you, to be handed over to Messieurs Naylor, Vickers & Co., on your receiving from them a transfer of the policies, and I wrote to Messieurs Naylor & Co. of Boston, last week accordingly. Since then, however, I have ascertained that the rails are not properly made, as you will see by the enclosed letter from Mr. Light, and in the circumstances I think better not to remit until we get the matter arranged. Mr. R. Wright goes to Liverpool by this Steamer, and as I took him to the wharf to see the rails for himself, he will be able to satisfy Messieurs Naylor, Vickers & Co. that this is no mere factious objection. The damage will be at least £2 per ton I think, and I see no reason why we should suffer. This will be a lesson to us that we must have a bona fide inspection of the rails we get in future, and no mere nominal one.

This shews too that either the manufacturers or agents were not to be depended on, and that we must look out for more trustworthy people. I hope to hear from you soon with better accounts of money matters in England, and am anxious to know whether our Railway operations will be interfered with. Things are every day getting worse here, but Mr. Wright will tell you all the news.

I am yours truly,

(Signed)

R. JARDINE.

Copy of Letter addressed to Chairman by Chief Commissioner.

Saint John, N. B., 9th April, 1859.

SIR,—You requested me this morning to give you in writing any explanations I had to offer respecting certain letters published by Messrs. Thorne & Lee relative to spikes, and also to explain some expressions in Mr. Robert Reed's letters to me, by which it might be understood that a higher price had been paid to Messrs. Barings for rails, than they could have been purchased for elsewhere by Mr. Reed.

With respect to the spikes, I have to say, that fifty tons were ordered from Messrs. Thorne & Lee for last year's operations, to be delivered as required, but from an accident having happened to the machinery by which at one time a quantity required for immediate use could not be obtained, the Commissioners thought it expedient to order a small quantity through Messrs. Barings as a reserve.

On these being received, and compared with Messrs. Thorne & Lee's spikes, it was found that the former were cheaper and made of better iron.

Samples of both were shewn to the Committee this morning.

As the Commissioners did not think it consistent with their duty to the public, even for the sake of encouraging domestic manufacture, to pay Messrs. Thorne & Lee a higher price for their inferior article than a better article could be got for elsewhere, they directed Messrs. Barings to take tenders from the principal houses in the trade in England, for such rails, chairs and spikes as would be wanted this year.

On hearing from Messrs. Thorne & Lee that they were willing to supply spikes as low as they could be imported, and made from iron of approved quality, a letter was sent to Messrs. Barings by first mail thereafter, requesting them not to make a contract for spikes, but by last mail the Commissioners were informed that the contract had been closed before the receipt of their letter.

Mr. Reed states I think in some of his letters that he had been offered rails at a lower price than that named to him by Messrs. Barings.

He afterwards informed me that he had misunderstood the matter, as the rails Messrs. Barings could purchase were "hammered," while those offered by Messrs. Naylor were "rolled" and *not* "hammered," which was equivalent to more than the difference in price.

I am Sir, your obd't servant,

R. JARDINE.

Hon. J. H. GRAY, Chairman Railway Committee.

**REPORT OF THE CHIEF COMMISSIONER OF PUBLIC WORKS,
FOR THE YEAR 1858.**

OFFICE OF BOARD OF WORKS,
Fredericton, February, 1859.

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

MAY IT PLEASE YOUR EXCELLENCY,

In accordance with the provisions of the Act 18 Vic. cap. 7, sec. 2, establishing a Board of Works in this Province, and requiring the Chief Commissioner to make an annual "Report to the Governor in Council of all the Great Roads, and any other Provincial Work upon which Public Money has been expended;" the undersigned has the honor to submit this General Report for the year 1858, to which are appended the following Statements:—

No. 1.—Statement shewing the amount paid on Government Buildings in Fredericton, from 1st November 1857, to 31st October 1858.

No. 2.—Statement shewing the amount paid for improving the Inland Navigation during the year.

No. 3.—Statement shewing the amount paid on Great Bridges.

No. 4.—Statement of General Expenditure on the Great Roads.

No. 5.—Statement shewing the amount paid for Special Expenditures on the Great Roads.

No. 6.—Schedule of Warrants on the Provincial Treasury, received by the Board of Works.

No. 7.—Statement shewing the total amount of Payments and Receipts by the Board of Works, for the year ending October 31st, 1858.

No. 8.—Statement of amounts over or under-expended by the Supervisors on the 31st October 1858.

No. 9.—List of New Bridges built during the year, with the principal dimensions, materials, and cost of each.

GREAT ROADS AND BRIDGES.

During the last Session of the Legislature, the Road leading from the Bridge over the South West Branch of the Miramichi River to the Mouth of the Gaspereaux River, at the Head of the Grand Lake, in the County of Queen's, was added to the list of Great Roads. There are therefore now forty three lines of Road, extending sixteen hundred and fifty six miles.

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The amount expended the past year for the maintenance and support of this branch of the public service has been £18,214 14 3. Of this sum, £7,949 18 11 was paid on account of special Bridge Contracts, to which reference was made in last year's Report. Of the remainder, over £1,600 has been expended in the erection of smaller and less important Bridges, and nearly £1,000 in the improvement and upholding of Bridges that required repairs, leaving the sum of £7,665, which has been laid out in renewing Culverts and such repairs and improvements on the various lines of Road as their state and condition appeared most to require.

Applications were made to the House of Assembly during the last Session of the Legislature for the establishment of seventeen new lines of Great Road, which were referred to this Department for the Chief Commissioner's Report.

During the recess the Board have, by personal inspection, and from other sources within their reach, obtained such information with regard to the extent, general direction, and condition of these Roads, as will, they trust, enable the Legislature to judge of their importance and the practicability of placing them on the Great Road establishment.

In order more fully to accomplish this object, a Map of the Province has been prepared, on which all the present Great Roads, as well as the proposed lines, are laid down.

A separate and particular description of these proposed lines will be found in another part of this Report, lettered from A. to Q. inclusive.

No. 1.—*From Saint John to Nova Scotia Line.*—132 Miles.

This has always been a difficult and expensive Road to maintain in an efficient state of repair, owing to the heavy traffic continually passing over it, and to the numerous large and costly Bridges crossing the Rivers and Streams along the line. During the past year an exceptional and unusual wear has been imposed upon certain parts from the operations of the Contractors for the construction of the Railway, and it has been impossible to keep the Road in its ordinary state of repair where those works have temporarily disturbed and interfered with the line of Road. The European and North American Railway runs for ninety four miles parallel to the Road, the whole of which distance is under contract and being busily prosecuted, and although the first nine miles of the line is now open, and its operations in relieving the Road from some of the heavy traffic is beginning to be felt, yet the progress of the Railway works further on have thrown an unusual amount of teaming over the whole length. As further sections of the Railway are opened, this source of injury will be removed, and as the line will probably be completed to Hampton in a few months, the travel and traffic on this portion of the line during the next season will be very much reduced, and a less sum per annum will maintain the turnpike in a good and efficient condition than is necessary at present.

A number of Bridges have been repaired on this line during the past season, and five small ones have been renewed, the largest of which, over Cleveland's Brook in Upper Sussex, has a total length, including approaches, of 350 feet. It has one span of 40 feet, is erected on hacmatack piles, has only 18 feet in length of plank flooring, and cost £95.

There

There are two Bridges that will require renewing the next season, and in addition to these the Aboideau over Aulac in the Parish of Sackville, will require special attention. This Aboideau has heretofore been erected and maintained at the joint expense of the Province and the marsh-owners of the District. It is now worn away and broken off on the lower side, till the causeway on the top is too narrow for teams to pass each other; and unless renewed or repaired, will in a very short time become entirely impassable.

No. 2.—*From Saint John to Saint Andrews.*—66 Miles.

Between Saint John and Lepreau, 26 miles, a considerable number of small Bridges and Culverts have been renewed during the past season principally with cedar. The Bridge over Anderson's Brook has been repaired, and new stringers and covering furnished at a cost of £12. The approach to the Bridge near the Church at Musquash has been widened; several other parts of the line repaired and improved, and both Road and Bridges in this part of the line are now in good travelling condition.

From Lepreau to Saint Andrews 40 miles, the road is flat and in some places considerably worn. It requires draining, and the turnpike otherwise improving. The Bridges are all of them in fair condition except one, which must be rebuilt next season.

No. 3.—*From Bend of Petitcodiac to Shediac.*—15 Miles.

The heavy traffic and travel that formerly passed over this Road, has since the opening of the Railway very much diminished. The Road is therefore subject to much less wear and injury than it formerly was, and will not require as great an amount of expenditure to keep it in repair.

The approaches to the Bridge at Bateman's Mill Pond have been improved at a cost of £23 15s. Several culverts have been renewed, and other repairs made on the Road during the past season.

No. 4.—*From Dorchester to Shediac.*—16 Miles.

The travel on this line of Road has material increased since the opening of the Railway, and that part of it near the Station was found in the fore part of the past season to be very much cut up and out of repair. Improvements have since been made, and portions of the turnpike have been covered with broken stones and gravel.

Repairs have also been made on the Bridges, and that over Landry's Brook has been renewed.

No. 5.—*From Shediac to Richibucto.*—36 Miles.

No new Bridges have been erected on this line during the past year. Some trifling repairs have been made on those over Cocagne, Little Buctouche, and Weldon's Creek; and a small sum has been expended in raising and laying down a portion of the Richibucto Bridge, to allow two new Vessels to pass through.

The principal improvement in the Road has been in clearing out the old ditches, gravelling and improving the turnpike, and repairing culverts and small Bridges.

Nine hundred and thirty three rods of turnpike have been made and improved at a cost of £62 8 4, or about 1s. 3d. per rod; and eleven hundred and sixty rods have been gravelled at a cost of £87 6s., or about 1s. 6d. per rod.

The materials of which the Cocagne, Little Buctouche, and Big Buctouche Bridges were built were principally hemlock and spruce, descriptions of wood of short duration when not constantly submerged in water; the parts of these Bridges therefore above high water are beginning to decay, and will consequently require more or less attention and expense every year until they are renewed by structures of a more durable character.

The channel abutment in the Cocagne Bridge has settled several feet, and a small supporting block also, on the lower side of it, is too low. Both of these require raising; and, in addition, the planking and railing of the Bridge must be partially renewed.

The covering and railing of Little and Big Buctouche will require a small expenditure to render them passable safe.

The Bridge over Weldon's Creek is the oldest on the line, but with a small amount of repairs will be safe for one or two years longer.

No. 6.—From Richibucto to Chatham.—40 Miles.

This Road is now in very good condition. During the year the turnpiking has been renewed for a distance of five hundred and ninety seven rods, at a total expense of £81 7 9, and seven hundred and four rods have been gravelled at a cost of £73 6s. A large portion of the line passes over a light sandy soil, and when once turnpiked and gravelled its maintenance will be inconsiderable. All the Bridges appear to be in good condition, and will probably require but little, if any, expenditure during the ensuing season.

Between this Road and the continuation of the route northwards, a Steam Ferry Boat plies over the Miramichi River. Considerable improvement has been made in the approaches to the Landings on both sides of the River, and on the north side the block from the shore has been extended into deep water, ballasted, and protected from the ice.

No. 7.—From Miramichi to Pokemouche.—62 Miles.

Three new Bridges have been erected on this line during the past season, viz:—

- 1.—Steward's Brook, 200 feet in length, and cost £176 9 9.
- 2.—Burnt Church River, 140 feet in length, and cost £71 14s.
- 3.—M'Leod's Brook, 60 feet in length, and cost £8 10s.

These three Bridges were built of cedar logs, and all the flooring, except 38 feet in No. 2, is made of cedar poles covered with gravel, and although the total length of the three Bridges is 400 feet, the planked portion is only 38 feet. Two other large Bridges and several smaller ones have received repairs during the season, the cost of which amounted to £30 2 9.

The principal part of the sum appropriated to this line of Road has been absorbed in the erection and repairs of the foregoing Bridges, leaving only a small sum for the general improvement of the Road. Two hundred and thirty nine rods of turnpike have been made at a cost of £34 1 8, and one hundred and seventy four rods have been gravelled at a cost of £7 7 6.

The Bridge over the River De Cache, 90 feet in length, is old and requires renewing, the expense of which will be about £40. The hand-railing on the new Bridge over
the

the Tabusintac has not yet been put on; and as this is a good substantial structure, of durable material, and well built, but not entirely safe in its present condition, it should be completed with the necessary hand-rail as soon as possible.

No. 8.—*From Bathurst to Pokemouche.*—51 Miles.

This is a long line of Road, and was at the date of last year's Report inferior in condition to most of the Roads in the Northern Counties. More improvement has however been made on it during the past season than in any previous year. Three thousand and twenty nine rods have been turnpiked and a considerable portion gravelled, a large proportion of which was done at the exceedingly low price of 7d. per rod.

Three new Bridges have been erected, viz:—Sweeney's Brook, 210 feet in length, built of cedar logs, floored over with poles of the same material, and covered with gravel at a cost of £162 10s.; Ellis's Brook, 257 feet long, built of the same description of material and in a similar manner to that over Sweeney's Brook, at a cost of £103 12 6; and John Ellis's Brook, a small Bridge 20 feet long, cost £8.

There are several other Bridges on this line that will shortly require renewing, amongst which are those over Teague's Brook, Grand Aunce Brook, Big Pokeshaw, and the River Waugh.

The principal expense on this line the coming season will be the erection of Caraquet Ferry Bridge. This Ferry has long been a source of great difficulty and expense to the inhabitants of that section of the Province, particularly at low water. Arrangements have been made for the erection of a Bridge at this place, to be completed by the first day of October next. It will be 1,500 feet long, 20 feet wide, and 12 feet high; to be built of cedar blocks, with a pine superstructure, and to be floored over the entire length with cedar poles not less than ten inches diameter at the small end, and covered over with gravel; the Contractor to furnish all the materials and complete the work for the sum of £1,300.

No. 9.—*From Bathurst to Belledune.*—23 Miles.

This line of Road has been maintained during the season in its usual good condition. The Bathurst Basin Bridge has been repaired by renewing several of the stringers and other parts of the work, at a cost of £59 1 9; its general appearance is therefore quite as good as it was last year. In view of making a large expenditure in building the Caraquet Ferry Bridge, it has been thought advisable to postpone the erection of a new Bridge at this place at the present time.

Elm Tree Bridge requires new covering and some other repairs, which will cost about £70.

No. 10.—*From Belledune to Metis.*—62 Miles.

This line of Road has been considerably improved during the past year, and thirteen hundred and eighty one rods have been gravelled at a cost of £126 4 4, or an average of nearly 1s. 2d. per rod. Several culverts have been rebuilt, and other improvements and renewals made along the whole line.

No new Bridges have been erected, but those over Jacquet River, Eel River, Garden's Brook, and Nash's Creek, have all received more or less repairs, amounting in the whole to £47 6s. In consequence of the erection of a dam immediately below
the

the Bridge over Lousin's Brook, it became necessary to raise and ballast the Bridge, and the same has accordingly been done, improving the approaches to it on both sides, which before were steep and in winter sometimes dangerous.

The upper end of the line, from Dalhousie to its termination on the Restigouche River above Campbellton, is a newer Road, and was, till lately, inferior to the lower part from Belledune to Dalhousie; but during the year this upper part has received more attention, and much of it has been gravelled with excellent ballast. In no part of the Province is there a better supply of materials for Roads and Bridges than in the County of Restigouche, and with large and sound cedar for the Bridges and culverts, and an abundant supply of excellent gravel along the whole length of the Road, a few years of care and attention has brought this line to a very satisfactory condition, and in a short time a moderate sum will keep it in admirable repair.

The worst feature on the Road is the Eel River Bridge, which has been complained of for some time; but, excepting the covering, it does not appear to be in a worse condition than last year.

No. 11.—*From Newcastle to Bathurst.—50 Miles.*

From Newcastle to Tabusintac, a distance of about 21 miles, a new Bridge has been erected over Grey Stone Brook, built chiefly with gravel with a stone culvert; this Bridge is 210 feet long, and cost £97 5s. Materials have also been provided for a new Bridge over the Bartibog Stream, at a cost of £120.

Two hundred and seventy two rods of turnpiking have been renewed at a cost of £23 12 6, or an average of about 1s. 9d. per rod, and one hundred and eighty one rods have been gravelled at a cost of £25 6s.

From Tabusintac to Bathurst, a distance of about 29 miles, the Road has been very much improved the past season. Two thousand eight hundred and eighty rods of this distance have been turnpiked at a cost of £87, or about 7½d. per rod, and nine hundred and sixty rods have been gravelled.

The Bridge over Little Bass River, and Lord and Foy's Brook, have both been repaired at a cost of £17 15s.

No. 12.—*From Fredericton to Newcastle.—102 Miles.*

Between Fredericton and Boiestown, 39 miles, no new Bridges have been built during the year, and only two have required repairs. A portion of the turnpike near the Fredericton Ferry Landing, was found last Spring to be in a very bad condition. Twenty nine rods of this have been thoroughly improved by filling the centre of the Road 10 feet in width and 18 inches deep, with stones, and covering the whole with gravel. About three miles of the turnpike have been renewed at a cost varying from 9d. to 1s. 10d. per rod, and such other repairs and improvements have been made as most required attention. The rebuilding of a Bridge over Garden's Creek has recently been let by Contract to Mr. M'Alon, to be completed the coming Spring.

Between Boiestown and Newcastle, a distance of 63 miles, two new Bridges have been built, both of them of cedar covered with gravel. One of these over Brown's Brook, 70 feet long, cost £64; and the other over Doak's Mill Stream, 14 feet long, was completed for £4 13s. Besides these, fifteen Bridges have been more or less repaired, at a total cost of £216 12s., the principal portion of the repairs on most of them

them being in the planked covering. In some instances cedar logs and gravel have been substituted for more perishable materials, and in other cases the spruce planking has been renewed.

The truss work of the Renous Bridge, 150 feet span, reported unsafe last year, has been strengthened by the introduction of strong arch braces footed into the abutments, and bolted to the lattice truss under the top chords, where a straining beam on each side connects the arch bracing, and carries the centre weight of the Bridge. This has been an expensive work, costing altogether £160; but the truss in its late condition was fast falling more and more out of line, and must soon have come down altogether. It is now straightened and strengthened, and is probably stronger and better than it has ever been before.

Besides the Bridges, seven hundred and eighty three rods have been turnpiked and forty gravelled, at a total cost of £56 15 10. Two bad places have been dug out and thoroughly repaired, some small hills have been cut down, and a variety of repairs and improvements made at a total cost of £127 5 8.

The erection of a new Bridge at Boiestown has recently been let by contract, to consist entirely of cedar covered with gravel; and besides this, two or three Bridges will require to be covered anew next season; and some repairs may be necessary to the large covered Bridge over the South West Miramichi, the breakwater and shear of one abutment requiring partial renewal.

No. 13.—*From Fredericton to Saint John.*—66 Miles.

Considerable improvement has been made on this line of Road during the present season, and much of the turnpike has been renewed and gravelled.

Five small Bridges have been built new, three of them with hemlock abutments and hacmatac top, and two of cedar throughout. Several of the remaining Bridges have been repaired; the one over Conley's Brook has had new covering, railing, &c. at a cost of £19 11 9; that over Hatfield's mill pond new railing, &c. and cost £15. The damage done to the new Bridge at Oromocto last Fall by the Steamer Transit, has been thoroughly repaired and is now in good condition.

The Bridges over Nerepis and Brizzley Stream will require repairing, and those over Queen's and Nase's Brook will probably require renewing the coming season.

No. 14.—*From Fredericton to Woodstock.*—63 Miles.

The three new Bridges contracted for in January last, have all been finished. The one over Long's Creek, the largest and most expensive of the three, is 243 feet in length and 26 feet in height from the bed of the Stream, is erected on two shore abutments and one centre block built of hewn cedar timber and filled solid with stone. The centre block has a down stream heater or ice breaker, and each shore abutment has a preventive wing on the lower side to break the force and lessen the effect of the ice which rushes into the mouth of the Creek from the River Saint John every Spring. The superstructure is made of good merchantable pine timber, and is well and thoroughly finished. The new Bridge has been raised six feet higher than the old one. This additional height was considered necessary in consequence of former Bridges having been repeatedly either carried away or seriously injured by the extremely high rise of water that occasionally takes place. The total cost of this Bridge was £644.

The one over Negro Brook was finished early in the season, is 50 feet long and 18 feet high, is built of large cedar logs and covered with cedar poles and gravel. It is a substantial and durable structure and will probably stand fifty years. The total cost was £45.

The one over Dow's Brook, 130 feet long and 16 feet high, has also been finished during the season, but is not so good a structure as either of the last mentioned. It is built on two shore abutments and cedar frame bents, floored over with cedar poles and covered with gravel. The contract price for this erection was £194.

These three Bridges have been built of the most durable material that could be procured, and notwithstanding this, their united cost is believed to be less in amount than is usually paid for Bridges of similar dimensions, erected of materials that would not last one fourth the time.

The total length of these Bridges is 423 feet, whilst the plank flooring is only 140 feet.

There are still a considerable number of old and partially decayed Bridges on this line which require a large sum every year to render them passably safe. Seven have been repaired the past summer at an expense of £75, and arrangements are in progress for the rebuilding of three others.

The Road is in fair travelling condition with the exception of about five miles through the Shogamock woods between Sullivan Creek and Tupper's. The turnpike along this distance requires raising and gravelling and the sides of the Road skirted. About £20 was expended on this distance this Summer in filling up holes and repairing the worst places, but it would require about £150 to put this part of the line in a good condition for travel.

No. 15.—*From Woodstock to River De Chute.—40 Miles.*

During the season three new Bridges have been built all of cedar, over Rideout's Brook, at Widow Shaw's, and Easty Brook, respectively 110, 90, and 22 feet long, at a total cost of £49 8s. The length of planking is only 54 feet altogether, and as this is the only part of these Bridges likely to require renewal for a number of years, the policy of reducing, as far as possible, the length planked, is evident. Nearly all the Bridges have been more or less repaired, principally in the covering, at a total cost of £91 3 5, and are generally in good condition. Besides these, several culverts have been built, and the Road has been wharfed up on the River side, where the bank was washing away. The expenditure for the year has been entirely on these works, the Road being generally in fair travelling condition. The Road is subject to slides; both of the hills into the Road, and the latter into the River; and considerable wharfing, especially in the neighbourhood of the Guisguet, will be necessary to prevent this.

No. 16.—*From River DeChute to Grand Falls.—33 Miles.*

This line of Road has been considerably improved during the past season; three hundred and seventy five rods of turnpike have been renewed at a cost of £45, or about 2s. 3d. per rod; one hundred rods have been gravelled at a cost of £15, or about 3s. per rod, and about fifty rods have been wharfed and otherwise improved.

The Bridge over Brayson's Creek has been rebuilt with cedar, floored over with poles of the same material and covered with gravel. This Bridge is 80 feet in length, and cost £60.

The

The Bridge over Little River, Clemno's Flat, and the Arestook River, have all received more or less repairs.

None of the Bridges on this line are expected to require either repairing or rebuilding during the next year.

No. 17.—*From Grand Falls to Canadian Boundary.—50 Miles.*

A large part of the amount appropriated to this line of Road the past season, has been required for the erection and repairs of Bridges. Those over Sigas and Durepeau Streams have been built new, and six others repaired. The Sigas Bridge is 168 feet in length, entirely of cedar and pine, and cost £200.

The Durepeau Stream Bridge was also built of cedar and pine, is 70 feet in length, and cost £27. The united length of flooring on these two Bridges is only 60 feet.

The Bridge over Rockway's Stream has been repaired at a cost of £20, and five others, including the old Quisibus, have been repaired at a cost of £53 10s.

A small part of the turnpike has been improved, and about 120 rods gravelled. Several of the culverts have been renewed, and other repairs made along the line.

No. 18.—*From Little Falls to Saint Francis.—32 Miles.*

This Road extends from Edmundston, or Little Falls, up the left bank of the River Saint John, to the outlet of the River Saint Francis. A considerable amount of the expenditure on this line of Road the past season has been made in the erection and repairs of Bridges. Three new ones have been built, mostly of cedar, at a cost of £41. Those over Little River, Crock and Pickard's Brooks, were repaired. Portions of the turnpike have been renewed and gravelled, several of the hills cut down and improved, two new culverts have been built and several repaired, and such other improvements made along the line as most required attention.

No. 19.—*From Grand Falls to American Boundary.—3 Miles.*

The expenditure on this line of Road during the past season, has been confined to improving the turnpike and cutting down the hills.

The Bridges are in good condition, have not received any expenditure, and are not likely to require any during the next season.

No. 20.—*From Pickard's Store to the American Boundary.—5 Miles.*

This Road has been considerably improved during the past season; the repairs have been chiefly in turnpiking and gravelling. Three hundred and thirty six rods of turnpike have been made new at a cost of £23 1 9, or at about 1s. 4d. per rod; and one hundred and eight rods have been gravelled at a cost of £30 7 6, or about 5s. 6d. per rod.

One small Bridge, of cedar and gravel, has been built over Murphy's Gully, at a cost of £14.

No. 21.—*From Buttermilk Creek to American Line.—9 Miles.*

This Road, though short, is yearly becoming of more importance, and now forms the outlet for a large portion of the newly settled parts of the State of Maine. Leaving the River Saint John at Buttermilk Creek, it forms for four miles a part of the back
line

line of Road from Woodstock, through Jacksontown and Williamstown, to the Great Road at Buttermilk Creek, the new Road being generally a more level line than in the front, and the continuation of this Road beyond the American Boundary intersects a third Road from Houlton parallel with the other two. All these three Roads are densely settled, and the outlet being the River Saint John, the travelling on this line is tolerably heavy. During the year a great deal of work has been done on the Road, two hills have been cut down, some rockwork removed, turnpiking and gravelling done, and culverts built, at a total cost of £106 8 9.

No. 22.—From Woodstock to Houlton.—11 Miles.

This line has for a number of years past been increasing in the amount of travel upon it, and forms now one of the busiest Roads for its length in the Province. The completion of the New Brunswick and Canada Railway on the 1st of September to Howard Settlement, has tended still further to increase this, and when the railroad is opened further to its intersection with this Road, it will be an important communication between the north and south of the State of Maine, as well as having a local traffic between the River Saint John and the United States. There are no Bridges on the Road of any importance, and the expenditure the last year has been principally in improving the turnpike, and in making and repairing crossings and culverts. The general condition of the Road is good, the nature of the ground not unfavourable for road-making, and the expense of its maintenance will not probably be very heavy.

No. 23.—From Fredericton to Saint Andrews.—78 Miles.

The two Bridges on this line mentioned in the Report of last year, viz: over Digdeguash and Johnston's Cove, are both completed, and have been some time since opened for public use. There is a long approach to the eastern abutment of the Digdeguash, which was not included in the contract for the erection of the Bridge; and which, built partly of wood and partly of earth, is old, and will soon require renewing. Another small Bridge has been rebuilt during the season, of cedar and gravel, at a cost of £7.

The Bridges over Jones' and Tanner's Brooks have been repaired; the former, by replacing the covering and one stringer, and the latter by renewing four of the stringers.

Considerable repairs have also been made on different parts of the Road. Eight hundred and twenty five rods of turnpike have been renewed, two hundred and thirty two rods have been gravelled, and a large number of culverts and crossings have been rebuilt and repaired.

All the large and important Bridges on this line are now in good condition, and most of them new.

No. 24.—From Waweig to Saint Stephen.—9 Miles.

This is a short line of Road near the Town of Saint Stephen, in the County of Charlotte. No new Bridge has been built upon it during the past season, and only one has required some trifling repairs. The expenditure for the year has been principally in improving the turnpike, filling ruts and holes, removing stones, and repairing drains and culverts. The general state of the line is very good, and as the foundation and materials are excellent, the cost of maintenance will not be heavy during the ensuing season.

No. 25.—*From Roix to Oak Bay.—16 Miles.*

The principal Bridge on the line, that over the Digdeguash, was reported last year as being out of order at the west end, and during the season this has been repaired. Fifteen hundred and seventy rods of turnpike have been made at a cost of £61 17s., and other repairs and improvements have been effected during the past season in removing rocks, rebuilding culverts and small bridges, gravelling, &c. to the extent of £24 14s. The traffic upon the Road is increasing, and the Saint Andrews Railway intersects it at a point that will probably become a busy and important depot.

No. 26.—*From Oak Bay to Eel River.—74 Miles.*

The opening and improving of this line has been carried forward simultaneously for a number of years from each end. It has been pretty well turnpiked from Oak Bay onward for a distance of 16 miles, and over this part the travelling is good. About eight miles farther it is very indifferent, and thence seven miles more, to the Little Digdeguash, barely passable on wheels. The greater part of the whole distance from Oak Bay, about 31 miles, is either rocky or miry, but generally very free from hills. This portion has been much improved by the expenditure of the last grant in turnpiking, draining, removing rocks, filling ruts, replacing cross-drains, &c. There are few Bridges on this part of the line, and most of them small. They are all in good condition except the one over the Little Digdeguash, the most expensive on the line, the approaches of which are unfinished. The improvements on the northern end of this Road have not been equal to those on the other, and there is yet a long distance impassable for wheeled carriages north of the Little Digdeguash; and the part of this end which has been opened, has been badly cut up by heavy carting. From the scarcity of good materials, the rocky and swampy character of the ground, and the weight of the traffic over both its ends, this Road is one of the most difficult to construct and expensive to maintain that we have in the whole Province.

No. 27.—*From Dead Water Brook to Saint Stephen.—17 Miles.*

No new Bridges have been erected on this Road the past season, two have received repairs, that over Smith's Mill Stream has been re-covered with sided cedar timber, at an expense of £10, and the one over Richardson's Stream has had four of the stringers replaced by new ones, and the Bridge has been otherwise repaired with stone and gravel.

Five hundred and forty two rods of this line have been turnpiked and a considerable portion gravelled during the season, the cost of turnpiking varying from 11d. to 4s. per rod, and the gravelling from 1s. 1d. to 3s. per rod. Four new culverts have been made and several old ones repaired, besides other improvements.

The Bridge at Upton's Brook is the only objectionable structure on the line, and will very soon require renewing.

No. 28.—*From Lower Trout Brook to the Town of Magaguadavic.—38 Miles.*

This Road is yet in an incomplete state, the greater part of the money the last year has been expended on the upper end of the Road, which before was barely passable, so that there is now a fair waggon way for 8 miles down, which is as far as the settlement at present extends in that direction. Five hundred and two rods have been

grubbed at a cost of £19 4s., and six hundred and nine turnpiked for £77 6 9. No new Bridges have been built, but trifling repairs have been put upon all during the season to keep them in condition. The principal one on the line, the Young Bridge, is not in a satisfactory state of repair, and next season it is proposed to put upon it new stringers and planking. The lower part of the Road near the Town of Magagavavic is much travelled, and is in good condition.

No. 29.—*From Salisbury to Harvey.*—44 Miles.

From Salisbury to Hopewell Court House the distance is about 29 miles. On this portion of the line the Bridge over M'Ray's Creek has been renewed. It is erected on two shore abutments, with a span of 22 feet; the abutments are built of spruce timber under the tide-way, and hachmatac above high water; its total length is 139 feet, 22 of which has plank flooring. The duration of this Bridge may be relied on for at least thirty years, with the exception of the plank flooring; its cost was £85, exclusive of approaches. The Road between Turtle Creek and Salisbury has been considerably improved; three hundred and twenty rods have been turnpiked at a cost of £30, and six hundred and forty rods have been gravelled at a cost of £40, or 1s. 3d. per rod.

From Hopewell Court House to Harvey the Road is in very good condition. Several small Bridges and crossways have been renewed during the past Summer, and such other repairs made along the line as required attention. The Bridge over Saw Mill Creek has had some slight repairs and will probably require renewing the coming season.

No. 30.—*From Isaac Derry's to Point Wolf.*—25 Miles.

The expenditure on this Road the past season has been made in turnpiking, gravelling, and other necessary repairs along the line. No new Bridges have been erected, and no expense incurred in repairing old ones. The Bridge over Salmon Creek, 70 feet in length, will require renewing the coming season, and will cost about £25.

The Road from Salmon River to Point Wolf is new, unfinished, almost impassable in places, and a large amount of expenditure is yet required to make it available for ordinary travel.

No. 31.—*From Saint John to Crooked Creek in the County of Albert.*—73 Miles.

From Crooked Creek to New Ireland Settlement, a distance of about four miles, the Road passes up a continuous hill nearly the whole distance. The land is rough and stony but the material is good for road-making. From the top of the rising ground through the new Ireland Settlement to Dornon's, at the mouth of the Elgin Road, a distance of about 10 miles, the turnpike is in good order, and material still favorable. Between Dornon's and John M'Manus', at the King's County Line, a distance of about eight miles, the Road continues to be in fair condition; and in this distance of over 22 miles there is no Bridges of any size except the one over Crooked Creek, built last year; besides this there are two of smaller size over the head of Salmon River, near Dornon's, and over Cleveland Brook, which would cost each about £25.

From John M'Manus', a distance of about five miles, the Road is bad nearly the whole way, and to put this portion of the line in fair travelling condition would probably cost 3s. per rod, or about £250. In this distance the Road crosses the heads or sources

sources of the Pollet and Point Wolf Rivers, within a short distance of each other, flowing in directly opposite directions, the one emptying into the Petitcodiac River, in the County of Westmorland, and the other flowing into the Bay of Fundy, in the County of Albert. The Bridges across these Streams are quite small and appear to be in fair condition.

From Michael M'Manus' to M'Laughlan's is about two and a half miles, one mile of which was made new this year, the remainder of this distance is almost impassable, and will cost about £150 to make it sufficiently good for travelling. A considerable improvement can be made by a deviation in the line in this distance, which should be effected before any further expenditure is incurred.

From M'Laughlan's to the Sussex Road, a distance of about 20 miles, the Road passes over a rough and hilly country, but is in a better condition than the part between King's County Line and Michael M'Manus'. There are two Bridges in the distance, one over Big Salmon River, and the other over Hammond River, both of which are in good condition.

From the Sussex Road to the Quaco Road, the country is hilly and rough. The Road has not been well laid out, and with the exception of about two and a half miles on the Saint John end of the line, which is well made and gravelled, the rest is in poor condition.

No. 32.—*From Saint John to Quaco.—30 Miles.*

Three small Bridges have been built along this line of Road since the last Report, at a cost of £40, and seven others have been repaired at an expense of £11 14 6. The principal outlay has been at the Saint John end of the line, where a considerable improvement has been effected near Tisdale's Farm. The ditches have been dug out, the side drains deepened, and the turnpike raised with brush, stone and gravel, for about half the distance from the Rev. J. Disbrow's Cottage to the Marsh Bridge, at a total cost of £231. The remainder of this section should be completed next year in the same style, after which this end of the route will be a most superior Road, and for a length of time be easily kept in good condition.

No. 33.—*From Hampton to Belleisle.—9 Miles.*

Application was made to the Legislature last Session to have the route of this line of Road changed, particulars of which will be seen in the Report on proposed lines of Great Road, marked F.

During the past season the usual repairs have been made on this Road by renewing culverts and improving the worst places along the line.

No. 34.—*From Scribner's to Belleisle.—25 Miles.*

On this line of Road one small Bridge over Pickett's Mill Stream has been rebuilt, and the one over Yandall's Brook raised and otherwise repaired, the cost of which was £58 8s.

A small portion of the Road has been turnpiked and gravelled, and some of the small crossways have been rebuilt during the past season.

There are two Bridges that will require raising next season, and several culverts should be renewed. The general state of the Road is inferior, the drainage is defective, and considerable outlay would be necessary to bring it up to a thoroughly efficient condition.

This

No. 35.—*From Nerepis to Gagetown.—23 Miles.*

This line of Road is in fair travelling condition, considerable improvement having been made during the past season. Five hundred and eighty three rods have been turnpiked and gravelled at a cost of £66 10s., and two hundred and ninety two rods of turnpike have been renewed at a cost of £15 4 6.

Four small Bridges have been repaired principally by renewing the planking and stringers, at a cost of £13 10s., and such other repairs were made along the line as were necessary.

No. 36.—*From Fredericton to Jemseg.—30 Miles.*

No new Bridges have been erected this season, but five of the old ones have undergone repairs at an expense of about £43. The principal outlay on the Road has been incurred in opening out and widening that part of it near Easty Creek, and in making arrangements for protecting the banks along the River side in that vicinity.

The Road was found last Spring to have been very severely damaged by the freshet; the track was washed away for a considerable distance, and travelling entirely stopped along the old Road.

A survey was subsequently made with a view, if found practicable, to take the Road round the head of Easty Creek, leaving the River at Mr. Cowperthwaite's upper line, and coming out at Enoch Lunt's Farm. After thoroughly investigating the whole matter, an arrangement was entered into with the land-owners along the line to have the Road widened out two rods along the Bank of the River without charge, with the understanding that the Banks should be piled, brushed and ballasted with stone at the joint expense of the Government and the proprietors. This arrangement is in course of being carried out.

No. 37.—*From Jemseg to Finger Board.—29 Miles.*

The Bridge expenditure on this line during the past season has been confined to the erection of a new structure at the Head of Belleisle. This Bridge was erected under special superintendence of the Board, and was finished and opened for public use early in the past Autumn, a particular description of which will be found in another part of this Report.

The improvements on the Road has been made principally in turnpiking, gravelling, and renewing culverts.

From returns made by the officer in charge of the Road, four hundred and eighty rods of turnpike has been made at a cost of £22 10s., or about 11d. per rod; sixty eight rods have been gravelled at a cost of £12 3 3, or about 1s. 6d. per rod; and 32 culverts have been built at a cost of £28 18 2.

Two small Bridges on this line are old and require rebuilding, one over Sherwood's Mill Stream and the other over Blair's Brook, and arrangements are in progress for their erection; their united cost will be about £50. When these structures are completed, all the Bridges on this line will be in good condition.

No. 38.—*From Cole's Island to Cape Tormentine.—40 Miles.*

The Bridge over Sunken Island referred to in last year's Report, has been renewed during the past year, and Gaspereaux River Bridge has been repaired. The Bridges on this Road are all therefore now in good condition. The

The necessary repairs have been made on the Road by renewing portions of the turnpike, gravelling, and improving such parts as most required attention.

No. 39.—*From Fredericton to Kent County Line.—56 Miles.*

From Barker's Landing to the Carlow Settlement Road, this line is in a very fair travelling condition. Beyond that point to Little River the Road is flat, undrained, worn into ruts and holes, and generally in very inferior condition. There are but few hills on this portion of the route, the land being flat and wet, and not well adapted for cultivation. From Little River to the Kent County line some considerable improvements have been lately effected, the Road has been remodelled, and a portion made new this year on very favorable terms. The whole of the district is flat and level, but not unfavorable for road-making. The Road is now open for travelling to within three miles of the Kent County line.

No new Bridges have been erected during the year, and the repairs have amounted to only a small sum, the greater part of the grant having been judiciously expended in opening up for travel the further portion of the line. Altogether, one thousand and seventy rods have been turnpiked, at a cost of £70 6 1, and five new culverts have been built. The Bridges, though generally of an inferior description of material and design, are all in good order, and the outlay upon them next year will probably be inconsiderable.

No. 40.—*From Kent County Line to Richibucto.—44 Miles.*

Considerable improvement has been made on this Road during the past season; about a thousand rods of the turnpike have been remade, and one hundred and twenty gravelled, the cost of which averaged about 2s. per rod for the turnpiking, and 1s. per rod for the gravelling.

Two Bridges have been rebuilt during the year, one of which over the Gaspereaux, is two hundred and thirty feet long, and cost £43 15s.; the other over Big Cove, is one hundred and seventy five feet long, and cost £36. Besides these, several culverts and cross-water drains have been renewed, and other repairs and improvements made along the line. The Bridge over Watson's Brook, which is old and nearly worn out, has been repaired, but will probably soon require to be rebuilt.

A great portion of this Road is still unfinished, and from Hudson's Brook to the Kent County Line it is almost in its wilderness state.

No. 41.—*From Tilley's Landing to Little River.—12 Miles.*

The first half mile of this Road, which was scarcely two rods wide, very inconvenient, and sometimes impassable, has been altered and much improved. From this point towards the thoroughfare between the two Lakes, the low piece of ground has been crosslaid with large hemlock logs, covered with a coating of clay, and well gravelled. The sum of £100 has been expended there during the season, and £100 more will be required to finish the improvement in the same style. From the thoroughfare onward, the Road is generally in a good condition, though an alteration in one place is requisite to straighten the line and avoid some steep and dangerous hills. Several of the Bridges are out of order, and the one between the two Lakes, which is a considerable length, and the principal one on the line, requires a new covering. About £5 for temporary repairs was expended upon it during the past year, to keep it in safe and passable condition.

No. 42.

No. 42.—*From Sussex Vale to Upham.—12 Miles.*

The expenditure on this line of Road during the past season has been confined principally to making and renewing turnpike and repairing and replacing culverts. About seven hundred rods have been thus improved at an average cost of 1s. 9d. per rod. No outlay has been occasioned by the Bridges, nor is it probable that any of them will require to be rebuilt next season. Those over M'Monagle's and Spear's Streams will have to be covered anew, and some further trifling repairs may be necessary to the extent of about £10.

No. 43.—*From South West Bridge to Gaspereaux River.—26 Miles.*

This line was only placed on the Great Road establishment last year, and is entirely new; it commences at Doak's Bridge, on the South West Miramichi, and extends to Mushrall's Brook, a distance of six miles; thence to Cain's River, a distance of four miles; thence to the termination of the Road, near the mouth of the Gaspereaux River, a further distance of sixteen miles. This Road passes through an unsettled country nearly the whole way; about two thirds of the distance the land is good and suitable for settlement, and the remaining third inferior.

It crosses in its course five considerable Streams, viz:—Mushrall's Brook, Cain's River, Ten Mile Brook, Gaspereaux River, and Pleasant Brook. The estimated expense of erecting Bridges over these Streams, is as follows:—

Mushrall's Brook,	....	....	....	....	£20
Cain's River,	....	....	....	....	300
Ten Mile Brook,	....	....	....	....	60
Gaspereaux River,	....	....	....	....	300
Pleasant Brook,	....	....	....	....	20
					£700

A survey and location of this Road was made in October last, by William Parker and Isaac C. Burpee, Esquires, and reported on by them, a copy of which Report will be found in the Appendix.

This Road, when opened through, will afford a new summer route from Newcastle and Chatham to Saint John, avoiding the tedious portage to Fredericton, and connecting with Steamboats on the Grand Lake.

The preceding lines of Road will require for the present year the erection of 33 new Bridges, and repairs to a large number of others, the estimated expense of which is £6,180.

The necessary repairs and improvements to the different Roads, including small Bridges, Culverts, &c., are estimated at £7,825, making the total sum required for the Great Road service the coming season, £14,005.

The above is exclusive of liabilities and balances due on Special Bridge Contracts already entered into.

NEW ROADS.

The following seventeen lines of Road proposed to be put upon the Great Road establishment, were referred by the House of Assembly during the last Session to this Department for the Chief Commissioner to report upon :—

A—From Bailey's Brook to the Church on the Main Nerepis Road, through the Douglas Valley.—40 Miles.

This line leaves the main Nerepis Road at Bailey's Brook, about two miles below Fredericton, and passes on to Peabody's Mills, at the Rusagonis, a distance of about eight miles, partly through unimproved lands; thence to Hartt's Mills, about 10 miles, through lands partly settled; thence through a district containing a great extent of excellent land, much of it well cultivated, all the way to the Church, where it again joins the main Nerepis Road. There are 10 Bridges on this line, the principal of which are those at Rusagonis, Hartt's Mills, and South Branch; most of the others are only very small. The Bridge at Rusagonis is nearly new, and in good repair. That at Hartt's Mill is old, though passable and safe. That over the South Branch, built by the Board of Works this year, is one of the best in the Province.

This line of Road was carefully explored, and all the proposed alterations marked out by Messrs. Jordan and Brown, a number of years ago; and their Report was accompanied by a plan, showing the courses, distances, elevations, and depressions of the same. It was again explored and reported on by Mr. Blair, under the direction of the Board of Works, in 1856, who also furnished a plan, showing the courses and distances.

With the exception of the part between Bailey's Brook and Peabody's Mills, which has not yet been opened, the rest of the line (more than 30 miles,) is now in good travelling condition; and when all the proposed alterations are completed, it will be an excellent Road, through a fertile and well settled district, and entirely free from the inconvenience caused by the overflowing of the Saint John River over the Oromocto flats, which in the Spring of the year occasions a long and tedious ferry on the present Road between Saint John and Fredericton.

This Road connects the Counties of Queen's, Sunbury, and York, and passes through the beautiful and flourishing settlement of the Douglas Valley; it is therefore an important line of Road, and will be much used both for through travel and also as an outlet for the inhabitants either travelling to Saint John or Fredericton.

B—From Chatham to the Light House at Escuminac, in the County of Northumberland. 40 Miles.

This line of Road as above described, from Chatham to Black River, a distance of eight miles, is a part of the Great Road leading from Chatham to Richibucto. From this point the Road leads down the northerly bank of Black River four miles; thence crossing its main branch to Bay du Vin River, a distance of six and a half miles; thence crossing M'Innis' Creek, Dennis' Creek, John O'Bear's Creek, Eel and Portage Rivers, is continued through the Escuminac plains to the Light House.

The Road is opened up to within about three miles of Escuminac, and is a fair turnpike Road the whole distance; the three miles unopened have not been located,
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the communication to the Light House being kept up by travelling along the shore. The first half mile of this distance is through a good land for road-making; the remaining two and a half miles is a plain (known as Escuminac plains) over which the Road would have to be made by brushing, and carting gravel.

There are ten Bridges on the line, namely :—

1. Cameron's Brook.—This is a small Bridge, and will require to be rebuilt in a short time; the cost would be about £20.
2. Black River.—A new Cedar Bridge has been erected over this Stream this season.
3. Little Branch.—This is a long low Bridge, about 500 feet in length; is old, and will very soon require rebuilding, and will cost about £300.
4. Horton's Creek.—Within a mile of Bay du Vin River a new Bridge is required over this Stream, and would cost about £50.
5. Bay du Vin River.—A new Cedar Bridge has been built over this Stream this year.
- 6, 7, 8. M'Innis', Dennis', and John O'Bear's Streams, all have good Bridges over them.
- 9, 10. Eel and Portage River Bridges have been built but a few years, and are in good condition.

William Parker, Esquire, one of the Deputy Surveyors of the County of Northumberland, makes the following remarks respecting the importance of this Road :—

“ This line of Road may be considered a Great Trunk Road, from the number of branch Roads which lead into it.

- 1.—A Road from the new Bridge, Black River, to the mouth of Napan River.
- 2.—A Road from the new Bridge, Black River, to the mouth of said River, and through to Point Au Car.
- 3.—A Road up through the Settlement on “ Little Branch.”
- 4.—A Road from Horton's Creek along the westerly side of Bay du Vin River, to the Richibucto Road at Dickens'.
- 5.—A Road up the east side of Bay du Vin River.
- 6.—A Road up the west side of Eel River.
- 7.—A Road up the west side of Portage River.
- 8.—A Road to the “ Hardwoods,” in rear of Escuminac Village.
- 9.—A Road from near Preston's, Escuminac Village, towards Point Sapin in the County of Kent.

This last Road has been laid out and opened twelve feet in width to the County Line, but no action has been taken from Kent to open up the Road through. The distance to Point Sapin is estimated at ten miles, and if this Road were made the connection to the Gulf Shore, Kouchibouguac, and Richibucto, would be complete.

The district of country through which the Road to Escuminac passes is well adapted for farming purposes, and is settled the whole way to the Plains. There is also a settlement up the “ Little Branch,” and a back settlement in rear of Escuminac Village, known as the “ Hardwoods.”

From various reasons this Road is becoming of very great importance to the general business of the County, a few of which may be mentioned.

The Shipping Interests.—It makes a ready communication for our Merchants and Pilots to the Light House, the entrance of the Harbour, and to those different points where it may be necessary to leave or board vessels going out or in.

Fishing Interests.—This is now becoming an important branch of business along the Bay Shore and on the Islands immediately in front.

There are four establishments for the preserving of Salmon, which do a large business and give employment to a number of men. The estimated cost of the Salmon sold to these establishments for the present year was between three and four thousand pounds.

Agricultural Interests.—In this particular the settlers are more immediately interested. It has been already stated the settlements extend to the Plains, and the land in general is good for farming purposes. There are several large farms on Black River, Bay du Vin, and along the Bay Shore, well cultivated; and the settlements in some places partake more of the village form than the ordinary mode in which a River or Road is settled.

General Interests.—From the remarks already made it will be seen that the general interests of the County are to a certain extent identified with the Road, more particularly the Shipping and Fishery interests. If the few miles required to connect with Point Sapin were made, it would then stand in the same relation to Kouchibouguac and Richibucto that the Road *via* Pokemouche does to Bathurst. An unbroken communication would thus be had around the Gulf Shore, which would facilitate travelling, and add materially to the comfort and convenience of the public generally.”

C—*From the Great Road near David Taylor's, in the County of Albert, through Coverdale, to the Great Road near M'Latchy's in Hillsborough.—26 Miles.*

This line of Road, leaving the Great Road in Hillsborough, near M'Latchy's, passes up the right bank of the Petitcodiac River to the Stoney Creek, a distance of about five miles, thence following up said River through Smith's Village, crossing Smith's Brook, Mud Creek, and Mill Creek, to the Bend, a further distance of six miles, thence passes up the south side of said Petitcodiac River to Turtle Creek, a further distance of seven miles, thence following said River to the Great Road near David Taylor's, a further distance of eight miles.

This Road passes through a well settled and valuable farming country all the way. The Road has all been made, turnpiked, and parts of it gravelled.

There are four Bridges and one Aboideau on the line, all in good condition, except that over Smith's Brook, which will require renewing soon at a cost of about £50.

The Aboideau has been erected and maintained at the joint expense of the Government and Marsh-owners of the District, in the same manner as the Aboideau over the Aulac in the Parish of Sackville.

There are two important Ferries over the Petitcodiac River in connection with this line of Road, one at Stoney Creek and one at the Bend.

The Ferry at Stoney Creek is the lowest Winter crossing on the Petitcodiac River, and is very much used by travellers to and from the lower Parishes of the Counties of Westmorland and Albert.

The Ferry at the Bend is near the site for the contemplated new Bridge, and is in connection with the Moncton Railway Depot, which by this Road is but 11 miles

from Hillsborough, and about 19 miles from the Court House at Hopewell. A very large portion of the inhabitants of the County of Albert will therefore pass over this line of Road to the Railway, (it being the shortest distance,) as soon as the Rail Road is open through to Saint John.

D—From Robert Hopper's, in the Parish of Coverdale, to Elgin Corner.—18 Miles.

This Road commences at the Great Road, near the outlet of the Coverdale River, in the Parish of Coverdale, and passes up the south side of the Petitcodiac River, about four miles to the Pollet River, in the Parish of Salisbury, thence passes up the right bank of the Pollet River to Thomas Colpitt's, a further distance of seven miles. The Road on this distance has all been made and turnpiked, and passes through a valuable and thickly settled country, the soil is light and sandy, and is well adapted both for farming purposes and road-making.

From Thomas Colpitt's the Road crosses the Pollet River, and passes up the left bank of the same to Elgin Corner, a further distance of seven miles. In the last mentioned distance the country is not as thickly settled as farther down the River; about five miles of this distance the Road has been turnpiked, and the remaining two miles has been grubbed and levelled, and made quite passable for carriages.

There are four considerable Bridges on this line, namely:—

No. 1. Colpitt's Mill Brook—Near the junction of the Little River Road, is about 140 feet long, is in good condition, and cost when erected about £70.

No. 2. Pollet River—Is about 200 feet long, and about 15 feet high. This Bridge is old, and in two or three years will require renewing, the expense would be about £150.

No. 3. O'Brien's Gully—Was built new this season, is 140 feet long, 21 feet high, built on frame bents, and only cost £28.

No. 4. Colpitt's Gully—This Bridge has been built several years, but is still safe for travelling.

There are a number of smaller Roads leading into this line, namely:—

The Roads from Mechanics' Settlement and Golden Mountain connect at Elgin Corner; the Road from Smith's Settlement about two miles down the River; the Little River Road at Thomas Colpitt's; the Bannister Road at Alexander Cain's; and the Main River Road at Benjamin Smith's. A large portion of the travel from these Roads find an outlet by passing down the main line to Salisbury Corner, the principal Railway Depot.

E—From Great Road in King's County, near Teakles' Mills, via Stevens', to Elgin Corner.—12 Miles.

This line of Road passes up the northern bank of Kennebecasis River by Teakles' Mills, to George Jonah's; thence crossing the said River twice to Stevens', a distance of about 10 miles; thence the Road passes through the Middle Land Settlement to Elgin Corner, a further distance of about two miles. The country is rough, hilly, and rather unfavourable for road-making; there are no large Bridges on the line, and the whole is in passable condition.

This line of Road is considerably used, especially by the inhabitants of the different surrounding settlements travelling to and from Saint John, and as a continuation of the preceding

preceding line from Robert Hopper's to Elgin Corner, would form an important through Road extending from Salisbury, in the County of Westmorland, through the Counties of Albert and King's, to the present line of Great Road from the Bend to Saint John, at M'Leod's.

F—To alter that part of the Great Road in King's County leading from Hampton to Belleisle.—5½ Miles.

The present line and proposed Road have both been examined and explored, and the correct distance of each ascertained.

The present line leaves the Great Road leading from Fredericton to the Finger Board a short distance south of the Belleisle Bridge, and passes through a thinly settled country to the Great Road leading from Saint John to the Nova Scotia line, a few rods easterly from Hampton Ferry. The country over which this line passes is very uneven, and forms almost one continuous succession of hills and ravines the whole distance; the length of this road is nine miles. The proposed Road leaves the Great Road at very nearly the same point that the first mentioned one does, and runs a more southerly direction to the Great Road leading from Saint John to the Nova Scotia line near Smith's a distance of five and a half miles.

This line of Road passes over a pretty hilly country also, but is more favourable for travelling than the one first described. There are no important Bridges on either line.

The last mentioned Road can be made complete and kept in good travelling condition at a much less expense than the former, and would, I think, be preferred as a Road for general travel.

G—From Shediac to Cape Tormentine in the County of Westmorland.—39 Miles.

This Road runs from the Great Road in the Parish of Shediac, crossing the Scadouk River at Scovill's Mills, to the Railway Station; thence down the Gulf Shore, through the French Settlements, to the Aboushagan Streams; thence following the shore, and crossing the Tedish, Shemogue, and other small Streams, to Cape Tormentine.

This line of Road has been made all the way, and about one half the distance is in very good condition; portions of the turnpike have been renewed this year, and is as handsomely made as any to be seen in the Province.

There are three large Bridges on this line, and a considerable number of smaller ones. The three large Bridges are those over the Scadouk, and Little and Big Aboushagan Streams.

The Scadouk Bridge is about 650 feet in length, has received some repairs this season, and will require renewing in a short time. A new structure at this place would cost, if properly built of durable materials, about £500.

The Big Aboushagan is 990 feet long. This Bridge is old, and out of repair; the northern half has had the covering renewed this year, and with some further repairs it may stand one or two years. To rebuild it would cost about £600.

The Little Aboushagan Bridge is 630 feet long, is also old, and will soon require renewing, which would cost about £300.

The small Bridges are in a better state of repair than the large ones, and will not require much expense for some time.

This

This Road passes through a country well adapted for farming purposes, and is thickly settled nearly the whole distance. In addition to the travel of the settlers along the line, the inhabitants of Bay de Verte and Port Elgin pass over this Road on their way to the Railway Station at Shediac and other places along the coast.

H—*From Butternut Ridge to New Canaan, thence to Cumberland Bay, and thence to cross the Head of Grand Lake, until it strikes the old line of Road from Salmon River to Fredericton.—50 Miles.*

It will be seen by reference to the map, that a Road established according to the above description would be very circuitous and inconvenient, either as a leading Road for general purposes or for through travel.

If a line of Great Road is established in that vicinity, I would recommend the line marked on the accompanying plan. This line, leaving the Railway Depot at Salisbury Corner, runs in a northerly direction to the North River, thence crossing Hoar's Brook, passes over the upper part of Butternut Ridge to New Canaan, thence by the head of the Grand Lake to the Fredericton and Richibucto Road.

From Salisbury to New Canaan the Road is made, and although rough for some part of the distance, it is passable for carriages; portions of the remainder are also made. There are several considerable Streams crossed by this line of Road, the most important of which are the New Canaan River, North River, and Hoar's Brook.

A Bridge is now contracted for over the New Canaan River, at a cost of £674, to be completed in September next. This Bridge will be 292 feet long and 18 feet high. A new Bridge was built over the North River about four years ago, and remains in good condition. The Bridge over Hoar's Brook looks old, and will probably require renewing in two or three years.

The country along this line of Road is but partially settled; much of the land is good, and some portions very superior. If therefore facilities were given for travel and through communication, by establishing a leading line of Road, it would tend to increase the settlement and advance the interests of the inhabitants of that district of country.

I—*From the Town of Chatham, in the County of Northumberland, on the south side of the Miramichi River, to Newcastle, the Shire Town of the said County.—5 Miles.*

This is a short line of Road running from Chatham through a busy settlement, extending up the south bank of the Miramichi River, to the Ferry Landing at Newcastle, a distance of about five miles, the communication across the River being completed by the establishment of a Steam Ferry, the landing slips for which were partially provided for by the Legislature last Session.

There is only one Bridge on the line, about 200 feet long, which has been built some time, but is still in fair condition, and will last two or three years longer.

J—*From the Great Road in the Parish of Addington, in the County of Restigouche, to the Mouth of the Upsalquitch.—9 Miles.*

This is a line of Road extending from the terminus of the present line of Great Road, and running up the right bank of the Restigouche River to the mouth of the Upsalquitch, a distance of about nine miles, a part of which has been finished.

From

From the present line to Mrs. Kettle's, a distance of about four miles, the Road has nearly all been made, and about three fourths of this distance is in fair condition. From Mrs. Kettle's to the Upsalquitch, a distance of about five miles, for one half the distance it is barely passable for travel, and the remaining two and a half miles will be somewhat difficult and expensive to make, requiring wharfing and other expensive works along the bank of the River.

There are five small Bridges on this line, all in fair condition except one, the united cost of which was about £150.

K—*From the Mouth of the Upsalquitch, in the Parish of Eldon, County of Restigouche, to Tom Kedgwick.—26½ Miles.*

This line of Road runs up the south side of the Restigouche River from the mouth of the Upsalquitch to the Tom Kedgwick, a distance of 26½ miles, as will be seen by the accompanying Map. It was explored and surveyed two years ago by Deputy Saddler, of Dalhousie, from whom I have obtained the following memorandum :—

“ In answer to your several queries, viz :—

1. The total distance of line run ?—26½ miles.
2. The distance from point to point ?—See Plan.
3. The number of Bridges required, with the name of each stream or ravine to be bridged, with the probable cost of the erection of each ?

There are no bridges worth mentioning excepting one across White's Brook,—probable cost of which, and cutting the side hills to give a regular descent thereto, say £100. For names of the several streams, see Plan ; from £5 to £8 will put a sufficient Bridge across any of them.

4. Whether any portion of the Road has been made, and if so, the distance ?

No portion of the Road has been made, but there are several pieces of old portage and hauling roads (say two or three miles in all,) running nearly parallel to the route, that could be used for a time, till the entire line was opened.

5. The probable cost of making the whole line passable for carriages ?

It would be difficult to form an estimate of what sum would make a carriage Road the whole distance ; such a Road in the present state of the country is not required. The Road wanted is one, say, cleared, rooted, and levelled, eleven to twelve feet wide, turnpiked the same width where the ground is sideling ; strong Bridges of unhewn cedar across the several streams ; soft places poled, &c., fit for a horse and sled to go summer or winter. Such a Road would suit the wants of the country for many years to come ; and if extended towards Campbellton, as shewn on the plan, would be a great boon to Lumberers portaging to the several branches of the Restigouche, and open a way through and to the most fertile lands in the County. From five to six hundred pounds in the hands of a proper Commissioner, judiciously expended, would complete a Road of the above description, the whole distance.

There are several alterations could be made on the line run, that would effect a considerable saving in making the Road.”

L—*From the Great Road in the Parish of Inkerman, in the County of Gloucester, via the Bridge over the South River of Pokemouche, to Shippegan Harbour.—9 Miles.*

This is a short line of Road leading from the Great Road, in the County of Gloucester, to Shippegan Harbour. The whole of this Road has been turnpiked 24 feet wide, and that part of it which passes over the barrens (a distance of nearly two miles) was all covered with rails laid across the Road close together, and covered over with gravel.

This Road crosses the South Branch and main Pokemouche Rivers. A Bridge has been built over the South Branch 1000 feet long, which was erected six years ago at a cost of only £200; it cannot therefore be considered a very substantial Bridge, but will answer the purpose of the travelling public six or seven years longer. The main Pokemouche River is 1500 feet wide, at which a Ferry Scow is kept, and is taken across each way by means of a rope stretched across the River. This Road is the main thoroughfare to Shippegan, a large settlement, principally engaged in the fisheries of the Gulf, and is, besides, the land route to Shippegan and Miscou Islands, on the latter of which a Light House was recently erected.

M—*From the River Saint John, on the north side of the Tobique, in the County of Victoria, to Campbellton, in the County of Restigouche.—132 Miles.*

This line of Road was explored and surveyed by Messrs. Garden and Ferguson, in the year 1854. The Road leaves the east side of the River Saint John near the mouth of the Tobique, and follows the general course of that River to the Forks, 53 miles, where it crosses the Nictor or Little Tobique, and recrosses it again at the outlet of the Nictor Lake, 20 miles farther. A portion of 18 miles brings the line to the North West Branch of the Upsalquitch, which it follows for 10 miles to the Forks, and crossing the South East Branch, runs a nearly direct course for 30 miles to Campbellton, the head of ship navigation on the Restigouche. The commencement of the Road on the River Saint John was selected as affording the best site for a Ferry to connect with the main Road on the west side of the River. From that point to the Pokiok River, which is only an insignificant mill stream, the country is hilly and difficult, and a direct route is impossible; the only stream of any consequence is the Narrows Brook, 40 feet wide, about half way between the Saint John and the Pokiok, 5 miles. Continuing through a more favourable country both for road making and settlement, the line is carried through a generally level country to the Three Brooks, 15 miles from the Pokiok, where a Bridge 200 feet long will be necessary. Up to this point the country is sparsely settled, and the present Road is in a tolerably passable condition; both the Pokiok and Three Brooks have saw mills situated upon them, and formerly a large establishment of the same kind was driven by the waters of the main Tobique itself, which was dammed at the foot of the Red Rapids about 12 miles from its mouth. Six miles above Three Brooks by the course of the River, and about five by the Road, a large deposit of Plaster of Paris occurs both on the main River and on the Wapskihagan Stream which runs in on the south side. The Plaster Rock, as it is called, is a solid mass of Gypsum of a red colour, rising directly out of the River to a perpendicular height of over 100 feet, and when once accessible by a good Road will be immediately available as a valuable source of the mineral, one of the best and cheapest of natural fertilizers.

Two

Two miles above the Plaster Rock by the River, and at 26 miles from the Saint John by the proposed line, a Road has been surveyed and partly made from the Grand Falls, distant about 20 miles, intersecting this Road. From the Three Brooks to the Two Brooks, 18 miles, the line skirts the foot of the Sisson Ridge, one of the finest stretches of hardwood land in the Province. The Tobique River abounds in fine intervalles, and the whole of the land to the northward and westward is in general of the best quality. Further on the land becomes more broken and hilly, though still valuable for agricultural purposes, to the Forks of the Tobique, 53 miles from the River Saint John, where the River divides into three branches, the Right-hand Branch, Mamozekil, and Nictor. The Road follows the general course of the last mentioned, and crossing it near the mouth, runs through a good tract of hard wood and mixed growth of land, to the outlet of the Nictor Lake, when the Stream is again crossed at 73 miles from the Saint John, and 60 from Campbellton. The two Bridges over the Nictor, respectively 142 and 125 feet wide, present no unusual difficulty, and will not be expensive structures.

From the Nictor to the Upsalquitch, 18 miles, the land is rough and mountainous, crossed by numerous small streams, but nothing exceeding 12 or 15 feet wide; the land is generally well wooded with a hardwood or mixed growth, but not equal to the portion on the Tobique for settlement and cultivation. From the ninety first to the one hundred and second mile, where the line crosses the South East Branch of the Upsalquitch, it runs through a hilly burnt district, not well adapted for farming purposes. From this point it follows the east bank of the main Upsalquitch, three and a half miles, to the Popologan Stream, whence it diverges from the River, and passing generally through good land, strikes the Great Road along the Restigouche River, about one mile from Campbellton. Portions of the Road are already opened for several miles from Campbellton towards the Upsalquitch, and two or three Portage Roads branch off from it in that distance; but from Three Brooks, on the Tobique, to the Mill Stream at Campbellton, a distance of over 100 miles, it is at present an unbroken wilderness.

The amount of bridging on the whole length is insignificant, and the only Streams involving structures over twenty feet in length of span, are—

Narrows Brook,	....	....	....	40 feet wide.
Three Brooks,	....	....	....	200 "
Sisson Brook,	....	....	....	20 "
Two Brooks,	....	....	....	55 "
Haley Brook,	....	....	....	21 "
Nictor, at mouth,	....	....	....	142 "
" at outlet,	....	....	....	125 "
Brook at 92nd mile,	....	....	....	20 "
S. E. Upsalquitch,	....	....	....	100 "
Popologan,	....	....	....	50 "

Considerable expenditure has been made within the last three or four years on both ends of the line, and probably the best course to pursue would be to extend the Road gradually from both ends as the settlement progresses.

N—From Jouett's Ferry, on the eastern side of the River Saint John, through the Parishes of Douglas, Queensbury, and Northampton.—54 Miles.

This line commences at the mouth of the River Nashwaak, and passes up the left side of the main River Saint John, through a fertile and well settled country, crossing the Nashwaaksis, Keswick, Mactaquack, Nackawikak, and some other streams, till it reaches the eastern boundary of the County of Carleton. Much of the ground is level or nearly so, though there are some steep hills on it, the most dangerous of which is that near the eastern approach of the Mactaquack Bridge. There are other difficult hills, chiefly on the upper part of the line, all of which by a moderate and judicious outlay, might be either avoided altogether, or very much improved. There are ten Bridges on this line, the principal of which are the Nashwaaksis, 234 feet long; Keswick, 252; Mactaquack, 208; Pennington's, 230; Nackawikak, 294; the others are much smaller. These Bridges are in various conditions—that at Nackawikak was built this year—most of the others are in a safe and passable state, but the one over the Mactaquack is old and decayed, and ought to be rebuilt, and the steep hill avoided altogether if possible.

O—From the York County Line, on the east side of the River Saint John, and through the Parishes of Northampton, Brighton, and Kent, in the County of Carleton.—48 Miles.

The whole of this line is near the left bank of the River Saint John, and passes through a well settled and very fertile country for most of the way. A large portion of it is comparatively level, and the Road good and easily maintained. To this general description there are however some exceptions, the principal of which is nearly opposite to Woodstock, where the Road passes over hills and ravines, difficult and dangerous for travellers and traffic. To avoid these a very expensive alteration has been commenced and is now in progress; the principal improvement consisting of a long side cut. There are seventeen Bridges on this line, the principal of which are those at Munquart, 150 feet long; Chicktahawk, 260; Little Chicktahawk, 172; Buckwheat Brook, 250; Stickney's Brook, 130; Campbell's Brook, 120; Becaguimic, 228; and several others averaging 100 feet, more or less. Some of these Bridges are new, others in good repair, and others much decayed. Those at Chicktahawk in particular, require to be rebuilt.

Of the whole line on the eastern side of the River Saint John, extending from the Nashwaak River to the Victoria County line, 102 miles, it may be observed that though at present inferior to the Road on the other side of the River, it could with a moderate outlay be made very good all the way; much of the ground is comparatively level, and such a large number of costly Bridges is not required.

P—From Kingston, on the south side Richibucto River, by Alexander Robinson's, to James Pine's.—22 Miles.

This line of Road is situate in the County of Kent. Leaving the Great Road from Shediac to Richibucto, near the Bridge at Kingston, it passes up the south side of the Richibucto to the Saint Nicholas River, at Alexander Robinson's, a distance of nearly five miles; thence crossing the Saint Nicholas River it extends up to Graham's Creek, a further distance of about three miles; thence to Indian House Creek, a distance of three

three miles ; and thence crossing Indian House Creek, it passes up the River to Coal Branch Bridge, a further distance of about eight miles ; and thence to the Fredericton and Richibucto Road at James Pine's, three miles.

There are seven considerable Bridges on this line, viz :—

Child's Brook, about	....	....	....	....	350 feet long.
Saint Nicholas River,	....	....	....	....	720 "
Bear Creek,	....	....	....	....	300 "
Graham's Brook,	....	....	....	....	300 "
Indian House Brook,	....	....	....	....	240 "
Coal Branch Stream,	....	....	....	....	250 "
Trout Brook,	....	....	....	....	100 "

The Saint Nicholas River Bridge is nearly new ; that over Bear Creek was built last year, and that over Indian House Brook is also in good condition ; those over Coal Branch and Trout Brook are in pretty good order. The Child's Brook Bridge will require railing ; and that over Graham's Creek must have considerable repairs to make it safe and passable.

This line of Road is open for travel the whole way, and has been turnpiked three quarters of the distance.

Q—From Moore's Mills, in Saint James, to the Woodstock Road.—9 Miles.

This is one of the Charlotte County Bye Roads. Leaving the Great Road from Dead Water Brook to Saint Stephen, at the flourishing village of Moore's Mills, it passes through the settlement to Sharman's Mill, and thence through the Baillie Settlement, joining the Great Road from Oak Bay to Eel River, at M'George's corner, so called. The Road is generally well made, but crosses several steep and difficult ridges. It passes for most of the way through a well settled district, and has no expensive Bridges to be maintained.

The foregoing Roads embrace a total distance of 546 miles, and are distributed over the different Counties in the Province, nearly all the Counties having either one or two Roads, or portions thereof, passing through some parts of them, many of these Roads connect large and flourishing districts of country, others connect two or three Counties, and all are more or less important.

If these Roads are placed on the Great Road establishment, they will immediately come under the management and control of the Department of Public Works, and will consequently have a more thorough supervision than they can possibly have under the present Bye Road system. It must be remembered however, that the proposed change, if effected, will relieve the Bye Road requirements to a considerable amount, and increase that of the Great Roads to a similar extent.

BRIDGES BUILT BY THE BOARD OF WORKS.

No. 1.—*Caraquet Ferry Bridge.*

The building of a Bridge at this place was let at public competition, and a contract entered into with Mr. Edward M'Mahon, of the County of Northumberland, for its erection, on the 19th day of January last. The

The general plan is for two shore abutments, and three central blocks, one span of eighty feet over the channel, and three spans of thirty five feet each ; the shore abutments and central blocks to be built of good cedar logs, not less than ten inches at the small end, and ballasted with stone and gravel. The superstructure and stringers over spans to be of merchantable pine, and the spans are to be covered with cedar plank, four inches thick ; the whole to be completed on or before the first day of October next, for the sum of £1,300.

No. 2.—*New Canaan Bridge.*

The Bridge proposed to be erected at this place will be on the line of Road leading from the Head of Grand Lake in the County of Queen's, to Salisbury in the County of Westmorland.

The Bridge is to be built on the site of the old one which was carried away by the great freshet in the Fall of 1854, the design being for a shore abutment on the north side of 58 feet, one span of 70 feet, four blocks 16 feet each, four spans of 16 feet, and a shore abutment of 36 feet, on the south side, making a total length of 292 feet. The top of the Bridge to be level, and raised 18 feet above the bed of the River ; each shore abutment is to have an upstream wing, and each centre block to be provided with a heater or ice-breaker.

The shore abutments and centre blocks to be erected of cedar logs not less than 10 inches at the small end, and to be filled with stone ; the foundations to be excavated three feet deep before commencing the work.

The 70 feet span to be supported by a Queen post truss made of good merchantable pine timber, and covered with plank, all the remaining parts of the Bridge to be covered with cedar logs and gravel.

The whole to be finished by the 15th day of September next for the sum of £674, and the amount to be paid from the Bye Road funds of the Counties of King's, Queen's, and Westmorland.

No. 3.—*South West Oromocto Bridge.*

This Bridge, the particulars of which were given in the last Report, has been completed during the year according to contract ; it is a very durable and permanent structure, and unless injured by some extraordinary circumstance, will stand for at least fifty years.

No. 4.—*Bellisle Bridge.*

This Bridge was let by contract to James Drury last year, and has been erected and completed during the present. The design of the Bridge as finished is for six spans of 30 feet each, supported by hacmatack pile bents, and the superstructure carried by a trussed hand-rail with the Queen bolts and swing girts to support the roadway, on the same principle as the Trout Creek, Oromocto, and other Bridges. The piles are all hacmatack, well framed and protected against the ice, and the material and workmanship is very satisfactory.

No. 5.—*Nackawikak Bridge.*

This Bridge is on the line of Road proposed to be part of the Great Road establishment leading from the Nashwaak, opposite Fredericton, up the River St. John, and its re-construction

re-construction was provided for last Session by special appropriation. It is built immediately above the old Bridge, and its general design is for a span of 70 feet between the cedar abutments. The abutments are built in the same manner as those of Long's Creek, and filled solid with stone. They are protected by wings running into the banks in the usual way, and in addition a fender block of cedar and pine, in the form of a wedge, is placed in the middle of the stream 140 feet above the Bridge, to protect it from heavy jams of ice or timber.

The span is supported by a double Queen post truss, with arch braces footed into the abutments, and covered with three inch pine plank. The contract was taken for the sum of £348, to be completed by the 15th October 1858. The work was not entirely finished at the time specified, but was sufficiently advanced to admit of its being used by the public.

No. 6.—*Grand Falls Bridge.*

It will be seen by reference to last year's Report, that the particular site for this Bridge was fixed by the Hon. James Brown accompanied by Mr. Tomlinson, after a thorough examination by them in August 1857.

It was found necessary, in order to make the main Bridge available, and render the communication complete, to make the following erections, viz:—

A Bridge over the main River at the termination of Broadway, with a span of 190 feet.

A Bridge over the ravine or chasm on the eastern side of the River, of 150 feet in length.

A third Bridge over Little River, with a span of 80 feet, and a total length of about 250 feet.

The Road between the Bridges, over the Intervale at Little River Valley, and up the hill on the northern side, the approaches to all the Bridges, and a portion of the Road up Broadway on the western side.

The designs and plans for these Works were subsequently made by Mr. Tomlinson, and carefully examined with their details, bills of materials, &c., by T. T. Vernon Smith, Esquire, C. E., and arrangements were entered into with Mr. Tomlinson for the erection and completion of the whole work, for the sum of £5,000, to be finished and completed on the first day of December 1858; copies of Agreement, Specification, Bills of material, and general details were published in full, in the Appendix of last year's Report.

For the faithful performance of this Contract, which provides that the Contractor shall be responsible for the stability of the work to be done by him, and for all losses or injury sustained until the same shall be finally taken off his hands by the Board. Mr. Tomlinson gave the usual Bond for double the amount of the Contract, (£10,000,) signed by himself and two other unquestionable sureties.

Some additions and enlargements of this work were subsequently considered necessary by Mr. Tomlinson. These proposed changes, after having been submitted to Mr. Smith, were allowed to be made; this circumstance, together with other additional work unforeseen at the time of entering into the Contract, would have increased Mr. Tomlinson's claims to about £5,500 upon the completion of the works, towards which the sum of £4,885 has been advanced.

In

In the month of November, Mr. Tomlinson informed the Board, that owing to various causes of detention and delay, he could not possibly finish his Contract at the time provided by the agreement, and that parts of the work could not be entirely completed until next Spring.

On the first day of December, all the works were very nearly complete except the Bridge over the main River, which was sufficiently advanced to admit of persons and teams passing over it.

A few days subsequently, however, intelligence was received that the chains had broken and that the Bridge over the main River had fallen. On receiving this information, the Board procured the services of R. H. Burrows, Esquire, C. E., from the European and North American Railway works, who proceeded in company with the undersigned to the Grand Falls, and made a thorough examination of the whole affair, after which Mr. Burrows submitted a special Report, a copy of which will be found in the Appendix.

The portion of the works lost comprise the truss and chains over the main River, 190 feet in length. All the screw bolts, and a part of the other materials in the truss will be saved and can be used in the new structure, the value of which will be about £250.

INTERNAL NAVIGATION.

DREDGING MACHINE.

The Dredge commenced working at Douglas Harbour, on the Grand Lake, on the 15th day of May last, deepening the water at the landing place, and removing 2,925 cubic yards. She was then taken to the Flats, where she had previously been at work, and cleared out the cut formerly made through the Shoal, removing altogether 8,595 yards. The rest of the season has been occupied with the Oromocto Shoals. The total amount of the season's work is exhibited at one view as under.

Name of Place.	Number of days.	Number of Scow Loads.	Yards in each Scow.	Total number of Cubic Yards.
Douglas Harbour,	6	117	25	2,925
Grand Lake Flats,	15	343	"	8,575
Oromocto Shoals,	86	1,507	"	37,675
	107	1,967	25	49,175

The boat was finally laid up in the Oromocto River on the 25th day of September. The average number of yards per day was about 460, being respectively 487, 571, and 438, at each of the places indicated. The total cost of working has been £1,039 8 7, or a trifle over 5d. per yard.

During the season the machinery has been much worn in consequence of the sand at the Oromocto Shoals scouring the buckets; three or four of these have been renewed, and before the commencement of another season a general overhauling of both the buckets and the chains will be necessary.

The

The cutting at the outlet of the Grand Lake may now be supposed to be complete, having occupied portions of four seasons. In 1855, 28,000 cubic yards were removed. In 1856, 25,380 cubic yards were excavated, and a passage 60 feet wide and 1,200 yards long opened. In 1857, but little was done towards the work, the Dredge being otherwise occupied, but twenty six days at the latter end of the season were worked here, and 13,000 yards removed; making a total excavation, including the work done the last season, of 104,000 cubic yards, equivalent to a channel 60 feet wide, cut an average depth of six feet for 2,600 yards. For the coming season the estimate for all purposes is the same as the last, or £1,100.

Applications have been made for the further use of the Dredge at the following places, viz: Saint Andrew's Harbour, Oromocto, Head of Grand Lake, and at the Ferry at Fredericton.

SAINT JOHN RIVER.

The expenditure during the past year has been confined almost exclusively to the Towing-paths, £122 5 4 having been expended between Woodstock and the Grand Falls, and the sum of £136 13 9 between Fredericton and Woodstock, making a total expenditure on the River above Fredericton of £258 19 1, leaving a balance of £41 0 11 of last year's appropriation unexpended.

The Tow-paths along the River Saint John may almost be considered Provincial Highways; and so long as goods and merchandise are transported along the River by this mode of conveyance, they will require from year to year more or less improvement and repair.

It was intended to have removed some rocks from the Meductic Falls during the dry season, but the water continued too high to admit of this being done.

I would recommend that a similar appropriation to that of last year be made for the foregoing services.

SOUTH WEST MIRAMICHI.

Mr. Robert Swim, the former Commissioner, was again requested to take charge of the improvement on this River and to prosecute the works unfinished. A small sum was placed in Mr. Swim's hands to purchase supplies, materials, &c., preparatory to commencing the work.

Shortly after which, Mr. Swim, while moving the supplies to the place of operation, was seriously injured by the accidental explosion of a keg of powder, and rendered unable to proceed with the work; there has not therefore been much done in this service the past year.

SAINT ANDREW'S HARBOUR.

On the 29th day of November last instructions were given to T. T. Vernon Smith, Esquire, C. E., to visit Saint Andrews, and make such examination and survey of the Harbour as would enable him to Report to this Department the practicability and propriety of applying the Provincial Boat in dredging at that place.

On the 2d day of December following Mr. Smith visited the Harbour, and on the 28th day of the same month made a Report, a copy of which will be found in the Appendix.

It appears from this Report that the depth of water in the Harbour has not materially changed since 1844, a period of fourteen years; Mr. Smith also states that

the principal improvement that could be practically effected would be the removal of a bar, and the deepening and straightening the channel at the entrance of the Harbour.

To accomplish this work would require the removal of about 40,000 cubic yards of material, which could be excavated at the rate of 200 yards per day, or 200 days continuous work.

The expense of working, repairing, and maintaining the Dredge, has been found to be about £10 per day. The expense therefore to perform this service would be about £2,000, to which must be added the expense and risk of removing and towing the boat to and from Saint Andrews.

LIGHT HOUSES.

No expenses were incurred in this service for new Buildings during the past year. Plans and Specifications have been however recently prepared for new erections at Grindstone Island, and Grand Manan, and Tenders advertised for to be received until the 16th day of March next.

The difficulty that heretofore existed in obtaining a title at Grindstone Island has been removed. A Bill was passed by the Legislature during its last Session, authorizing the Rector, Church Wardens and Vestry of Saint Ann's Church in Sackville, to make the necessary conveyance; liberty has also been obtained from the Corporation of the Dorchester Free Stone Quarry, who are Lessees of the Island, for a term of years.

PUBLIC BUILDINGS.

Government House.

The expense incurred the past year on Government House and the Out-buildings connected therewith, has been confined to the usual repairs and improvements.

The Root House has had a new roof, the walls raised, and other necessary repairs made to it; the Gardener's House has been painted and otherwise repaired; and to all the buildings, Fences, &c., more or less expense and attention has been required, the total outlay for which was £352 1 2.

Legislative Buildings and Public Offices.

The whole expenditure on these Buildings the past year has been very small compared with former years, amounting in all to £249 13 10. Of this sum £40 was paid for fuel for the House of Assembly, and a part of the remainder was incurred for articles and services formerly provided for in the Legislative Contingencies. A new carpet has been procured for the House of Assembly, and a small expense incurred in ventilating the Assembly Hall, the expense of which will appear in next year's Accounts, having been incurred since the Annual Accounts were made up. To meet the requirements of the foregoing Buildings the present year, the undersigned would recommend that the sum of £750 be placed at the disposal of Your Excellency.

All the foregoing is respectfully submitted.

W. H. STEEVES, *Chief Commissioner.*

APPENDIX A.

No. 1.

Statement shewing the Amount paid on Government Buildings in Fredericton, from the
1st November 1857, to the 31st October 1858, for expenditure within the year.

House of Assembly, and other Buildings,

(Government House not included.)

Allen, T. G.	....	....	....	....	....	£2	9	0	
Adams, Jackson	....	....	....	....	....	0	10	0	
Beverley, C. S.	....	....	....	....	....	11	0	0	
Block, A.	....	....	....	....	....	7	6	0	
Clark, A. H.	....	....	....	....	....	6	6	0	
Duncan, A. B.	....	....	....	....	....	1	5	6	
Doherty & M'Tavish,	....	....	....	....	....	5	16	0	
Driscoll, Miss	....	....	....	....	....	0	10	0	
Dunn, R.	....	....	....	....	....	29	16	7	
Elliott, D.	....	....	....	....	....	21	4	0	
Fairweather, H.	....	....	....	....	....	4	9	3	
Foster, S. K.	....	....	....	....	....	0	15	0	
Knight, R.	....	....	....	....	....	3	0	0	
Moore, W.	....	....	....	....	....	1	6	0	
Myshrall, J.	....	....	....	....	....	3	10	0	
Myshrall & Ritchie,	....	....	....	....	....	6	15	0	
M'Donald, J.	....	....	....	....	....	5	5	1	
M'Garrigal, P.	....	....	....	....	....	11	7	6	
M'Clusky, J.	....	....	....	....	....	1	5	0	
Nesbit, J.	....	....	....	....	....	22	2	0	
Neill, J.	....	....	....	....	....	0	19	1	
Paisley, W.	....	....	....	....	....	1	2	9	
Payne, R. H.	....	....	....	....	....	18	2	4	
Pattison & Co. G.	....	....	....	....	....	18	7	3	
Rutter, T.	....	....	....	....	....	21	8	6	
Reilly, J.	....	....	....	....	....	0	15	0	
Ross, J.	....	....	....	....	....	1	5	0	
Rainsford, H. B. (Fuel,)	....	....	....	....	....	34	11	6	
Robinson & Co. W. H.	....	....	....	....	....	1	1	0	
Sauson, T.	....	....	....	....	....	0	16	0	
Sullivan, J.	....	....	....	....	....	2	15	0	
Sweade, T.	....	....	....	....	....	1	5	0	
Smiler, C. P.	....	....	....	....	....	0	7	6	
Williams, T.	....	....	....	....	....	1	0	0	
									£249 13 10
Government House.									
Akerley, S. A.	....	....	....	....	....	£10	13	4	
Agnew, J.	....	....	....	....	....	1	4	6	
									£249 13 10
Carried forward,	....	....	....	....	....	£11	17	10	£249 13 10

				<i>Brought forward,</i>						
			£11	17	10	£249	13	10
Block, A.	35	4	0			
Baxter, Corporal, 62nd Regiment,	0	15	2			
Barrett, J.	70	0	0			
Chestnut, R.	4	0	0			
Carter, J.	0	2	6			
Carrick, J. W.	1	2	6			
Clark, Mrs.	3	8	3			
Duncan, A. B.	12	9	3			
Davis, J.	5	0	0			
Doran, J.	1	10	0			
Estey, W. S.	12	0	0			
Elliott, D.	8	18	4			
Gabel, J. R.	0	9	3			
Hurley, C.	0	6	3			
Hatheway & Small,	0	7	3			
Leonard, W.	50	0	0			
Limerick, A.	1	15	9			
Myshrall & Richey,	0	6	0			
Miller, A. P.	16	10	1			
Morrell, J. B.	30	13	6			
M'Laughlan, W.	0	6	3			
M'Namara, J.	1	0	0			
Neill, J.	0	17	0			
Pierce, C.	0	17	10			
Pattison & Co. G.	31	11	5			
Rutter, T.	26	7	1			
Randolf, A. F.	0	16	0			
Squires, Ann	3	8	3			
Smith & Atherton,	0	1	6			
Scott & Co.	3	6	3			
Todd, G.	1	15	6			
Taylor, W. P.	10	9	8			
Woods, G.	1	10	0			
Winslow, S.	2	18	6			
								352	1	2
								<hr/>		
								£601	15	0
								<hr/>		

Office Public Works, 31st October, 1858.

ASA COY, Secretary.

No. 2.

Statement shewing the sums paid for improving the Inland Navigation, from 1st November 1857, to 31st October 1858.

R. Swim, South West Miramichi,	....	....	....	....	....	£67	4	0
Miramichi Harbour,	....	....	....	....	....	1	0	0
Thomas Miller, Saint John River,	....	....	....	....	....	94	15	1
Jared Ingraham, do.	....	....	....	....	....	100	0	0
						<hr/>		
						£262	19	1
Expenses of repairing & working Dredging Machine,				£1,039	8	7		
Less—Received from Josiah Adams,	....	....		26	19	8		
						<hr/>		
						1,012	8	11
						<hr/>		
						£1,275	8	0
						<hr/>		

Office Public Works, 31st October, 1858.

ASA COY, *Secretary.*

No. 3.

Statement shewing the whole amount paid by the Board of Public Works on Great Bridges from 1st November 1857, to the 31st October 1858.

Grand Falls,	....	....	....	....	....	....	....	....	£3,302	8	6
Sullivan Creek,	....	....	....	....	....	....	....	....	71	1	6
Sackville,	....	....	....	....	....	....	....	....	1,761	6	3
Hampton Ferry,	....	....	....	....	....	....	....	....	635	12	4
Digdeguash,	....	....	....	....	....	....	....	....	208	14	9
Bellisle,	....	....	....	....	....	....	....	....	328	18	5
Long's Creek,	....	....	....	....	....	....	....	....	582	12	10
Oromocto,	....	....	....	....	....	....	....	....	161	18	0
S. W. Oromocto,	....	....	....	....	....	....	....	....	510	10	0
Dow's Brook,	....	....	....	....	....	....	....	....	150	0	0
Negro Brook,	....	....	....	....	....	....	....	....	45	0	0
Johnson's Cove,	....	....	....	....	....	....	....	....	73	0	0
Magaguadavic,	....	....	....	....	....	....	....	....	0	5	0
Wheeler's,	....	....	....	....	....	....	....	....	12	13	4
Peabody's,	....	....	....	....	....	....	....	....	38	4	6
Lower Trout Brook,	....	....	....	....	....	....	....	....	25	0	0
Louison's,	....	....	....	....	....	....	....	....	42	13	6
										<hr/>		
										£7,949	18	11
										<hr/>		

Office Public Works, 31st October, 1858.

ASA COY, *Secretary.*

No. 4.

Statement of General Expenditures on Great Roads, paid by the Board of Public Works between the 1st November 1857, and the 31st October 1858.

Armstrong, J.	£100	0	0	<i>Forward,</i>	£5,051	1	11
Burpe, I. C.	125	0	0	Hitchings, H.	50	0	0
Burpe, J.	230	0	0	Hazen, C.	140	0	0
Burnett, G.	245	0	0	Jordan, J. Jr.	605	0	0
Curry, G. W.	650	0	0	Kelly, W. M.	687	17	9
Charters, S. C.	400	0	0	Kilburn, J.	110	0	0
Covert, J. S.	262	15	6	Moore, G.	100	0	0
Crocker, R.	500	0	0	Morton, G. A.	420	0	0
Cotterell, T.	25	0	0	Menzies, A.	85	0	0
Campbell, D. B.	75	0	0	M'Clellan, T.	275	0	0
Dow, Asa	203	0	0	M'Millan, J. Sr.	250	0	0
Davidson, A. }	716	13	6	M'Callum, H.	150	0	0
M'Dougal, A. }				M'Callum, A.	100	0	0
Fitzgerald, W.	225	0	0	Nase, P. Jr.	222	16	0
Fournier, F.	200	0	0	Oulton, G.	150	0	0
Grimmer, J.	175	0	0	Pratt, J.	165	0	0
Gibson, A.	150	0	0	Piers, H.	75	0	0
Gallop, A.	258	12	9	Robertson, J.	100	0	0
Gross, S.	200	0	0	Reed, J. A.	150	0	0
Gervin, T.	150	0	0	Welling, J.	215	0	0
Hatheway, G. L.	160	0	0	Wilson, G.	780	0	0
<i>Forward,</i>	£5,051	1	11	<i>Total,</i>	£9,881	15	8

Office Public Works, 31st October, 1858.

ASA COY, *Secretary.*

No. 5.

Statement shewing Payments made by the Board of Public Works for Balances due Supervisors for Expenditures prior to, but paid in 1858.

Elliot, F.	£5	17	9	<i>Forward,</i>	£191	18	2
Gault, J.	100	0	0	Rourk, W. H.	4	0	0
M'Lean, A.	81	4	2	Rainsford, L. B.	7	10	2
M'Allister, A.	4	16	3	Scott, N.	4	12	6
<i>Forward,</i>	£191	18	2		£208	0	10

Office Public Works, 31st October, 1858.

ASA COY, *Secretary.*

No. 5.

Statement shewing Payments made by Board of Works for special expenditures on Great Roads, from 1st November 1857, to 31st October 1858.

Craig, W.	£5	0	0	Repairing Bridge, Miramichi Road.
Debu, Enoch	0	5	0	Repairing Bridge, Woodstock Road.
Garbutt, H.	50	0	0	Expenses at Musquash Bridge.
Kitchen, G.	28	0	0	Repairing old Bridge, Long's Creek.
Killean, T.	10	7	9	Repairs, Woodstock Road.
Ketchum, J.	2	5	8	Balance due him.
Barry, T.	26	10	0	Do.
Kilburn, J.	11	15	0	Preparing temporary way, &c., Negro Brook.
Kerstead, J. T.	2	12	6	Repairs, Road near Gondola Point.
Lemont, M.	1	7	11	Long's Creek Bridge.
Marshall, J.	1	15	0	Repairing Bridge in Prince William.
Nevers, G. C.	5	0	0	Repairing and attention to old Pile Driver.
Parker, W.	30	0	0	Expenses surveying and locating Road from Doak's Bridge to Gaspereaux.
	£174	18	10	

Office Public Works, 31st October, 1858.

ASA COY, *Secretary.*

No. 6.

Schedule of Warrants on the Provincial Treasury received by the Board of Public Works from the 1st November 1857, to the 31st October 1858.

	1857.				<i>Forward,</i>	£10,000	0	0
35	November 21.	£500	0	0	1858.			
38	26.	500	0	0	330 June 28.	1,000	0	0
45	December 3.	1,000	0	0	340 July 7.	1,000	0	0
	1858.				360 19.	1,000	0	0
117	January 19.	1,000	0	0	373 26.	1,000	0	0
118		1,000	0	0	391 August 3.	1,000	0	0
181	March 1.	1,000	0	0	396 9.	1,000	0	0
213	April 3.	1,000	0	0	401 20.	1,000	0	0
268	May 10.	1,000	0	0	414 30.	1,000	0	0
281	25.	1,000	0	0	430 September 9.	1,000	0	0
292	June. 25.	1,000	0	0	455 27.	1,000	0	0
329		1,000	0	0	482 October 16.	900	0	0
	<i>Forward,</i>	£10,000	0	0		£20,900	0	0

Office Public Works, 31st October, 1858.

ASA COY, *Secretary.*

No. 7.

No. 8.

Statement of Amounts over-expended on Roads by the Supervisors, and of the Balances in their hands unexpended on the 31st October 1858.

No. of Acc't.	SUPERVISORS.	Over-expended.	Short-expended.
2	Isaac C. Burpe,	£3 6 1	
3	James Burpe,	4 1 0	
4	George Burnett,	10 18 10	
5	George W. Curry,		£22 4 4
6	Silas C. Charters,	3 19 3	
7	John S. Covert,	8 5 4	
8	Rowland Crocker,	29 19 11½	
9	Thomas Cotterell,		0 18 9
10	D. B. Campbell,		5 3 2
11	Asa Dow,	15 0 11	
13	A. K. M'Dougall,	48 2 2	
16	Florent Fournier,		4 6 10
17	John Grimmer,	1 4 7	
20	Amos Gallop,	63 3 2	
23	G. L. Hatheway,		9 0 2
25	Charles Hazen,	10 0 0	
26	John Jordan, Jun.,	3 13 0	
27	William M. Kelly,	48 9 7	
28	Isaac Kilburn,		3 6 9
30	George A. Morton,		5 8 3
31	Archibald Menzies,	0 6 3	
33	Thomas M'Clellan,		7 16 3
35	Hugh M'Callum,	5 6 7	
36	Archibald M'Callum,		1 14 10
38	George Oulton,		4 13 8
39	James Pratt,		0 18 0
40	Henry Piers,		8 13 3
41	John Robertson,	3 4 6	
42	John A. Reed,	0 17 5	
43	John Welling,		0 8 0
44	George Wilson,		6 5 0
45	John M'Millan,		3 5 5

No. 9.

New Bridges built during the year 1858, with their principal dimensions, materials, and cost.

STREAM.	No. Road.	Length. Feet.	SPANS.		MATERIALS USED.				Cost, exclusive of Commission.
			No.	Feet.	Abutments.	Stringers.	Flooring.	Handrail.	
Cleveland's Brook,	1	350	1	40	Hacmatac	Pine			£95 0 0
Landry's Brook,	4								19 0 0
Steward's Brook,	7	200			Cedar	Cedar	Gravel		176 9 9
Burnt Church River,		140			do.	Pine	Cedar		71 14 0
Sweeney's Brook,	8	210	1		do.	Cedar	Gravel		162 10 0
Ellis's Brook,		257	1		do.	do.	do.		103 12 6
Greystone Brook,	11	210	1		Stone		do.		97 10 0
Power's Brook,	12	70			Cedar	do.	Cedar		64 0 0
Long's Creek,	14	243	2	60	do.	Pine	Pine	Pine	644 0 0
Negro Brook,		50	1	16	do.	Cedar	Gravel	do.	45 0 0
Dow's Creek,		130			Stone	do.	do.	do.	194 0 0
Rideout's Brook,	15	110			Cedar	do.			25 0 0
Widow Shaw's,	15	90			do.	do.			17 12 6
Brayson Creek,	16	80			do.	do.	do.	do.	60 0 0
Little River,	17		1	80	do.	Pine	Pine	do.	400 0 0
Siegas Stream,		168			do.	do.	Spruce	do.	200 0 0
Durepeau's,		70			do.	Cedar	Gravel	do.	27 0 0
Digdeguash,	23	140	1	50	do.	Pine	Pine	do.	162 10 0
Johnston's Cove,		236			do.		Cedar	do.	173 0 0
M'Kay's Creek,	29	139	1	22	Hacmatac	do.	Spruce	do.	85 0 0
Pickett's Mill,	34	60			Hemlock	Hemlock			16 15 0
Belleisle,	37	363			Hacmatac	Pine	Pine	do.	390 17 6
Gaspereaux,	40	230			Hemlock		Hemlock		43 15 0
Big Cove,		175			do.		do.		36 0 0
S. W. Oromocto,		185	2	60	Cedar	Cedar	Pine	do.	467 10 0
Nackawikak,			1	70	do.	Pine	do.	do.	348 0 0
Howard's Stream,	31	79			Hemlock	do.			25 0 0
Musquash Creek,	2	72	1		Spruce & Pine	Spruce	Spruce	do.	25 0 0
Sunken Island,	38	100							30 0 0

APPENDIX B.

SAINT ANDREWS HARBOUR.

Report of T. T. V. Smith, C. E., on Dredging out Saint Andrews Harbour.

Saint John, N. B., December 20, 1858.

SIR,—According to instructions conveyed to me in your Letter of November 29th, I went to Saint Andrews on the 2nd instant, and with Mr. Chandler's assistance obtained the necessary men and materials to examine the Harbour; and in company with Mr. Clarke, one of the Branch Pilots, sounded the water where necessary, and ascertained the nature of the bottom, and the possibility of dredging the principal obstructions. From the rapid rise and fall of the tide, the exact soundings, reduced to the standard of low or high water at spring tide, is not easily obtainable without the

use

use of more perfect instruments than were at our disposal, but by the kindness of Mr. Chandler, who obtained for us a copy of the Chart prepared in 1844 for the Admiralty by Lieutenants Cartwright and Shortland, this difficulty was remedied, and by watching the time of low water we were enabled to make a few soundings in different parts of the Harbour from the western entrance to the Lighthouse, sufficient to prove that during the last 14 years no material alteration in the depth of water has taken place, and that for all practical purposes, the annexed Chart is strictly to be depended upon.

The difficulty in the entrance to the Harbour complained of by the Pilots, arises from the narrow and intricate channel, not over 40 yards wide, which forms the ship entrance to the Harbour from the outer Bay, and a middle ground dry at low water, which lies immediately in the track of a vessel entering from this channel. The remedy proposed was to dredge out this middle ground, and cut off the point of a bar which, projecting from Navy Island, lies directly in the bend of the channel, by which means the course would be sufficiently direct, and a vessel would come through without changing her direction. On examining the materials composing these two shoals, neither appears to have any compact material that would interfere with the operation of a dredging machine. No difficulty existed in forcing a bar 4 or 5 feet into either of them; the middle ground is a coarse gravel, and the bar is a finer gravel mixed with sand. With respect to the bar, which makes out from Navy Island opposite to the Lighthouse, it is observable that the new Wharf built by Mr. Gove, projects from the Saint Andrews side, nearly opposite to this obstruction, and it is extremely probable that the contraction of the channel at mid-tide by this wharf will tend to improve the ship channel in this part, and may remove the point of this bar in a few years as effectually as if it were dredged out.

At a rough estimate the amount of material in the middle ground requisite to be removed to leave a clear 8 feet of water at lowest spring tides, would be over 20,000 yards, and to remove the point of the bar opposite, and clear out the channel to the same depth, which it will be observed is the general depth round these obstructions and as deep as a vessel can now carry through the main channel, would require nearly 30,000 yards to be dredged. Part of these obstructions could however be removed by the scraper and by agitation in the tide-way, and therefore a total of 40,000 yards of dredging might perhaps be sufficient to make the entrance of the Harbour available to this depth within the limits of the lines drawn upon the plan.

The Provincial Dredging Machine is scarcely adapted to go outside the Harbour of Saint John, and it might not be unattended with some risk to tow her round to the Scoodic River, but once in the Harbour of Saint Andrews, the work proposed is nothing more than the machine has before encountered at the City of Saint John. The work would of course be tidal and consequently be interrupted at high water, and probably for a short time at low water, but the experience of Saint John would warrant the supposition that the 40,000 yards might be excavated at the rate of 200 yards per day, or say 8 months of continuous work.

A depth of 8 feet at lowest spring tides is at least 9 feet at ordinary low water, and would enable a vessel drawing 20 feet to come into this Harbour safely at half tide.

Your instructions to ascertain the deepest water are sufficiently answered by the Chart, and we had the satisfaction of obtaining a sounding at low water at the deepest part indicated therein, and found it to tally with the map, where that shews 16 feet.

The

The bottom was sand and gravel, not hard or difficult to dredge; the Provincial machine is however at present limited by the length of her ways to a little over 15 feet, and would be altogether inoperative in deepening this part.

In conclusion, I beg to acknowledge the courtesy of Mr. Chandler, M. P. P., through whom I was enabled to obtain in a short time full particulars of the localities, and also to express my obligation to Mr. Clarke, the Pilot, whose exact knowledge of each point and shoal saved me much trouble and difficulty.

I am, Sir, your obedient servant,

T. T. VERNON SMITH, C. E.

Hon. W. H. STEEVES, Chief Commissioner, &c. &c. Fredericton.

APPENDIX C.

GRAND FALLS BRIDGE.

Report of R. W. Burrowes, C. E., on Grand Falls Bridge.

*Engineer's Office, European and North American Railway,
Saint John, January 25th, 1859.*

SIR,—In compliance with the wish conveyed to me in your letter of the 11th instant, relative to an examination of the Grand Falls Bridge, with a view of ascertaining the causes which led to the disaster of the 18th ult., and the adoption of a future structure, and having examined as near as practicable the circumstances of the case—both in relation to history and design—I beg leave to state, that on the 1st of December last an Address was presented to Mr. Tomlinson by the inhabitants of the vicinity, and that during the course of the day the Bridge was subject to a test which, had it remained in position, might never again have been repeated. If I am correctly informed, there were from sixty to one hundred people near the centre of the structure; at the same time a procession consisting of two four horse, one double, and a succession of single horse sleighs, crossed the Bridge; that the first were loaded with thirty four (34) people, the double sleigh with twelve (12), and the single sleighs with two each.

You will perceive that the weight on the structure was at a moderate calculation as follows:—

60 people on Bridge at 150 lbs. each,	....	9,000 lbs.
54 people in Sleighs at 150 lbs. each,	....	8,100 "
14 horses at 850 lbs. each,	....	11,900 "
7 sleighs,	....	1,270 "

Making a total of 30,270 lbs. equal to 13.5 tons.

The catastrophe happened during the passage of a double sleigh and two men, equal to a weight as shewn below:—

2 people at 150 lbs. each,	....	....	....	300 lbs.
2 horses at 850 lbs. each,	....	....	....	1,700 "
1 sleigh at 250 lbs.	....	....	....	250 "
Making a total of	....	....	....	2,250 lbs. equal to one ton.

I would remark that during the time of the celebration the thermometer was at zero, and at the time of the catastrophe it was 30°.

I think from the foregoing, the accident could not be attributed to any direct defect of materials or workmanship. In relation to the latter I would state that what works I have seen executed by Mr. Tomlinson have been of the best description.

On subsequent examinations of the plan, I must condemn the principle. It must be apparent to an observant mind that a combination of materials, affected so materially by the temperature, placed in positions where they are supposed to act equally and simultaneously as resistants to a transverse strain must be erroneous.

These remarks relate to a combination of a rigid wooden truss and an iron suspension. The effects of difference of temperature being in the one case immaterial; whilst on the other, with a chord of 190 feet and a versed sine of 15 feet, and length of arc equal to 193.12 feet, and a difference of temperature of +100°, and—30°, the contraction of the chain will be equal to .19 of a foot, and a diminution of the versed sine, and consequent vertical strain upon the truss equal to .50 feet.

Not being in possession of plans of details of structure, I have taken the principal data given in your Report of 1857. From that Report I understand that a portion of the strain on the main chains was transferred from the anchorage to the truss. By the contraction of the iron it is evident that the whole tension must eventually have been borne by the truss itself, and at the same time the structure was securely anchored to the pier and abutment.

Presuming that the whole structure was rigid, the framing of the truss being close jointed and the chains screwed up at a temperature higher than at the time of accident, it is evident that the contraction of the main chains must have either fractured the truss, or have been the cause of their own fracture, provided the diminution of temperature was sufficient to create the required contraction.

Owing to the urgency of business on the Road on which I am employed, and your wish for an opinion at as early a date as possible, I have not been able to enter into as minute calculations of causes and effects as perhaps the circumstance calls for.

I will, however, refer you to the following data:—In a calculation of a tensive resistance to fracture of 50,000 lbs. to the square inch, and a general distribution of load, the chains should have sustained a weight of 666,666 lbs. The resistive force of truss to upward pressure, taking into consideration the camber (five feet) as given in your Report, together with the anchorage on abutment and pier, should have been equal to 481,023 lbs.; add to this the weight of structure itself, 120,334 lbs., making the whole resisting force to contraction of chains equal to 601,357 lbs.

The experiments hitherto made in the relative values of strength of iron at different degrees of temperature have been so imperfect and desultory, that no rule of percentage can be adopted. From those made under the direction of the Franklin Institute, it was found that at high degrees of heat, the strength was greater up to a certain point than at ordinary temperatures; this was noticed particularly by experiments made,

commencing at 32° and increasing by intervals of 180° up to 572°. Even here the effects were not similar in different kinds of iron. The results of Mr. Fairbairn's experiments on cast iron would prove a deterioration of strength between the temperatures of 32° and 16°, of the proportion of 919.7 and 800.3. I am not aware of any data that can be found at temperatures of extreme cold. It is much to be regretted that they do not exist, as at present all calculations on this point must be uncertain.

From calculations I have made, the truss, without the auxiliary suspension chains, should have sustained a greater load than it was taxed with at the time of the accident; it is also problematical that both chains should have broken simultaneously. The causes of the failure of the truss can be accounted for in various ways. Presuming that the chain broke first, the cross braces under the floor would have thrown the truss out of position, which, together with the impact of the falling chain (if attached) is apparent would cause the fracture of the whole.

In recommending a future structure, there are numerous things to be considered. There is no doubt that the truss would be more rigid than a Suspension Bridge, but to this mode of erection in that locality there are decided objections. It has been reported to me, that the congelation of the spray arising from the proximity to the Falls, has at times acquired a considerable thickness. It is thus evident that the truss in the direction of the Falls would be during the Winter months loaded much heavier than the other. Another objection would be the expense attending the erection of the necessary false works.

Perhaps the most durable and rigid structure would be the adoption of iron girders. The objections to false work apply here equally to the Truss Bridge.

Taking into consideration the amount of work done towards the erection of a Wire Suspension Bridge, I should consider it the most economical; and viewing it in this light, should, under the circumstances, consider it the most feasible; at the same time recommending as much elasticity to tension as is consistent with the distribution of weight and counteraction to wave; a principle which I think can be adopted.

I have the honor to be, Sir, your most obedient servant,

RICHARD W. BURROWES.

Hon. W. H. STEEVES, Chief Commissioner Board of Works.

APPENDIX D.

Report of William Parker and Isaac C. Burpee, Esquires, on Road from South West Bridge to Gaspereaux River.

HON. SIR,—Agreeably to your Letter of Instructions of the 30th of August, we explored the line of Road from the South West Bridge to the Mouth of the Gaspereaux River, and located it on such line as we considered most advantageous for the public interest, and now report thereon for your information.

By referring to the Plan which accompanies this Report, you will observe the line begins at the Post Road from Newcastle to Fredericton, a few rods westerly of the "Doak Bridge," and pursuing a southerly course, crosses the Mushrall Brook, Cain's River, Ten Mile Brook, Gaspereaux River, and Pleasant Brook, a tributary of the Gaspereaux. It strikes the Gaspereaux a short distance above a landing known as the

the "Nineteen Mile Brow," considered to be nineteen miles from the mouth, measured by the stream. From this "Brow," by a curved line, it forms a junction with the present travelled Road, leading up the west side of the Gaspereaux, and five miles from the mouth. It then follows the courses of that Road three and three quarter miles, when it was found necessary, in consequence of the too near proximity to the Langan Mill Pond, to run a new line one and a quarter miles to intersection of the Great Road to Richibucto, a few rods westerly of the mouth of the Gaspereaux, as marked on the Plan.

You will perceive that the line from the South West to the "Nineteen Mile Brow" on the Gaspereaux, if prolonged to the mouth of that River, would have been nearly one uniform straight line, the River forming the arc of a circle, and the Road the chord joining the extremities of the arc. If we had adopted this course the Road would be far in rear of the settlements on that River, and would not be so advantageous to that district of country as the line now marked out. We deem it therefore advisable to curve the line as marked on the Plan, and form a connection with the present wagon Road, to which reference has already been made.

By this line we make available three and three quarter miles of the Road now travelled, which may be considered so much of the new line made; and it will also be much more suitable for the present and future settlement of the River.

You will, no doubt, agree with us, that a straight line should be a secondary consideration with a Commissioner in locating a Road. To evade the swamps and morasses as much as possible—to cross the streams at suitable places to erect Bridges, with due regard to the expense—and to open up and make available a tract of country suitable for settlement, should be the primary object. With this view of the matter, we located this line; and believe it to be as good, if not the best, the district of country will admit of, and the one that will best subserve the public interests.

The route passes over uncommonly level land, embracing every variety of soil. The distance is twenty six miles, and for the purpose of settlement may be distinguished as follows:

From the "Doak Bridge" to Mushrall Brook, a distance of six miles, the land is generally good and suitable for farming purposes. From thence to Cain's River, four miles, the land is inferior, timbered with a scrubby growth of pine and spruce, the last mile of this distance a burnt pine plain. From the Cain's River to the Gaspereaux, five and three quarter miles, the land is good, (with the exception of the last three quarters of a mile,) and portions of it of superior quality. Crossing the Gaspereaux, for three miles the land, though well adapted for road purposes, is not suitable for tillage; the remaining distance, seven and one quarter miles, the line passes through a valuable tract of land.

The following abstract will shew the relative proportions of good and inferior land:—

Good land suitable for settlement,	....	....	18½ miles.
Inferior land,	....	....	7½
			—26 miles.

In making our estimate of the probable cost to complete this Road throughout, erect the Bridges, &c. &c., we carefully calculated the cost per mile, the sum necessary for each Bridge, and arrived at the conclusion that two thousand pounds will be an adequate sum, viz:—

Bridge

Bridge over Mushrall Brook, estimated cost,	....	....	£20	0	0		
“ Cain’s River,	....	....	300	0	0		
“ Ten Mile Brook,	....	....	60	0	0		
“ Gaspereaux River,	....	....	300	0	0		
“ Pleasant Brook,	....	....	20	0	0		
						£700	0 0
22 miles of Road to be made,	....	....	....	....	....	1,300	0 0
						£2,000	0 0

Were it necessary, various reasons could be adduced to shew the very great importance of this Road—they will, however, naturally suggest themselves; but before drawing our Report to a close, we would notice the following.

Steam communication is already established between Saint John and Salmon River, and a Boat plies regularly twice a week all the navigable months, (July and August excepted,) to within four miles of the end of this Road; during the Summer months the Boat cannot get so far up the River. It is contemplated to dredge the River next Summer, which will enable Steamers, while the navigation is open, to ply regularly to Briggs’, three miles from the “ Forks,” or end of the Road.

The distance from Newcastle to “ Doak’s Bridge,” by the Post Road is	45	miles.
The new line of Road,	26	“
Down Salmon River to Briggs’,	3	“
	—	
In all	74	“

You will perceive how very materially this will facilitate the travelling from the North to Saint John, or Fredericton, and *vice versa*, by the ready access it will give to steam communication, thus evading the long tedious route across the Portage.

It will also open up a large tract of land for settlement, which is a very important feature with this Road. The strongest inducement to settle our valuable tracts of wilderness land, is to make such tracts available by good Roads, and we doubt not that when this line is made, the country through which it passes will be rapidly settled.

When we take into consideration the geographical position of this district of country,—lying as it does between the waters of the Saint John and Miramichi,—having steam communication on the one side, and the South West River, with the advantages of a Post Road on the other—a ready means of access to the markets of Saint John and Miramichi—watered by the Cain’s River and the Gaspereaux and their tributaries, and presenting a valuable tract of land for settlement, we feel justified in the conclusion that at no very distant day there will spring up along this line of Road an interesting and flourishing settlement.

We would add in concluding this Report, that this Road is considered a *necessity*—that it cannot be done without, and that the general interests of our country require it should be opened up at an early period. The inhabitants of Salmon River, the Gaspereaux, in a word, the people generally, so far as we have been able to gather the public sentiment, are unanimous for its speedy completion.

Respectfully submitted.

WM. PARKER,
ISAAC C. BURPEE, } *Commissioners.*

THIRD REPORT OF THE POSTMASTER GENERAL OF NEW BRUNSWICK.

GENERAL POST OFFICE, FREDERICTON, 31st October, 1858.

To His Excellency The Hon. John Henry Thomas Manners-Sutton, Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY,

I have the honor to lay before Your Excellency the Third General Report of the Post Office Department, together with the following Returns, viz:—

- No. 1. A Statement shewing the amount received for Postage Stamps sold during the past thirteen months.
- No. 2. A Statement shewing the Receipts and Expenditure of the Department for the same period.
- No. 3. Recapitulation of the Revenue and Expenditure of the Department.
- No. 4. A Detailed Return of the Revenue and Expenditure of the Department.
- No. 5. A Statement shewing the Names of the Postmasters, Clerks, Assistants, and Letter Carriers, connected with the Department, with the names of office, date of appointment, and amount of their respective Salaries.
- No. 6. A Report of Way Offices in New Brunswick, shewing the Counties where situate, the names of the Way Office Keepers, &c. &c.
- No. 7. Report of existing Contracts for conveyance of Mails, shewing the date of each Contract; names of Contractors; the Routes embraced and the length of each; the number of miles contracted for, and annual payments for contract.
- No. 8. Report of Fines and Deductions from the Pay of Contractors for lost time or other cause.
- No. 9. Report of New Post or Way Offices established during the year.
- No. 10. Report of Letters of Value received at the Dead Letter Office.

In accordance with the recommendation in my last Report, the Fiscal Year of this Department has been made to end on the 31st October instead of the 30th September as heretofore. This change has made it necessary that the present Report, and the Accounts and Returns connected herewith, should embrace a period of thirteen months, but it will secure the uniformity so desirable in the future Accounts and Estimates of all the Public Departments.

The hope expressed in my last Report that the staff of the General Post Office might be reduced, has been realized. In December last, the number of Clerks was reduced by one; and the services of a Messenger, at a salary of £60 per annum, were at the same time dispensed with. Although this change necessarily increased the labour of the remaining Clerks, the efficiency of the Department has not been materially diminished.

The Regulations and Instructions for the various branches of the Department, referred to in my last Report as in course of preparation, have been completed, approved of by

Your Excellency in Council, and published. They have been compiled with much care, and with special reference to the Provincial Statutes relating to the Post Office, and the various Tables of Postage Rates, whether British, Colonial, or Foreign. Without such printed regulations, it frequently became necessary to incur expense in giving personal instructions to newly appointed Postmasters and Way Office Keepers, but with such instructions, plainly defining the various duties of each officer, this expense will be in a great measure avoided, and a more certain and systematic performance of those duties will, I trust, be secured.

The Act requiring Declarations to be made at the Post Offices by Shipmasters, Title IV. of the Revised Statutes, Chapter 40, "Of the Post Office," was, during the last Session of the Legislature, amended according to the recommendation in the Report of 1857. The provisions of that Statute, and of the amendment thereto, are specially referred to in the Regulations, their observance enjoined, and the manner of carrying them into effect particularly defined.

There has been one new Post Office created during the past year, viz. at Carleton, in the City and County of Saint John, where there had formerly been a Way Office only. The increasing business and population of Carleton called for this further accommodation. The Post Offices are now 39 in number. Some increase has been made in the number of Way Offices since the 30th September 1857, but as they are shewn in the Report of new Post and Way Offices, No. 9 in the Appendix, I do not deem it necessary further to remark on these changes.

The distance over which the Mail Rides at present extend is 3,006 miles, being an increase of 348 miles over that of last year. The distance travelled on the Mail Rides during the past thirteen months is 571,236 miles, being an increase of 23,516 miles over that travelled in the previous year. The cost per mile travelled is about 2 7-8d. against 2 12-13d. last year.

The great increased Mail accommodation afforded by this 23,516 additional miles travelled, has only occasioned an expenditure of £97 7s.

The gross Revenue of the Department, as per Account, is	£10,643 10 8½
From which deduct Dead and Missent Letters,	£382 17 10
And Packet Postage to Great Britain,	1,346 6 9
	<hr style="width: 100%; border: 0.5px solid black;"/>
	1,729 4 7
	<hr style="width: 100%; border: 0.5px solid black;"/>
Leaving a net available Revenue of	<u>£8,914 6 1½</u>

Taking twelve-thirteenths of this sum for comparison with the year 1857, there would appear an increase of £230, while the Revenue of 1857 gave an increase of £107 17s. 2½d. over that of 1856. It will thus appear that, notwithstanding the commercial depression, the Revenue of the Department is steadily improving.

The whole expenditure of the last thirteen months, exclusive of the Postmaster General's Salary, is £14,934 0 2½, and the amount received in aid from the general revenues is £6,019 14 1; twelve-thirteenths of this sum will shew £5,556 13s. as against £5,963 8s. 3½d., drawn from the general revenues for the deficiency in 1857.

It

It will appear that while the accommodation has been increased, as well in the additional travel of over 23,000 miles, as by an increase of Way Offices, the sum required in aid from the general revenues is £400 less than during the previous year. This may be accounted for by the increase of revenue, £230; the saving of £100 in the salary of the Postmaster at Saint Andrews, whose duties were greatly diminished by the change in conveying the Mails from Bangor to Saint John; the reduction of the staff of the General Office, and the reduction in the average rate per mile in conveyance of Mails, &c.

The Ship Letter Postage collected at Saint John for the thirteen months is £441 6 11, against £576 13 7½ in 1857, but this furnishes no evidence that the Department has lost Revenue, inasmuch as the principal part of this Ship Letter Revenue was derived from the Mails by Steamers running between Saint John and the United States; and since the change in the conveyance of Mails from Calais to Saint Stephen, and thence to Saint John direct, the time consumed in the transmission of Mails between Bangor and Saint John is 24 hours less than by the former route through Saint Andrews, and I assume that a larger amount of the correspondence to and from the United States has been sent and received by the land route, with a saving of the Ship Letter Gratuity.

This view is supported by the fact that, notwithstanding a falling off of £135 in the Ship Letter Postage, the Revenue collected at Saint John is £376 more than during the previous twelve months.

The number of Dead Letters returned to the General Post Office from 30th September 1857, to 31st October 1858, is 11,778. Disposed of as follows, viz:—

Returned to the writers in New Brunswick,	.	.	4,610
Destroyed for want of name or residence of writer,	.	.	2,020
Returned to Canada,-	.	.	516
Returned to Nova Scotia,	.	.	1,110
Returned to Prince Edward Island,	.	.	457
Returned to the United States,	.	.	2,360
Returned to Dead Letter Office, London,	.	.	705

During the past year I have corresponded with the Post Office Department of Canada, in reference to the great amount of unrequited labour performed for that Province by this Department, as pointed out in my Report of last year.

I called the attention of the Postmaster General of Canada to the fact, that we carried for that Province about 19 tons per annum, British Canadian Mail matter, from Amherst to the Canadian line; and that Pamphlets and Periodicals, not exceeding two ounces, were by law free of postage here, though taxed in Canada; and I urged upon him the propriety of some more equitable arrangement being made between these Provinces. This communication was met in a friendly and liberal spirit. I was informed that instructions had already been given that no bulky matter should, during the Summer, be sent through New Brunswick to England; and as respected the transit Mail matter between England and Gaspé, he had suggested to the General Post Office, London, that whatever Colonial Postage might arise upon Gaspé correspondence forwarded through New Brunswick, should be placed to the credit of this Department; and that while the Postmaster General would desire to secure the delivery in Canada of New Brunswick printed matter in accordance with the regulations in this Province, it would be inconvenient to make an exception to their general regulations applying to all printed matter posted in Canada.

We were thus relieved from the Summer labour of conveying British Canadian transit Mails, but the greatest burden, their conveyance in Winter, would yet be imposed upon us. I subsequently however received intelligence, that in future these Winter Mails would be transmitted through the United States.

I have not succeeded in effecting any improvement in our arrangement with Nova Scotia, and I fear that very decided steps will be necessary ere we obtain an equivalent for the extra labour performed for that Province, and the extra expense to which we are put in conveying our British Mails through Nova Scotia by Express, when they should be transmitted by the ordinary Mails, as we convey through New Brunswick for that Province. I cannot understand how the Department in Nova Scotia can justify the detention of our Mails arriving at Halifax in the British Mail Steamers, until after their own Mails, arriving by same conveyance, have been distributed and despatched, and then forwarding by Express at our own expense; nor is it reasonable that the Courier from Amherst to Truro should be allowed to charge New Brunswick for express service, when he conveys our Mails in the same wagon and at the same time with the ordinary Amherst Mails.

While on this subject I may remark, that our transit Mail matter through Nova Scotia is made up in Sealed Bags, and does not require to be distributed and made up in that Province. But much additional labour is imposed on the Saint John Office in distributing and making up Mail matter from the United States for the respective Post Offices in Nova Scotia, and for delivery there; and similar labour is imposed in distributing and making up Mail matter from various parts of Nova Scotia for the United States. This labour performed in New Brunswick is of great importance to Nova Scotia, for should we mail all such matter from the United States on Halifax or any one Office in Nova Scotia, it is evident that much additional labour would be imposed on such Office, and the delivery of such correspondence in many parts of Nova Scotia would be delayed for days.

During the past year it was discovered that a Money Letter, posted at the Saint John Office for transmission to Canada, had been purloined, and upon enquiry suspicion rested upon the Messenger at that Office; The numbers of the Notes had been taken by the writer, and those Notes had been given in loan by the Messenger; he was arrested, indicted, and convicted, and is now suffering the punishment of his offence in the Provincial Penitentiary. Two or three cases of missing Money Letters, posted at Chatham for Quebec, have been brought to my notice; one in particular, containing £25 in £5 Notes, to the address of Messrs. H. J. Noad & Co., Quebec; though unregistered, it was so far traced as to satisfy me that it had passed safely through this Province. It bore the proper Postmarks of the Chatham, Fredericton, and Woodstock Offices, but the Postmark of the Quebec Office is two days later than that of a Registered Letter posted at Chatham on the same day and to the same address. The letter, though wafered and sealed with wax, had been ingeniously opened without removing or defacing the Stamp impressions, and again closed by inserting a piece of gummed tissue paper. The whole of this enquiry has but confirmed my opinion that Registration adds greatly to the security of correspondence by Mail.

I subjoin to this Report copies of a Circular from Downing Street, on the subject of prepayment on British Correspondence, and my Report thereon.

Respectfully submitted.

J. M. JOHNSON, JUN.

Secretary's Office, 25th March, 1858.

SIR,—The enclosed Despatch, dated Downing Street, 15th February 1858, recommending the compulsory prepayment of Letters sent from this Province to Great Britain, is referred to you, by direction of His Excellency the Lieutenant Governor, for your Report thereon.

I have the honor to be, Sir, your obedient servant,

S. I. TILLEY.

The Hon. John M. Johnson, Postmaster General.

(Circular)

Downing Street, 15th February, 1858.

SIR,—It has been ascertained by the practical effects of the two systems of optional prepayment of Postage on Letters, and of compulsory prepayment, that the latter system is in every respect preferable.

Under the system of optional prepayment, much time is consumed by the operations of charging Letters with Postage, and more time is wasted in collecting the Postage on Letters, to say nothing of the labour and responsibility which are entailed on the Officers of the Post Office, who have to keep Accounts with the Letter Carriers.

Under the system of compulsory prepayment, all these inconveniences are avoided.

Such is the beneficial result of the arrangements which have been in operation between this Country and the Australian Colonies during the last twelve months, and Her Majesty's Government have resolved to extend at once the system of compulsory prepayment of Postage to all those Colonies the Posts of which are under the control of the Post Office.

The question, then, which I offer for your consideration, is, whether your Government is prepared to establish a similar arrangement between this Country and New Brunswick.

All that your Government need do, is simply to require that the Postage on all Letters for the United Kingdom shall be prepaid at the places where they are posted.

It is true, that the system of compulsory prepayment is not entirely free from some degree of public inconvenience, or rather, I should say, of inconvenience to certain individuals, as it entails the necessity of sending back to the senders Letters on which prepayment of the full amount of Postage has been neglected.

As a practical remedy against that inconvenience to individuals whose neglect may have proceeded from inadvertence, it is proposed to apply the rule of the Colonial Book Post, under the following regulations:—

1st. That all Letters dropped into Letter Boxes, either wholly unprepaid, or on which payment has been made of less than a single rate of Postage, shall be detained and returned to their senders;

And 2ndly. That all Letters insufficiently prepaid, or on which at least a single rate of Postage has been paid, shall be forwarded to their destinations, but charged with the deficient Postage and a fine of six pence.

The fine of six pence would be equally divided between this Country and the Colony.

Letters and Despatches for the Public Departments in this Country would be exempted from prepayment of Postage, the charge for which would continue to form matter of account between the Post Office and such Public Departments.

I have to request that you will acquaint me whether your Government is willing to accept the proposed new arrangement; and upon being apprised of such acquiescence, the Postmaster General will fix a period for carrying it out in this Country and in the Colony under your Government simultaneously.

I have the honor to be, &c.

General Post Office, Fredericton, 14th April, 1858.

SIR,—In reply to your Communication of date 23rd March last, enclosing a Circular from Downing Street, on the subject of prepayment of Correspondence to the United Kingdom, for my Report thereon, I have to state for the information of His Excellency the Lieutenant Governor, that in my opinion a change of the nature proposed would not add to or diminish the labour of this Department to any great extent. The trouble of collecting the prepaid Postage would be equivalent to the labour of collecting on unpaid Letters to New Brunswick.

The system proposed would entail some additional labour on the Department in returning to the writers Letters on which a single rate of Postage had not been paid, and the Postmasters' duty would be increased in ascertaining and taxing the different Postage on Letters insufficiently prepaid. The Despatches to the Public Departments in England, being unpaid, would require to be weighed in a separate parcel and entered in the Letter Bill. All unpaid Correspondence for Great Britain is now so weighed, and the Letters are not separately taxed here. The inconveniences mentioned in the second paragraph of the Circular do not arise in New Brunswick, as Saint John and Fredericton are the only places where we have Letter Carriers. The Revenue of this Department would not be affected by the change. To the Imperial Department the question is no doubt of importance for the reasons mentioned in the Circular. There would be a great saving of labour to the Post Offices in London and Liverpool in particular, but to New Brunswick the question is simply one of convenience or inconvenience to the public, and to the rural no less than the commercial portion of that public. The remedy proposed for some of the inconveniences to individuals under Regulations 1 and 2, set forth in the Circular, would not be efficient for some years. It would be impossible that the very many settlers in remote districts, who may desire to correspond with their friends in Great Britain, should understand their Letters being detained or returned for Postage, or that a fine of six pence would be exacted where the Letter was insufficiently prepaid; and in country places where such Letters were mailed at Way Offices, constant mistakes would occur in receiving and taxing these Letters, and the correspondence be detained, or the fine imposed, without the fault of the suffering party.

In the present state of the country it is not possible to obtain a set of Way Office Keepers who could carry out this system correctly, nor could the Postal Revenue afford sufficient salaries to induce such persons to undertake it.

I have the honor to be, Sir, your obedient servant,

J. M. JOHNSON, JUN.

The Hon. S. L. Tilley, Prov. Secretary, Fredericton.

APPENDIX TO THE AFOREGOING REPORT.

No. 1.

Statement shewing the amount of Postage Stamps sold during the Thirteen Months ended 31st October, 1858.

DR.

To Postage Stamps on hand at the General Post Office, 30th September 1857,	£6,194	16	9
Stamps on hand at other Offices,	202	15	9
	<hr/>		
	£6,397	12	6

CR.

By Stamps sold during the Thirteen Months,	£1,182	3	9
Stamps on hand at Country Offices,	228	6	9
Stamps on hand at the General Post Office,	4,987	2	0
	<hr/>		
	£6,397	12	6

No. 2.

Statement shewing the Receipts and Expenditure of the Post Office Department in New Brunswick, Thirteen Months ended 31st October 1858.

RECEIPTS.

1st. Postage collected at Saint John.

Voucher.

1	To Amount of Provincial Postage on Correspondence sent to and received from other Post Offices,	£2,223	12	8½
2	Amount of Way Letter Postage,	92	5	2
3	Amount of Ship Letter Postage,	441	6	11
4	Amount received on Sale of Postage Stamps,	323	14	9
5	Amount of Postage on Unpaid Correspondence received from the U. Kingdom, Bermuda, and Newfoundland,	611	17	11
6	Amount of Postage on Paid Correspondence sent to the United Kingdom, Bermuda, and Newfoundland,	497	5	11½
		<hr/>		
		£4,190	3	5

Memo.—Items 5 and 6 contain an amount of Packet Postage due to Great Britain, £717 3 4½ Stg. forwarded to and from the above Office.

7	Deduct amount of Returned, Refused, Missent, Redirected, and Overcharged Letters,	121	18	4
		<hr/>		
		£4,068	5	1

Carried forward,

		<i>Brought forward,</i>		£4,068 5 1
2nd. Postage collected in the Country.				
Voucher.				
1	To Amount of Provincial Postage on Correspondence sent to and received from the several Post Offices,	£4,961	0 2	
2	Amount of Way Letter Postage,	351	0 2	
3	Amount of Ship Letter Postage,	5	7 0	
4	Amount received on sale of Postage Stamps,	858	9 0	
5	Amount of Postage on Unpaid Correspondence received from the U. Kingdom, Bermuda, and Newfoundland,	127	9 5½	
6	Amount of Postage on Paid Correspondence sent to the United Kingdom, Bermuda, and Newfoundland	139	11 0	
		<hr/>		
		£6,442	16 9½	
Memo.—Packet Postage due to Great Britain, £404 15 8 Sterling, forwarded to and from the above Offices.				
7	Deduct amount of Returned, Refused, Missent, Redirected, and Overcharged Letters,	260	19 6	
		<hr/>		6,181 17 3½
8	Amount of Miscellaneous Receipts,	£8,527	13 11	
8½	Balance of Errors against Deputies,	5	1 6	
		<hr/>		8,532 15 5
		<hr/>		£18,782 17 9½

EXPENDITURE.

By Balance due 30th September 1857,		£282	15 11	
Salaries at the General Post Office* and other Offices, viz:—				
A No. 1	}	General Post Office, Fredericton,	£597	19 11
		Post Office, Saint John,	1,085	13 4½
		Other Post Offices,	2,446	18 6
		<hr/>		£4,130 11 9½
A No. 2	By Salaries to Way Office Keepers,	670	6 9	
A No. 3	Commission on Sale of Postage Stamps,	59	6 4	
		<hr/>		4,860 4 10½
B	Travelling Charges,		120	10 6
C No. 1	Conveyance of Mails,	£8,444	9 2½	
C No. 2	Ship Letter Gratuities,	177	9 9	
		<hr/>		8,621 18 11½
D	Tradesmen's Bills,		219	8 9
E	Rents and Taxes,		138	4 10
	Law Expenses,		1	10 0
G No. 1	Stationery, &c.	£574	8 1½	
G No. 2	Advertising and Telegraphing,	323	4 10½	
		<hr/>		897 13 0
H	Miscellaneous Payments,		61	19 10½
I	Remittances to England,		2,301	14 11
J	Balance of Errors to credit of Deputies,		12	9 5
	Balance due 31st October 1858,		1,264	6 9
		<hr/>		£18,782 17 9½

*The Postmaster General's Salary not being a charge on the Post Office Revenue, is not included in this Account.

No. 3.

Recapitulation of the Revenue and Expenditure of the Post Office Department
in New Brunswick, Thirteen Months ended 31st October 1858.

REVENUE.	
Voucher.	
1	To Amount of Postage collected at the Post Office, Saint John, (exclusive of Packet Postage), £2,223 12 8½
	Amount of Postage collected at Country Offices (exclusive of Packet Postage,) 4,961 0 2
	£7,184 12 10½
2	Amount of Way Letter Postage collected at the Post Office, Saint John, £92 5 2
	Amount of Way Letter Postage collected at Country Offices, 351 0 2
	443 5 4
3	Amount of Ship Letter Postage collected at the Post Office, Saint John, £441 6 11
	Amount of Ship Letter Postage collected at the Country Offices, 5 7 0
	446 13 11
4	Amount received on sale of Postage Stamps at the Post Office, Saint John, £323 14 9
	Amount received on sale of Postage Stamps at Country Offices, 858 9 0
	1,182 3 9
5 & 6	Amount of Postage on Unpaid Correspondence received from, and Paid Correspondence sent to the United Kingdom, Bermuda, and Newfoundland, by the Post Office, Saint John, £1,109 3 10½
	Amount of Postage on Unpaid Correspondence received from, and Paid Correspondence sent to the United Kingdom, Bermuda, and Newfoundland, by the Country Offices, 267 0 5½
	1,376 4 4
	£10,633 0 2½
	Amount of Money found in unclaimed Dead Letters, 5 9 0
	Balance of Errors against Deputies, 5 1 6
	£10,643 10 8½
	Deduct Refused, Redirected, and Missent Letters, 382 17 10
	£10,260 12 10½
	Net Revenue within thirteen months, 1,346 6 9
	£8,914 6 1½
	Deficiency on thirteen months ended 31st October 1858, exclusive of Postmaster General's Salary, 6,019 14 1
	£14,934 0 2½

EXPENDITURE.

A No. 1	By Salaries—							
	General Post Office, ... ..	...	...	...	£597	19	11	
	St. John Establishment, ... ..	...	...	...	1,085	13	4½	
	Country Offices, ... ..	...	...	...	2,446	18	6	
	Way Office Keepers, ... ..	...	...	...	670	6	9	
	Commission on Sale of Postage Stamps, ... ..	...	...	...	59	6	4	
								£4,860 4 10½
B.	Travelling Charges, ... ..	...	...	...				120 10 6
C No. 1	Conveyance of Mails—							
	Regular Contract Service, ... ..	...	...	...	£7,330	15	11½	
	Expresses, ... ..	...	...	...	908	4	6	
	Extra Service, ... ..	...	...	...	70	8	9	
	Ferriages, ... ..	...	...	...	135	0	0	
								8,444 9 2½
C No. 2	Amount paid as Ship Letter Gratuities at the Post Office, Saint John, ... ..	...	...	...	£174	5	9	
	Amount paid as Ship Letter Gratuities at the Country Offices, ... ..	...	...	...	3	4	0	
								177 9 9
D.	Tradesmen's Bills, ... ..	...	...	...				219 8 9
E.	Rent of Premises occupied as the General Post Office, Fredericton, and Post Office, Saint John, ... ..	...	...	...				138 4 10
F.	Law Expenses, ... ..	...	...	...				1 10 0
G No. 1	Stationery, ... ..	...	...	...				574 8 1½
G No. 2	Advertising and Telegraphing, ... ..	...	...	...				323 4 10½
H.	Miscellaneous Payments, Petty Expenses incurred by the Postmaster General, and the Postmaster of Saint John, ... ..	...	...	...				61 19 10½
	Balance of Errors to credit of Deputies, ... ..	...	...	...				12 9 5
								<u>£14,934 0 2½</u>

No. 4.

A Detailed Return of the Gross and Net Produce of the Post Office Department in New Brunswick, Thirteen Months ended 31st October 1858.

1ST.—POSTAGE COLLECTED AT SAINT JOHN.

PACKET POSTAGE.

To Amount of Unpaid Postage on Correspondence received from England, Bermuda, and Newfoundland, £611 17 11

To Amount of Paid Postage on Correspondence sent to England, Bermuda, and Newfoundland, 497 5 11½

£1,109 3 10½

Memo.—Amount of Packet Postage due to Great Britain, forwarded to and from the above Office, is £717 3 4 8½.

Carried forward,

Brought forward, £1,109 3 10½

INLAND POSTAGE.

AMOUNT OF POSTAGE Collected at the Post Office, St. John, viz:—

Amherst,	£38 17 6
Annapolis,	55 15 5½
Bathurst,	14 18 10½
Bend,	73 15 2
Buctouche,	9 17 0
Calais,	801 3 7
Campbellton,	2 18 9
Carleton,	1 15 8½
Chatham,	28 12 1½
Dalhousie,	4 8 3
Digby,	43 14 8½
Dorchester,	19 10 5½
Fredericton,	276 10 5½
Gagetown,	29 4 3
Halifax,	115 19 2½
Hampton,	36 13 10
Harvey,	7 7 5
Hillsborough,	27 12 7½
Kingston,	9 5 7½
Memramcook,	2 18 0
Montreal,	48 16 0½
Newcastle,	9 19 11
Oromocto,	16 8 0
Parrsborough,	0 12 3
Prince Edward Island,	23 3 6
Pictou,	10 1 3½
Richibucto,	16 6 5½
Sackville,	52 10 0
Salisbury,	13 17 1½
Shediac,	32 6 3
Sheffield,	3 0 10
Saint Andrews,	61 17 2
Saint George,	20 6 6½
Saint Martins,	8 4 9
Saint Stephen,	147 1 2
Sussex Vale,	24 5 6
Upham Vale,	1 4 9
Windsor,	21 10 0½
Woodstock,	111 2 2
	<hr/>
	£2,223 12 8½

Amount of Way Letter Postage at the Post Office, Saint John, 92 5 2

Amount of Ship Letter Postage at the Post Office, Saint John, 441 6 11

Amount received on sale of Postage Stamps at Post Office, St. John, 323 14 9

£4,190 3 5

Deduct Postage of Refused, Redirected, and Missent Letters, at the Post Office, Saint John, claimed in Forms No. 3 & 4, ... 121 18 4

£4,068 5 1

AMOUNT OF WAY LETTER POSTAGE by Deputies, exclusive of St. John, viz:—

Andover,	£3 8 3
Baie Verte,	3 18 3
Bathurst,	18 5 0
Bend,	1 3 6
Buctouche,	6 10 9
Campbellton,	0 2 6
Campo Bello,	0 2 3
Carleton,	0 0 0
Chatham,	13 18 6
Dalhousie,	8 10 1
Dorchester,	0 0 0
Edmundston,	1 4 3
Fredericton,	115 2 11½
Gagetown,	17 8 3
Grand Falls,	3 6 6
Grand Manan,	0 0 0
Hampton,	9 10 2½
Harvey,	13 13 9
Hillsborough,	10 16 6
Indian Island,	0 0 0
Kingston,	1 17 9
Memramcook,	1 1 6
Milltown,	0 0 0
Newcastle,	12 10 3
Oromocto,	4 2 9
Richibucto,	7 8 6
Sackville,	5 9 9½
Salisbury,	5 0 9
Shediac,	4 1 10½
Sheffield,	2 5 1½
Saint Andrews,	2 6 6
Saint George,	4 16 9
Saint Martins,	0 7 3
Saint Stephen,	2 5 5
Sussex Vale,	12 14 6
Upham Vale,	3 7 0½
Upper Mills,	0 0 0
Woodstock,	54 2 8
	<hr/>
	£351 0 2

AMOUNT of Sums received for Ship Letters by Deputies, exclusive of Saint John, 5 7 0

AMOUNT of Postage Stamps sold by Deputies, exclusive of St. John:—

Andover,	£22 5 0
Baie Verte,	9 13 0
Bathurst,	5 1 0
Bend,	22 0 0
Buctouche,	8 19 0
Campbellton,	0 5 6
Campo Bello,	7 10 0
Carleton,	13 5 3
Chatham,	100 2 0
Dalhousie,	21 10 0
Dorchester,	49 15 0

Newcastle,	...	...	...	£6	13	2½	
Oromocto,	...	...	...	2	6	1	
Richibucto,	...	...	...	4	3	1	
Sackville,	...	...	...	5	15	3	
Salisbury,	...	...	...	1	11	11½	
Shediac,	...	...	...	3	17	1½	
Sheffield,	...	...	...	0	14	1½	
Saint Andrews,	...	...	...	14	16	0½	
Saint George,	...	...	...	4	5	6½	
Saint Martins,	...	...	...	1	12	6	
Saint Stephen,	...	...	...	33	4	2½	
Sussex Vale,	...	...	...	3	2	0	
Upham Vale,	...	...	...	0	1	6	
Upper Mills,	...	...	...	0	3	3	
Woodstock,	...	...	...	9	8	4	
							£260 19 6
			Collected in the Country,				£6,181 17 3¼
			Saint John,	...	...	...	4,068 5 1
<i>Money received in Dead Letters, &c.</i>							
Paper Money in Letter addressed Mrs. Daniel Carty, St. John, N. B.				£0	10	0	
Do. do. David Livingstone, Sackville, N. B.				0	5	0	
Do. do. received from Post Office Department in Canada, addressed Christopher Higgins, Dooley's Exchange, No. 25,				1	0	0	
Do. do. addressed Fanny Betsel, St. John, No. 25,				0	15	0	
Gold Coin picked up on floor of the Post Office, St. John,				0	5	0	
Paper Money in Letter addressed to James Langford, Nova Scotia,				1	9	0	
Do. do. James Winters, Ledge, St. Stephen,				1	5	0	
							5 9 0
Balance of Errors against Deputies,	...	...	...				5 1 6
							£10,260 12 10½

WARRANTS.

1857—October 9.	Warrant No. 423, to meet current expenses,	£1,000	0	0
24.	" 437, V. B. Hutchison, Trav. expenses,	20	0	0
27.	" 438, P. M. General, Ferry do.	69	10	0
Novem. 2.	" 1, Do. Trav. do.	30	0	0
Decem. 2.	" 47, Do. Current do.	500	0	0
1858—January.	" 103, Do. Trav. do.	20	0	0
February 2.	" 142, Do. Current do.	1,000	0	0
6.	" 150, for Packet Postage to 30th Sept. 1857,	1,369	18	1
April 7.	" 222, P. M. General, Current expenses,	500	0	0
May 1.	" 253, Do. do.	500	0	0
20.	" 279, Do. do.	500	0	0
April 2.	" — Do. for sundry sevices,	81	0	0
July 10.	" 359, John Howe, to meet current expenses,	1,000	0	0
August 20.	" 405, for Packet Postage to 31st May 1858,	931	16	10
October 13.	" 480, P. M. General, current expenses,	500	0	0
28.	" 500, John Howe, do.	500	0	0
		£8,522	4	11

A Detailed Return of the Charges of Management of the Post Office Department in New Brunswick, Thirteen Months ended 31st October 1858.

SALARIES AND ALLOWANCES.

GENERAL POST OFFICE.

V. B. Hutchison, Chief Clerk,	...	...	£243	19	1
I. K. Leavitt, Accountant to 3rd May 1858,	...	...	82	13	10
John Richards, Clerk to 31st December 1857,	...	...	31	5	0
John W. Lester, do. do.	...	...	25	0	0
James Hale, do. from 15th December 1857,	...	...	140	17	5
Wm. Paisley, do. from 14th May 1858,	...	...	59	4	7
Peter Markey, Messenger to 31st December 1857,	...	...	15	0	0

£597 19 11

SAINT JOHN ESTABLISHMENT.

John Howe, Postmaster,	...	...	£433	13	10½
H. C. Frink, First Clerk,	...	...	173	9	7
T. B. Allan, Second do.	...	...	136	15	10
R. W. Boyle, Third do. to 31st March 1858,	...	...	50	0	0
J. F. M'Guirk, Fourth do. to 31st March, Third do. since,	...	...	108	8	5½
T. C. Rainsford, Fifth do. to 31st March, Fourth since,	...	...	108	8	5½
J. Langril, Office Keeper to 31st December 1857,	...	...	18	15	0
Geo. Murray, do. from 1st February 1858,	...	...	56	2	2

1,085 13 4½

SALARIES and ALLOWANCES to Deputy Postmasters, Assistants, &c. viz :—

Andover,	...	...	...	£21	13	8
Baie Verte,	...	...	...	16	5	3
Bathurst,	...	...	...	65	1	1
Bend,	...	...	...	97	11	7½
Buctouche,	...	...	...	21	13	8
Campbellton,	...	...	...	48	15	9½
Campo Bello,	...	...	...	10	16	10
Carleton, from 6th November 1857,	...	...	...	24	13	2
Chatham,	...	...	...	173	9	7
Dalhousie,	...	...	...	65	1	1
Dorchester,	...	...	...	43	7	4½
Edmundston,	...	...	...	32	10	6½
Fredericton,	...	...	...	325	5	5
Do. Assistant to 30th Nov. 1857,	...	...	...	29	0	2
Do. do. from 1st Dec. 1857,	...	...	...	137	15	5
Gagetown,	...	...	...	32	10	6½
Grand Falls,	...	...	...	27	2	1
Grand Manan,	...	...	...	10	16	10
Hampton,	...	...	...	43	7	4½
Harvey,	...	...	...	29	16	4
Hillsborough,	...	...	...	37	18	11½
Indian Island,	...	...	...	10	16	10
Kingston,	...	...	...	10	16	10
Memramcook,	...	...	...	13	11	1
Milltown,	...	...	...	21	13	8
Newcastle,	...	...	...	59	12	8
Oromocto,	...	...	...	40	13	2
Richibucto,	...	...	...	70	9	6
Sackville,	...	...	...	178	18	0

Salisbury,	...	...	...	...	£40	13	2
Shediac,	...	...	...	...	54	4	3
Sheffield,	...	...	...	...	10	16	10
Saint Andrews,	...	...	...	...	225	5	4
Saint George,	...	...	...	...	65	1	1
Saint Martins,	...	...	...	...	10	16	10
Saint Stephen,	...	...	...	...	65	1	1
Sussex Vale,	...	...	...	...	48	15	9½
Upham Vale,	...	...	...	...	10	16	10
Upper Mills,	...	...	...	...	10	16	10
Woodstock,	...	...	...	...	203	5	11
							£2,446	18	6

AMOUNT paid to Way Office Keepers, (for particulars see Abstract on last pages,) 670 6 9

AMOUNT of Commission on Sale of Postage Stamps by St. John and Deputies, viz :

Saint John,	...	...	...	...	...	...	...	16	13	8½
Andover,	...	...	...	...	£1	2	3			
Baie Verte,	...	...	...	...	0	9	8			
Bathurst,	...	...	...	...	0	5	0			
Bend,	...	...	...	...	1	2	0			
Buctouche,	...	...	...	...	0	8	11			
Campbellton,	...	...	...	...	0	0	3			
Cambo Bello,	...	...	...	...	0	7	5½			
Carleton,	...	...	...	...	0	13	2			
Chatham,	...	...	...	...	5	0	1			
Dalhousie,	...	...	...	...	1	1	6			
Dorchester,	...	...	...	...	2	9	9			
Edmundston,	...	...	...	...	1	5	9			
Fredericton,	...	...	...	...	7	4	4			
Gagetown,	...	...	...	...	0	12	6½			
Grand Falls,	...	...	...	...	0	2	2½			
Grand Manan,	...	...	...	...	0	0	0			
Hampton,	...	...	...	...	0	4	4½			
Harvey,	...	...	...	...	0	6	3½			
Hillsborough,	...	...	...	...	0	12	4½			
Indian Island,	...	...	...	...	0	0	0			
Kingston,	...	...	...	...	0	1	6			
Memramcook,	...	...	...	...	0	0	3½			
Milltown,	...	...	...	...	0	12	8½			
Newcastle,	...	...	...	...	1	11	6½			
Oromocto,	...	...	...	...	0	2	9½			
Richibucto,	...	...	...	...	2	17	0½			
Sackville,	...	...	...	...	2	15	0			
Salisbury,	...	...	...	...	0	4	3			
Shediac,	...	...	...	...	1	5	6			
Sheffield,	...	...	...	...	0	7	4			
Saint Andrews,	...	...	...	...	3	0	0			
Saint George,	...	...	...	...	2	6	11			
Saint Martins,	...	...	...	...	0	15	4½			
Saint Stephen,	...	...	...	...	1	11	9½			
Sussex Vale,	...	...	...	...	0	5	8½			
Upham Vale,	...	...	...	...	0	0	3½			
Upper Mills,	...	...	...	...	0	0	0			
Woodstock,	...	...	...	...	1	16	8			
							43	2	7½	

TRAVELLING ALLOWANCES.

Postmaster General, V. B. Hutchison,	Travelling Expenses,	..	£93	13	0
	Balance of twenty five pounds allowed for removing to Fredericton, 1856,		10	0	0
Do.	Travelling expenses incurred in re- moving position of Post Office and Way Office Sheffield, and instruct- ing Way Office Keeper, also trans- ferring Way Office at Oak Point,		10	0	0
Do.	Trav'ng. expenses, establishing Way Office at Upper Keswick,	..	2	10	0
James Caie,	Transferring Post Office at Newcastle,		4	0	0
John Boole,	Do. do. Furniture to Way Office, Bocabec,	..	0	7	6

 £120 10 6

CONVEYANCE OF MAILS, Transit Postage, and Payment of Ship.

Letters, Sums paid for Riding Work, Foot Messengers, &c.

Andover	and Fort Fairfield,	..	£24	6	6
Do.	" Tobique,	..	33	6	10½
Bathurst	" Shippigan,	..	89	0	6
Bay du Vin	" Preston's Point from 1st to 31st Oct. '58.		0	16	4
Bellis Bay	" Long Point from 1st July 1857 to date,		4	0	1
Bend	" Amherst,	..	81	0	11
Black River	" Hardwicke,	..	24	6	10
Buctouche	" Coats' Mills,	..	17	17	10
Campbellton	" Flatlands,	..	19	10	4
Chatham	" Shippigan,	..	66	8	2
Do.	" South Nelson,	..	27	1	9
Canning	" Mail Steamers, Season '57 and '58,		6	0	0
Edmundston	" St. Francis,	..	36	17	3
Fredericton	" Chatham,	..	155	19	7
Do.	" Grand Falls,	..	943	5	9
Do.	" Foot Messenger,	..	5	0	0
Do.	" Mail Steamers, 1857 and 1858,		14	0	0
Do.	" Stanley,	..	27	2	1
Do.	" St. Stephen,	..	117	14	4½
Do.	" Woodstock, North side River St. John, from 1st Dec. 1857, to 13th May 1858, and from 1st to 31st October,	..	61	6	4
Do.	" Upper Kent from 14th May to 30th September 1858,	..	56	18	5½
Gagetown,	" Gaspereau,	..	94	17	5
Do.	" Mail Steamers, Season 1857,	..	10	0	0
Upper Do.	" Mail Steamers, Season 1858,	..	1	10	0
Do.	" Nerepis, from 3d October 1857,	..	51	3	9
Do.	" Washademoak,	..	25	9	7
Grand Falls	" Canadian Boundary,	..	216	15	10
Hampstead	" Oatnabog, from 1st to 3rd Oct. 1857,		0	1	3
Hampton	" Springfield, to 30th April 1858,		17	9	5
Harvey	" Salmon River,	..	10	16	7
Harvey Corner	" Albert Quarries, from 24th Nov.		8	16	8½

Hillsborough	and Albert Mines,	..	..	£13 11 10
Do.	" Caledonia,	..	..	13 0 3
Do.	" Curryville,	..	..	7 0 11
Kingston	" Hampton, from 1st May 1858,	..	..	20 1 6
Do.	" Lyons' Point,	..	..	21 13 8
Lepreau	" Maces Bay,	..	..	4 17 7
Maugerville	" Mail Steamer, Season 1857,	..	..	3 0 0
Memramcook	" Dover,	..	..	16 5 3
Mill Stream	" Head of Mill Stream,	..	..	9 15 2
Mouth Mill Stream	" Washademoak,	..	..	37 18 11
Do. Nerepis	" Hampstead, from 25th April 1858,	..	..	18 13 2
Do.	" Wickham, Winter Season '57 and '58,	..	..	19 19 0
Musquash	" Dipper Harbour,	..	..	14 1 11
New Jerusalem	" Mouth of Nerepis, from 14th Oct. to 14th December 1857,	..	..	9 3 5
Newcastle	" Bend,	..	..	374 1 3
Do.	" Campbellton,	..	..	487 7 4
Do.	" Red Bank,	..	..	17 15 5
Norton	" Patticake, from 13th March 1858,	..	..	3 2 9½
Oak Point	" Mail Steamers, Season 1857,	..	..	6 0 0
Oromocto	" Mail Steamers, Seasons '57 and '58,	..	..	20 0 0
Do.	" Sheffield, Winter season,	..	..	9 8 0
Do.	" South Branch,	..	..	18 19 6
Railway Station, Kennebecasis, }	" Hampton Ferry,	..	..	2 4 0½
Richibucto	" Weldford,	..	..	26 11 4
Richmond Corner	" South Richmond, from 10th March '58,	..	..	7 18 1½
Sackville	" Cape Tormentine,	..	..	46 12 5
Do.	" North Joggins,	..	..	14 1 11
Do.	" Upper Sackville,	..	..	14 13 3
Salisbury	" Elgin,	..	..	28 2 1½
Do.	" Harvey,	..	..	106 3 2
Do.	" Hillsborough,	..	..	53 6 4
Shediac	" Great Shemogue,	..	..	20 12 0
Do.	" Railway Terminus, from 15th Dec.	..	..	18 14 5½
Shediac Road	" Railway Station, from 1st July 1858,	..	..	2 0 0
Sheffield	" Little River, from 1st Oct. to 2d Dec. '57,	..	..	4 5 7
Do.	" Northfield, from 3d Dec. 1857,	..	..	22 7 5
Do.	" Mail Steamers, Season 1857 and 1858,	..	..	5 10 0
Springfield	" Collina,	..	..	8 13 6
Do.	" Sprague's Point,	..	..	4 6 9
Spruce Lake	" Pizarinco,	..	..	8 13 6
St. Andrews	" Bay Side, from 2d November 1857,	..	..	9 3 0½
Do.	" Campo Bello,	..	..	32 18 11
Do.	" Grand Manan,	..	..	94 17 5
St. George	" L'Etete,	..	..	13 11 1
Do.	" L'Etang from June 1, '57 to Oct. 31, '58,	..	..	15 0 0
Do.	" Upper Mills, from 24th Nov. 1857,	..	..	12 3 9
Saint John	" Annapolis, to 27th July,	..	..	411 13 8
Do.	" Digby and Windsor, from 28th July,	..	..	125 0 0
Do.	" Carleton,	..	..	16 5 3
Do.	" Fredericton, via Nerepis, Winter Sea- son 1858,	..	..	171 10 0

Saint John	and Fredericton, via Nerepis, from Aug. 1, to close of Navigation in 1857,		£55	16	11
Do.	“ Fredericton, via Nerepis, from 25th April, in part,		38	9	8
Do.	“ Fredericton, via River, 1st August to close Navigation in 1857,		175	0	0
Do.	“ Fredericton, via River, Summer Season 1858,		350	0	0
Do.	“ Harvey,		126	15	0
Do.	“ Indian Town,		46	2	6
Do.	“ Kingston,		26	0	5
Do.	“ Railway Station,		2	12	8½
Do.	“ Salmon River,		52	0	10
Do.	“ St. Andrews, St. Stephen & Calais,	1,027	10	6	
Do.	“ Sussex Vale,	212	18	6	
Do.	“ Salt Springs,	48	15	10	
Do.	“ Ten Mile Creek,	37	18	11	
Saint Stephen	“ Ledge, from 1st September 1857,		17	8	3
Do.	“ St. James,		37	18	11
Do.	“ Upper Mills,		27	2	1
Sussex Vale	“ Bend,		151	11	0
Do.	“ Elgin,		34	13	11
Do.	“ New Canaan,		47	14	2
Tilley's Landing,	“ Mail Steamers, Summer 1857,		3	0	0
Upper Gagetown	“ Sheffield, Winter Season '57 and '58,		3	0	0
Wickham	“ Mail Steamers, Summer 1857,		3	0	0
Woodstock	“ Houlton,		56	18	5
Do.	“ Presqu'isle, from 13th May 1858,		16	5	1
Do.	“ Victoria Line, to 12th May 1858,		36	18	5½
Do.	“ Upper Kent, from 1st to 31st Oct. '58,		3	7	5
					£7,330 15 11½
EXPRESSES.					
Amherst	“ Bend, Wm. Hickman,		£48	0	0
Do.	“ Truro, C. B. Archibald,		45	4	6
Bend	“ Sussex Vale, P. King,		47	0	0
Fredericton	“ Saint John,		17	0	0
Do.	“ Woodstock,		1	14	6
Halifax	“ Truro, H. Hyde,		120	0	0
Do.	“ Windsor, King & Brothers,		230	0	0
Saint John	“ Fredericton,		52	0	0
Do.	“ Sussex Vale, W. Alden,		5	17	6
Do.	“ Windsor, Hatheway,		150	0	0
Sussex Vale	“ Saint John, W. Alden,		41	2	6
Truro	“ Amherst, C. B. Archibald,		55	5	6
Windsor	“ Saint John, Hatheway,		95	0	0
					908 4 6
EXTRA SERVICE.					
Gagetown	“ Sheffield, Cole's Island, &c.		£1	6	0
Do.	“ Nerepis, 4 mos. ended 1st Aug. 1856,		16	13	4
Oromocto	“ Sheffield,		0	16	3
Salisbury	“ Harvey, from 22d April to 10th May,		8	10	0
Do.	“ Hillsborough, from 23d Oct. to 23d November 1857,		5	10	8

James Bradley, taking charge Gagetown Mails at Petersville, Winter of 1856 and 1857,	£7 10 0	
W. Dunn, carrying Mail Bags from Hampstead to N. Jerusalem,	0 5 0	
George H. Parks, carrying Mails between Scotch Corner and South Richmond,	1 0 0	
James Stockford, carrying Despatches to Lieut. Governor at Red Head,	3 17 6	
Detention of Steamer Emperor at Digby for English Mail 20th October 1858, "	25 0 0	
		£70 0 0

FERRIAGES.

Sam. Armstrong, at Woodstock, 1856,	£4 0 0	
G. F. Bell, " Chatham, "	10 0 0	
Law. Bredeau, " Pockmouche, "	5 0 0	
Murdoch Gillis, " Douglastown, "	4 0 0	
Francis Petite, " Grand Falls, "	12 10 0	
John Robichaud, " Big Tracadie, "	4 0 0	
James Robertson, " Tabusintac, "	4 0 0	
Louis C. Savoie, " Woodstock, "	3 0 0	
David Lawson, " Washademoak, "	4 0 0	
James S. Morse, " Campbellton, "	10 0 0	
Geo. Robertson, " River St. John above Woodstock, "	5 0 0	
Geo. W. Bell, " Miramichi, 1857,	10 0 0	
Lawrence Bridon, " Pockmouche River, "	5 0 0	
John Robichaud, " Big Tracadie, "	4 0 0	
Geo. Williston, " Bay du Vin, "	3 0 0	
Murdoch Gillis, " Miramichi at Douglastown, "	4 0 0	
Wm. Matchell, " do. North West, "	2 10 0	
J. B. Belyeat, " Hampton, 1857,	15 0 0	
Francis Petite, " Grand Falls, "	12 10 0	
John Smith, " Campbellton, "	10 0 0	
Joseph Kerr, " Woodstock, "	3 10 0	
		135 0 0
AMOUNT of Pence paid for Ship Letters by Saint John,	174 5 9	
AMOUNT of Pence paid for Ship Letters by Deputies,	3 4 0	

TRADESMEN'S BILLS.

St. John Gas Company, Gas supplied and use of Meter,		
	Saint John Office,	£49 13 9
Fredericton do. do.	General Post Office,	1 14 0
Thomas Cotter, Sundry jobbing, &c.,	St. John Office,	20 16 3
Charles Pearce, do. do.	do.	5 5 2
Small & Crosby, do. do.	do.	1 1 1
H. B. Crosby, do. do.	do.	2 2 11
L. H. DeVeber & Sons, Twine for use of	do.	16 11 6
W. H. Adams, Scales, Locks, &c.	do.	4 6 2
John Walker, 7 chaldron Coal,	do.	9 12 6
Henry Rowan, 2 chaldron Coal,	do.	2 10 0
J. F. Marsters, 4 chaldron Coal,	do.	7 0 0
Cudlip & Snider, 5 chaldron Coal,	do.	8 15 0
Andrew Crawford, 5 cords Wood,	do.	8 17 6
John Sears, Water Rate Assessment,	do.	10 0 0

Harris & Allan,	Iron Shutter for	St. John Office,	£4	7	9
George Hutchison,	Regulating Clock,	do.	2	10	0
W. Tisdale & Son,	Shovel, Brush, Lamp, &c.	do.	0	11	11
Ann Lyons,	Standard Scales for use of	do.	2	0	0
Job Petty,	Repairing Mail Bags,	.. ..	5	3	9
Mary Campbell,	Making and Repairing Mail Bags,		5	7	7
R. P. M'Kay,	do.	do.	0	10	0
A. P. M'Kay,	Labelling	do.	0	7	6
Henry Horton,	Repairing Mail Bags & Portmanteaus,		6	17	6
J. Snodgrass,	do.	do.	0	7	6
Potter & Co.	Sign Boards,	.. ..	1	10	0
James H. Venning,	Cutting and altering Stamps,	.. ..	0	17	6
John Rose,	Making Mail Bags,	.. ..	2	8	0
Robert Collins,	Sheepskin Labels,	.. ..	1	11	3
Henry Horton,	Stamping Cushion, Fredericton P. Office,		0	15	0
William Sleeth,	Free Stone Slab for	do.	1	2	9
Thomas Rutter,	Furniture for General Post Office,		8	19	9
Susan Markey,	Washing Towels, &c. for G. P. Office,		2	10	0
Do.	Making Mail Bags,	.. ..	2	7	6
Charles P. Smiler,	Lettering	do.	2	14	11
Richard Payne,	do.	do.	1	2	4
John Neill,	Sundries for General Post Office,	.. ..	1	1	10½
George C. Hunt,	do.	do.	0	6	2
Peter Markey,	Sundry jobbing for	do.	2	8	0
John Charters,	1½ cords Wood,	do.	0	15	7½
Robert Woods,	2 do. at 22s. 6d.	do.	2	5	0
John Meade,	4 do. at 12s. 6d.	do.	2	10	0
Francis Flanagan,	½ do. at 20s.	do.	0	10	0
Robert Stephenson,	3 do.	do.	2	8	9
Thomas Sweade,	Cutting Wood,	.. ..	0	15	0
David Currier,	2 chaldron Coal,	.. ..	4	0	0
<hr/>					
£219 8 9					
RENTS AND TAXES.					
Rent of Premises occupied as General Post Office,			..	£29	16 4
Do.	do.	Post Office, Saint John,	..	108	8 6
<hr/>					
138 4 10					
LAW EXPENSES.					
C. A. Harding, Drawing Contract and Bond for King and others,				1	10 0
STATIONERY, &c.					
Barnes & Co.	Printing, &c.	.. ..	£15	4	0
C. S. Beverly,	Stationery,	.. ..	1	13	4½
W. L. Avery,	do.	.. ..	9	9	6
J. & A. M'Millan,	do. Binding, &c.	.. ..	34	13	6
Geo. E. Fenety,	Blank Forms, &c.	.. ..	60	1	3
S. R. Miller,	Stationery,	.. ..	51	7	9
Yardy & Lugin,	Blank Forms, &c.	.. ..	75	19	0
C. S. Lugin,	do.	.. ..	111	3	11
Do.	Printing & Binding P. O. Regulations,		64	10	0
John Simpson,	do. do. Reports,	.. ..	80	0	0
Do.	Blank Forms,	.. ..	70	5	10
<hr/>					
574 8 1½					

ADVERTISING AND TELEGRAPHING.

Fredericton,	Telegraphing on Post Office Business,	£61 11 2	
Chatham,	do.	6 13 7½	
Saint John,	do.	40 2 7	
Chatham,	Advertising, James A. Pierce,	10 7 6	
Bend,	do. James Robertson,	1 0 6	
Fredericton,	do. John Simpson,	13 0 0	
Do.	do. Yardy & Lugrin,	5 15 0	
Do.	do. C. S. Lugrin,	1 5 0	
Do.	do. James Hogg,	1 1 9	
Saint Andrews,	do. A. W. Smith,	10 1 8	
Saint John,	do. & Printing, Wm. Bellingham,	45 18 1	
Do.	do. H. Chubb & Co.	10 7 0	
Do.	do. Geo W. Day,	13 8 9	
Do.	do. Geo. E. Fenety,	35 8 0	
Do.	do. S. & D. Smiler,	7 4 3	
Do.	do. Edward Willis,	4 13 0	
Do.	do. Ross Woodrow,	38 16 9	
Saint Stephen,	do. John S. Hay,	9 19 9	
Woodstock,	do. Samuel Watts,	6 10 6	
		<hr/>	£323 4 10½

PETTY EXPENSES.

Petty expenses incurred by the Postmaster of Saint John,	£16 19 2½	
Do. at the General Post Office,	0 4 0	
	<hr/>	17 3 2½
Balance of Errors to Credit of Deputies,		12 9 5
		<hr/>
EXPENDITURE,		£14,889 3 6½
REVENUE,		£10,260 12 10½
		<hr/>
DEFICIENCY,		£4,628 10 8
		<hr/> <hr/>

Memo. No. 1.—Paid into Commissariat Chest at St. John, in full for Packet Postage up to 31st May 1858, £2,301 14 11 Cy.

Memo. No. 2,—Deficiency as shewn,	£4,628 10 8
Packet Postage due to Great Britain, £1,121 19 0½ Stg.	1,346 6 9
	<hr/>
Total Deficiency,	£5,974 17 5
	<hr/> <hr/>

J. M. JOHNSON, JUN:
Postmaster General.

JAMES HALE, *Accountant.*

A Detailed Return of the Amount paid to the several Way Office Keepers in
New Brunswick, Thirteen Months ended 31st October 1858.

Albert Mines,	£2 18 3	Douglas Harbour,	£1 3 2
Albert Quarries,	1 14 11	Douglastown,	13 14 11
Annagance,	4 2 4	Dover,	0 18 10
Armstrong's Brook,	6 18 1	Dumbarton,	1 7 2
Arestook,	4 10 7	Dumfries,	4 4 6
Baillie Settlement,	0 14 5	Edgett's Landing,	2 9 2
Baker's Creek,	0 17 10	Eel River,	8 6 3
Barachois,	1 1 2	Elgin,	1 17 9
Barnesville,	1 12 4	Emigrant Settlement,	0 18 1
Bartibog,	1 6 2	Finger Board,	8 3 5
Baswood Ridge,	0 12 2	Flatlands,	1 0 10
Bathurst Village,	12 7 2	Florenceville,	8 13 3
Bay Du Vin,	1 5 7	Flowers' Cove,	0 14 5
Bay Side,	1 7 3	Fox Creek,	3 11 3
Bear Island,	1 14 6	French Village,	0 15 11
Beckaguimeck,	0 17 10	Gardner's Creek,	0 15 4
Belledune,	8 3 9	Gaspereaux,	2 5 10
Belledune River,	5 17 2	Geary,	2 11 1
Belleisle Bay,	2 0 1	Germantown,	0 14 6
Bellevous Village,	0 15 1	Goshen,	0 12 1
Black River, (Northumberland)	2 9 5	Grand Aunce,	0 18 7
Do. (Saint John)	0 18 10	Grand River,	4 5 0
Blackville,	4 2 6	Great Shemogue,	1 12 4
Blissfield,	3 17 7	Greenfield, to 17th May,	0 8 1
Blissville,	1 0 7	Hammond River,	10 5 8
Bloomfield,	0 6 3	Hampstead,	1 15 7
Bocabec,	5 18 2	Hardwicke,	1 7 2
Boiestown,	5 5 6	Harvey, (York,)	2 6 2
Boundary, Presqu'isle,	0 12 8	Head of L'Etang,	0 8 7
Butternut Ridge,	1 4 11	Head of Petitcodiac,	4 8 11
Caledonia,	0 11 10	Hopewell, Cape,	5 19 7
Campbell Settlement,	0 14 5	Do. Corner,	6 0 0
Canning,	2 17 2	Do. Hill,	9 13 5
Cape Tormentine,	1 1 7	Indian Town,	16 10 0
Caraquet,	2 1 10	Irving Settlement,	0 12 2
Chamcook,	1 1 11	Jacksontown,	0 19 9
Coal Mines,	0 18 1	Janeville,	3 7 0
Coats' Mills,	0 12 5	Jemseg,	0 16 1
Cocagne,	8 15 5	Jolicure,	2 14 3
Coldstream,	0 13 9	Kennebecasis Bay,	7 10 3
Collina,	0 16 11	Keswick Ridge,	1 7 4
Connersville,	1 17 11	Kingsclear,	4 16 5
Coverdale,	2 14 5	Kingston, (Kent,)	20 14 4
Creek Road,	0 14 4	Kouchibouguac,	8 2 0
Cumberland Bay,	0 16 4	Lakefield,	1 1 0
Curryville,	0 13 6	Ledge,	2 8 10
Dawson Settlement,	3 6 9	Lepreau,	15 17 1
Dipper Harbour,	0 14 2	L'Etete,	0 15 5
Doaktown,	4 14 9	Little River, (Coverdale,)	0 9 2
Doherty's Mills,	0 13 7	Little River, (Elgin,)	0 9 10

Little River, (Sunbury,)	£0 16 5	Norton,	£8 16 1
Little Rocher,	0 15 6	Oak Bay,	3 18 3
Little Shemogue,	0 16 1	Oak Point, (King's,)	3 19 11
Loch Lomond,	2 7 10	Do. omitted in Sep. Acc't. 1857,	0 17 11
Londonderry,	1 4 10	Do. (Northumberland,)	0 19 1
Long Creek,	2 1 5	Oatnabog,	0 13 5
Long Point,	2 6 3	Patticake,	2 4 8
Long Settlement,	0 7 1	Pennfield,	0 14 8
Lower Brighton,	0 14 6	Perth,	1 0 4
Lower Cape,	3 14 9	Petersville,	1 19 10
Lower Coverdale,	2 8 6	Petersville Church,	0 18 11
Lower Hillsborough,	3 7 7	Pisarinco,	0 12 10
Lower Prince William,	3 19 3	Pockmouche,	0 19 5
Lynnfield,	0 12 1	Point LaNim,	1 16 2
Maces Bay,	1 5 5	Pollet River,	0 14 6
Mactaquack,,	1 6 10	Pomeroy Ridge,	0 14 6
Madawaska,	5 7 11	Port Elgin,	2 5 8
Madisco,	7 18 6	Presqu'isle,	0 15 9
Magaguadavic,	1 8 1	Prince William,	5 0 10
Maple Green,	4 3 5	Quaco Road,	2 7 4
Maugerville,	5 6 2	Ratter's Corner,	0 11 10
Mechanics' Settlement,	0 15 11	Red Bank,	0 18 9
M'Kenzie's Corner,	0 13 4	Renous Bridge,	3 1 7
Middle Simonds,	7 9 8	Richmond,	4 8 6
Mill Stream,	1 0 10	River Charlo,	5 13 4
Moncton,	4 9 11	River DeChute,	7 6 4
Monument Settlement,	0 9 8	Rusagornis,	0 13 10
Moore's Mills,	0 12 8	Salmon River, (Albert,)	1 9 2
Mount Whatley,	3 15 6	Do. (Saint John,)	0 19 1
Mouth of Keswick,	1 9 10	Salt Springs,	1 13 3
" Mill Stream,	9 5 0	Seeley's Mills,	0 18 3
" Nerepis,	4 15 8	Shediac Road,	2 10 10
Munquart,	0 14 8	Shediac Terminus,	8 13 8
Murray's Corner,	0 19 6	Shepody Road,	1 3 4
Musquash,	15 5 11	Shippigan,	3 6 7
Nashwaak,	4 11 10	Smith Creek,	1 13 4
Nashwaaksis,	1 19 0	Smith Town,	0 19 0
Nashwaak Village,	4 3 5	Southampton,	2 0 5
Narrows,	1 9 2	South Branch, (Kennebecassis,)	0 12 8
Nelson,	3 7 7	Do. (Oromocto,)	1 4 0
New Bandon,	3 10 4	South Nelson,	3 13 9
New Canaan,	1 0 8	Sprague's Point,	1 0 3
Newcastle Creek,	1 0 7	Springfield,	4 7 10
New Horton,	0 13 4	Spruce Lake,	1 0 8
New Ireland,	1 1 6	Stanley,	1 3 10
New Jerusalem,	1 11 0	Studholm,	2 11 4
New Mills,	6 12 9	Saint Bazil,	4 1 4
New River,	11 16 2	Sussex Portage,	0 15 7
Do. omitted in Sep. Acc't. 1857,	1 3 10	Tabucintac,	1 4 4
Neguac,	1 1 11	Taylor Town,	6 19 2
Northampton,	1 10 7	Taylor Village,	0 18 3
Northesk Boom,	0 18 1	Ten Mile Creek,	0 13 4
Northfield,	0 13 9	Tobique,	1 3 0
North Joggins,	1 5 4	Tracadie,	1 2 10

Turtle Creek,	£1 16 1	Upper Woodstock,	£9 1 8
Upham,	2 0 9	Victoria,	7 17 9
Upper Bay DuVin,	2 16 5	Washademoak,	0 12 9
“ Brighton,	0 14 0	Webster's Creek,	0 18 10
“ Buctouche,	0 12 0	Westcock,	0 17 11
“ Gagetown,	2 10 0	Westmorland Point,	3 8 0
“ Kent,	0 14 1	White's Cove,	0 14 6
“ Keswick,	0 14 4	Wickham,	2 12 5
“ Maugerville,	0 13 0	Wicklow,	7 5 11
“ Mills, (Magaguadavic,)	1 17 10	Williamstown,	0 17 3
“ Queensbury,	1 13 6	Wood Point,	0 11 7
“ Sackville,	2 12 11	Young's Cove,	1 0 6
“ Southampton,	1 8 2		
“ Sussex,	4 19 9		
“ Wicklow,	7 2 3		
			£670 6 9

JAMES HALE, *Accountant.*

J. M. JOHNSON, JUN.
Postmaster General.

No. 5.

STATEMENT shewing the Names of Postmasters, Clerks, Assistants, and Letter Carriers, connected with the Post Office Department in New Brunswick, together with the Name of Office, date of Appointment, and annual Salary, on 31st October 1858.

Name of Office.	Appointment.	Date of Appointment.	Amount of Salary per annum.
<i>General Post Office.</i>			
V. B. Hutchison, Esq.	Chief Clerk,	16th Nov. 1843,	£225 0 0
J. Hale,	Accountant,	15th Dec. 1857,	160 0 0
Wm. Paisley,	Clerk,	4th May 1858,	120 0 0
			£505 0 0
<i>Saint John Establishment.</i>			
John Howe, Esq.	Postmaster,	5th July 1851,	£400 0 0
H. C. Frink,	First Clerk,	30th Oct. 1848,	160 0 0
T. B. Allan,	Second do.	4th Oct. 1852,	140 0 0
J. F. M'Guirk,	Third do.	November 1856,	100 0 0
T. C. Rainsford,	Fourth do.	January 1857,	100 0 0
George Murray,	Office Keeper,	1858,	75 0 0
			£975 0 0
John Leitch,	First Letter Carrier,	15th July 1851.	
James Leitch,	Second do.	1st Dec. 1853.	
George Curry,	Third do.	27th June 1855.	
<i>Post Office, Fredericton.</i>			
Andrew S. Phair, Esq.	Postmaster,	9th Jan. 1845,	£300 0 0
Henry J. Thorn,	Assistant,	1st Dec. 1857,	150 0 0
William Seymour,	Letter Carrier,	June 1852.	
			£450 0 0

Names of all Postmasters, Clerks, Assistants, Letter Carriers, &c.—Continued.

Name of Office.	Name of Officer.	Appointment.	Date of Appointment.	Amount of Salary per annum.
Andover,	Benjamin Beveridge,	Postmaster,	6th July 1846,	£20 0 0
Baie Verte,	James Sutherland,	Do.	31st Dec. 1857,	15 0 0
Bathurst,	Mary Carman,	Postmistress,	5th June 1858,	60 0 0
Bend,	Joseph Crandall,	Postmaster,	6th Mar. 1847,	90 0 0
Buctouche,	C. J. Smith,	Do.	6th Oct. 1856,	20 0 0
Campbellton,	James S. Morse,	Do.	24th July 1855,	45 0 0
Campo Bello,	Luke Byron,	Do.	25th Jan. 1858,	10 0 0
Carleton,	James R. Reed,	Do.	5th Nov. 1857,	25 0 0
Chatham,	James Caie,	Do.	7th Oct. 1825,	160 0 0
Dalhousie,	Joseph H. LaBillois,	Do.	23rd May 1857,	60 0 0
Dorchester,	Charles B. Godfrey,	Do.	23rd Nov. 1847,	40 0 0
Edmundston,	John T. Hodgson,	Do.	6th July 1847,	30 0 0
Gagetown,	W. F. Bonnell,	Do.	9th May 1837,	30 0 0
Grand Falls,	D. B. Raymond,	Do.	22nd May 1857,	25 0 0
Grand Manan,	Joseph Lakeman,	Do.	26th July 1853,	10 0 0
Hampton,	Henry Hallet,	Do.	17th June 1848,	40 0 0
Harvey,	James M. Stevens,	Do.	30th Mar. 1855,	27 10 0
Hillsborough,	R. E. Steeves,	Do.	5th July 1852,	35 0 0
Indian Island,	J. B. W. Chaffey,	Do.	24th Jan. 1856,	10 0 0
Kingston,	Samuel Foster,	Do.	9th Oct. 1845,	10 0 0
Memramcook,	S. C. Charters,	Do.	2nd June 1853,	12 10 0
Milltown,	William Annett,	Do.	8th June 1858,	20 0 0
Newcastle,	James Johnston,	Do.	3rd July 1858,	55 0 0
Oromocto,	J. R. M'Pherson,	Do.	13th May 1843,	37 10 0
Richibucto,	S. B. Hetherington,	Do.	6th Oct. 1856,	65 0 0
Sackville,	Christopher Milner,	Do.	6th July 1837,	165 0 0
Salisbury,	George Pitfield,	Do.	28th Mar. 1850,	37 10 0
Shediac,	E. J. Smith,	Do.	6th July 1844,	50 0 0
Sheffield,	T. B. C. Burpee,	Do.	1st Sept. 1857,	10 0 0
Saint Andrews,	George F. Campbell,	Do.	6th Oct. 1829,	200 0 0
Saint George,	G. Knight,	Do.	16th Oct. 1856,	60 0 0
Saint Martins,	Thomas H. Black,	Do.	12th Oct. 1855,	10 0 0
Saint Stephen,	David A. Rose,	Do.	8th Sept. 1851,	60 0 0
Sussex Vale,	Hugh M'Monagle,	Do.	26th Jan. 1848,	45 0 0
Upham Vale,	Weeden Fowler,	Do.	1st Nov. 1854,	10 0 0
Upper Mills,	Albert Robinson,	Do.	11th June 1849,	10 0 0
Woodstock,	James Grover,	Do.	11th Sept. 1849,	187 10 0

£1,797 10 0

RECAPITULATION.

General Post Office, Fredericton,	...	...	...	...	£505 0 0
Saint John Establishment,	...	...	...	...	975 0 0
Post Office, Fredericton,	...	...	...	...	450 0 0
Country Post Offices,	...	...	...	...	1,797 10 0

£3,727 10 0

J. M. JOHNSON, JUN.
Postmaster General.

V. B. HUTCHISON, *Chief Clerk.*

No. 6.

A Report of all the Way Offices in the Province of New Brunswick, shewing the Counties in which they are situate, Names of Way Office Keepers, &c. Thirteen Months ended 31st October 1858.

Name of Way Office.	County.	Way Office Keeper.	Appointment.	Revenue collected.	Number of Days	Number of Days	Number of Days	Salary.
Albert Mines,	Albert,	William Hallett,	...	£14 17 3	168	...	...	£2 18 3
Albert Quarries,	Do.	George Russell,	...	6 13 3	112	...	...	1 14 11
Annagance,	King's,	David M'Lellan,	April 19, 1858	8 13 8½	336	...	...	4 2 4
Armstrong's Brook,	Restigouche,	J. C. Bent,	Feb. 10, 1857	7 7 4½	336	180	...	6 18 1
Arestook,	Victoria,	George Coy,	Sept. 24, 1852	3 12 3	372	12	...	4 10 7
Baillie Settlement,	Charlotte,	Thomas Robinson,	April 13, 1854	1 15 5	56	...	...	0 14 5
Baker's Creek,	Victoria,	P. Gagnon,	April 30, 1852	3 10 0	82	...	...	0 17 10
Barachois,	Westmorland,	Thomas Gallang,	Sept. 26, 1853	2 13 7½	56	...	...	1 1 2
Barnesville,	King's,	Thomas G. Barnes,	Nov. 10, 1854	5 7 2½	125	...	...	1 6 2
Bartibog,	Northumberland,	William Johnson,	Mar. 25, 1857	1 1 1	56	...	...	0 12 2
Baswood Ridge,	Charlotte,	Robert Love,	July 22, 1854	0 14 1½	375	336	...	12 7 2
Bathurst Village,	Gloucester,	Murdoch Smith,	June 17, 1858	50 14 0½	112	...	...	1 5 7
Bay du Vin,	Northumberland,	Alexander Williston,	April 19, 1853	1 19 3	121	...	...	1 7 3
Bay Side,	Charlotte,	F. W. Bradford,	Mar. 22, 1854	1 16 11	121	...	...	1 14 6
Bear Island,	York,	Lewis Huestis,	Feb. 22, 1853	6 7 11	56	...	...	0 17 10
Beckaguimec,	Carleton,	William S. Nevers,	Sept. 10, 1852	3 10 3	375	375	...	8 3 9
Belledune,	Gloucester,	John Chalmers,	July 23, 1851	3 19 0½	283	244	...	5 17 2
Belledune River,	Restigouche,	Allan Vaughn,	Feb. 5, 1857	3 8 0½	172	...	...	2 0 1
Belleisle Bay,	King's,	James Lake,	Dec. 22, 1852	2 3 0	56	...	...	0 15 1
Bellevous Village,	Westmorland,	Lewis Richard,	Mar. 4, 1856	3 1 7	112	...	...	2 9 5
Black River,	Northumberland,	Malcolm M'Naughton,	Feb. 28, 1853	4 13 4	50	...	...	0 18 10
Do.	Saint John,	William Hawks,	Feb. 24, 1853	10 1 2½	224	99	...	4 2 6
Blackville,	Northumberland,	Simon Bean,	Dec. 2, 1852	7 11 4½	224	99	...	3 17 7
Blissfield,	Do.	John DeCantillon,	Jan. 6, 1853	5 17 8	56	...	...	1 0 7
Blissville,	Sunbury,	Timothy Coleman,	Dec. 9, 1852	0 4 4½	28	...	...	0 6 3
Bloomfield,	Charlotte,	Robert Sherard,	...	10 7 5	336	168	...	5 18 2
Booabec,	Charlotte,	Joshua Hanson,	Sept. 8, 1857	11 18 6	224	209	...	5 5 6
Boiestown,	Northumberland,	Miles M'Millan,	Nov. 25, 1852	0 18 9	56	...	...	0 12 8
Boundary, Presqu'isle,	Carleton,	John D. Baird,	...	7 0 0	56	...	...	1 4 11
Butternut Ridge,	King's,	William H. Keith,	Dec. 22, 1852	0 10 0	56	...	...	0 11 10
Caledonia,	Albert,	James Reede,	July 2, 1855	1 15 9½	56	...	...	0 14 5
Campbell Settlement,	King's,	George Campbell,	Aug. 14, 1858	3 6 9	256	...	...	3 7 2
Canning,	Queen's,	Charles Estabrooks,	...	5 16 9½	56	...	...	1 1 7
Cape Tormentine,	Westmorland,	C. Van Buskirk,	Mar. 26, 1852	...	...	...	...	...

Caraqueet,	Gloucester,	P. M'Naughton,	Dec. 5, 1857	£14 19 8½	61	...	...	£2 1 10
Coal Mines,	Queen's,	H. C. Babbit,	Dec. 8, 1853	3 12 10½	56	...	...	0 18 1
Coats' Mills,	Kent,	John Coates,	...	0 16 6	56	...	...	0 12 5
Cocagne,	Do.	James Lucas,	July 25, 1857	15 4 3	375	375	...	8 15 0
Coldstream,	Carleton,	Samuel Dickenson,	Sept. 27, 1852	1 9 4½	56	...	...	0 14 0
Collina,	King's,	A. Johnson, Jun.	Mar. 17, 1856	3 1 8½	56	...	...	0 16 11
Connorsville,	Do.	Samuel Perkins,	April 3, 1855	2 6 3	172	...	...	1 17 11
Coverdale,	Albert,	William Smith,	Feb. 2, 1852	5 11 6	224	...	...	2 14 5
Creek Road,	King's,	Disborough H. Keith,	Jan. 10, 1857	1 14 6½	56	...	...	0 14 4
Cumberland Bay,	Queen's,	Arthur Branscombe,	Mar. 19, 1856	2 15 4½	56	...	...	0 16 4
Curryville,	Albert,	John Beaumont,	April 1, 1854	1 7 3	56	...	...	0 13 6
Dawson Settlement,	Do.	Isaac Dawson,	Sept. 9, 1854	0 17 9	336	...	...	3 6 9
Dipper Harbour,	Saint John,	Joseph Belmore,	Sept. 21, 1855	1 13 2½	56	...	...	0 14 2
Doaktown,	Northumberland,	Hiram Freeze,	Oct. 26, 1854	6 10 7½	224	211	...	4 14 9
Doherty's Mills,	Kent,	Joseph Doherty,	June 19, 1857	1 8 3	56	...	...	0 13 7
Douglas Harbour,	Queen's,	Abner Bahmain,	Dec. 7, 1857	6 3 10	56	...	...	1 3 2
Douglastown,	Northumberland,	Richard Hutchison,	July 19, 1851	56 5 1½	840	...	...	13 14 11
Dover,	Westmorland,	H. Delesdernier,	Sept. 6, 1854	4 5 3½	56	...	...	0 19 5
Dumbarton,	Charlotte,	Patrick Devoy,	April 21, 1857	2 15 2½	112	...	...	1 7 2
Dunfries,	York,	Solomon Howe,	Mar. 29, 1854	10 16 2	336	...	...	4 4 6
Edgett's Landing,	Albert,	Ward Edgett,	Aug. 4, 1854	8 7 2	168	...	...	2 9 2
Eel River,	York,	S. F. Grosvenor,	Sept. 22, 1854	50 13 7½	336	...	...	8 6 3
Elgin,	Albert,	James Gifford, Sen.	Oct. 12, 1857	3 12 3	56	...	...	1 17 9
Emigrant Settlement,	Westmorland,	Benjamin Corrigan,	Nov. 17, 1855	16 14 4	336	297	...	0 18 1
Finger Board,	King's,	J. D. Baxter,	Nov. 20, 1852	5 0 9½	56	...	...	8 3 5
Fladlands,	Restigouche,	Archibald M'Kenzie,	June 8, 1852	19 2 8	336	336	...	1 0 11
Florenceville,	Carleton,	S. G. Burpee,	Oct. 14, 1853	1 16 6½	56	...	...	8 13 3
Flowers' Cove,	Queen's,	John Maynard,	July 26, 1855	3 1 11½	336	...	...	0 14 5
Fox Creek,	Westmorland,	Philip Burk,	Mar. 17, 1854	2 11 0½	56	...	...	3 11 3
French Village,	King's,	Caleb J. Stuart,	Jan. 20, 1854	2 1 6	56	...	...	0 15 11
Gardner's Creek,	Saint John,	John Wallace,	Feb. 21, 1853	17 10 4	56	...	...	0 15 4
Gaspereaux,	Queen's,	George Dunn,	Jan. 7, 1854	1 15 0	141	69	...	2 5 10
Geary,	Sunbury,	William Smith,	Oct. 2, 1852	1 16 3	56	...	...	2 11 1
Germanstown,	Albert,	William Filmore,	Mar. 17, 1853	0 12 3	56	...	...	0 14 6
Goslien,	Do.	James Stevens,	Feb. 21, 1853	3 6 11	62	...	...	0 12 1
Grand Anuce,	Gloucester,	Francis LeGresley,	Mar. 10, 1854	4 12 0	336	...	...	4 5 0
Grand River,	Victoria,	Edwin Akerley,	Dec. 16, 1852	4 15 3	99	...	...	0 18 7
Great Shemogue,	Westmorland,	Joseph A'vard,	April 1, 1852	0 18 0	33	...	...	1 12 4
Greenfield,	Carleton,	Thomas Wakeham,	...	35 19 1½	402	270	...	0 7 1
Hammond River,	King's,	Washington Alden,	Dec. 24, 1852	6 18 5	112	...	...	10 5 8
Hampstead,	Queen's,	J. S. Vanwart,	Dec. 10, 1857	2 16 1½	112	...	...	1 15 7
Hardwick,	Northumberland,	Robert Noble,	Mar. 30, 1853	...	...	...	...	1 7 2

Report of all Way Offices in New Brunswick, Thirteen Months ended 31st October 1858.—Continued.

Name of Way Office.	County.	Way Office Keeper.	Appointment.	Revenue collected.	Days of Office.	Days of Office.	Salary.
Harvey,	York,	Thomas Cockburn,	Mar. 25, 1852	£8 10 3½	112	39	£2 6 2
Head of Petitcodiac,	Westmorland,	Hiram Humphreys,	Dec. 17, 1855	11 15 1½	336	...	4 8 11
Hopewell, Cape,	Albert,	Martin B. Palmer,	Oct. 10, 1853	16 14 3½	336	...	5 19 7
Do. Corner,	Do.	Owen Anderson,	Mar. 6, 1854	16 18 4	336	...	6 0 0
Do. Hill,	Do.	Oliver A. Barbour,	...	42 11 8½	336	...	9 13 5
Indian town,	Saint John,	Matthias Hamm,	April 8, 1856	55 19 7½	558	...	16 10 0
Irving Settlement,	Albert,	W. E. Bishop,	...	6 13 0	56	...	0 12 2
Jacksontown,	Carleton,	Christopher Graham,	Aug. 20, 1852	4 18 7½	56	56	0 19 9
Janeville,	Gloucester,	Hugh A. Caie,	Sept. 24, 1853	6 9 5½	112	...	3 7 0
Jemseg,	Queen's,	G. W. Springer,	...	2 12 7	56	...	0 16 1
Jolicure,	Westmorland,	Daniel Carney,	May 15, 1856	5 9 3	224	...	2 14 3
Kennebecasis Bay,	King's,	James Patterson,	Mar. 29, 1854	10 14 2	415	...	7 10 3
Keswick Ridge,	York,	Abraham M'Keen,	May 19, 1857	2 16 6	112	231	1 7 4
Kingsclear,	Do.	G. A. Hammond,	Dec. 4, 1852	15 14 3	336	...	4 16 5
Kingston,	Kent,	Henry L. Dwyer,	...	89 12 10½	621	600	20 14 4
Kouchibouguac,	Do.	William S. Caie,	July 10, 1852	21 0 2½	336	285	8 2 0
Lakefield,	King's,	Duncan B. Campbell,	...	0 19 3	112	...	1 1 0
Ledge,	Charlotte,	Thomas Leary,	Sept. 25, 1854	8 3 10½	168	...	2 8 10
Lepreau,	Do.	John M'Dermott,	June 29, 1857	27 6 7½	672	672	15 17 1
L'Etete,	Do.	George Dick,	Jan. 19, 1856	2 6 3½	56	...	0 15 5
Little River, Coverdale,	Albert,	Robert S. Colpits,	Dec. 2, 1857	0 9 0	43	...	0 9 2
Do. Elgin,	Do.	Collins Gifford,	Nov. 30, 1857	0 15 3	43	...	0 9 10
Do.	Sunbury,	Moses Coburn,	...	2 16 3	56	...	0 16 5
Little Rocher,	Albert,	Converse Richardson,	Mar. 26, 1853	2 6 3	56	...	0 15 6
Little Shemogue,	Westmorland,	Thomas Oulton,	April 6, 1853	2 12 0	56	...	0 16 1
Loch Lomond,	Saint John,	John Jordan, Jun.	July 27, 1852	3 18 2½	207	...	2 7 10
Londonderry,	King's,	James Douglass,	Nov. 1, 1853	1 11 7½	112	...	1 4 10
Long Creek,	Queen's,	John Cole,	...	8 13 6	56	...	2 1 5
Long Point,	King's,	John Coulter,	April 3, 1855	1 9 6	112	...	2 6 3
Long Settlement,	Do.	John Carmichael,	...	0 12 0	30	...	0 7 1
Lower Brighton,	Carleton,	Benjamin Noble,	April 12, 1852	1 12 0	56	...	0 14 6
Do. Cape,	Albert,	George Turner,	May 13, 1855	4 18 5	336	...	3 14 9
Do. Coverdale,	Do.	William Steves,	...	2 12 4½	224	...	2 8 6
Do. Hillsborough,	Do.	Nehemiah Bennett,	Dec. 17, 1853	1 5 6	336	...	3 7 7
Do. Prince William,	Do.	Manzer Atherton,	Oct. 2, 1856	7 3 1½	336	...	3 19 3½
Lynnfield,	York,	Daniel Gitchell,	April 15, 1854	0 12 11	56	...	0 12 1
Maces Bay,	Charlotte,	Robert V. Hanson,	Feb. 24, 1855	1 18 1½	112	...	1 5 5

Maқтаquак,	York,	James Mitcheil,	Mar. 13, 1858	£2 12 4½	112	...	£1 6 10
Madawaska,	Victoria,	P. C. Amireaux,	Jan. 11, 1853	3 2 4½	336	134	5 7 11
Madiso,	Gloucester,	James D. Crowell,	May 31, 1858	5 3 11½	375	336	7 18 8
Magaquadavic,	York,	Solomon Vail,	Feb. 2, 1852	3 4 5	112	...	1 8 1
Maple Green,	Restigouche,	James Fraser,	April 8, 1853	1 14 5	336	39	4 3 5
Maugerville,	Sunbury,	W. H. Bent,	June 3, 1857	20 6 1	328	...	5 6 2
Mechanics' Settlement,	King's,	Alexander Moore,	Feb. 22, 1853	2 10 11½	56	...	0 15 11
M'Kenzie's Corner,	Carleton,	John J. Hoyt,	...	2 10 0	43	...	0 13 4
Middle Simonds,	Do.	Thomas Boyd,	Oct. 18, 1852	9 6 6	336	336	7 9 8
Mill Stream,	King's,	John H. Ryan,	Dec. 4, 1852	5 0 8	56	...	1 0 10
Moncton,	Westmorland,	M. D. Harris,	Jan. 28, 1854	12 9 5½	336	...	4 9 11
Monument Settlement,	Carleton,	C. J. P. Wetmore,	...	0 12 8	43	...	0 9 8
Moore's Mills,	Charlotte,	J. E. Moore,	April 8, 1854	0 18 11	56	...	0 12 8
Mount Whatley,	Westmorland,	A. M'Queen,	...	16 1 8	224	...	3 15 6
Mouth of Keswick,	York,	S. Hallett,	April 16, 1855	4 1 3	112	...	1 9 10
Do. Mill Stream,	King's,	T. R. Burgess,	June 29, 1852	16 13 11½	336	336	9 5 0
Do. Nerepis,	Do.	J. M. Nase,	Mar. 26, 1852	11 12 7	101	78	4 15 8½
Manquart,	Carleton,	Murphy Gberson,	April 5, 1853	1 18 1½	56	...	0 14 8
Murray's Corner,	Westmorland,	Pinguey Murray,	April 15, 1853	4 6 7½	56	...	0 19 6
Musquash,	Saint John,	G. C. Carman,	Mar. 10, 1852	17 11 2	676	637	15 5 11
Nashwaak,	York,	William Plant,	Sept. 10, 1855	9 5 10½	280	99	4 11 10
Nashwaaksis,	Do.	Peter M'Farlane,	Mar. 18, 1858	9 0 2	112	...	1 19 2
Nashwaak Village,	Do.	John L. Fletcher,	Mar. 14, 1854	5 0 4½	280	99	4 3 5
Narrows,	Queen's,	James T. Tool,	Feb. 16, 1855	7 18 5	69	...	1 9 2
Nelson,	Northumberland,	William Hartt,	Feb. 15, 1857	8 17 2	224	34	3 7 7
New Bandon,	Gloucester,	William Dawson,	Feb. 20, 1856	8 1 8½	112	112	3 10 3
New Canaan,	Queen's,	Benjamin Keith,	Aug. 17, 1853	4 18 9	56	...	1 0 8
Newcastle Creek,	Do.	Silas M'Mahon,	Sept. 2, 1854	4 17 3	56	...	1 0 7
New Horton,	Albert,	Mariner Cannon,	Nov. 20, 1854	1 3 6	99	...	0 13 4
New Ireland,	Do.	James Fleming,	Sept. 5, 1857	1 3 6	99	...	1 1 6
New Jerusalem,	Queen's,	Samuel Mahood,	Dec. 24, 1851	6 7 2½	95	...	1 11 6
New Mills,	Restigouche,	Donald M'Alister,	Jan. 23, 1852	8 8 10	375	168	6 12 9
New River,	Charlotte,	W. M'Gowan,	July 22, 1857	19 6 3	504	504	11 16 2
Nignac,	Northumberland,	George E. Letson,	May 27, 1857	5 10 3	56	...	1 1 11
Northampton,	Carleton,	David S. Gibson,	Oct. 12, 1854	4 10 0½	112	...	1 10 7
Northesk Boom,	Northumberland,	James Hutchison,	Jan. 3, 1854	3 12 6	56	...	0 18 1
Northfield,	Sunbury,	Stephen D. Ross,	Dec. 26, 1857	2 9 0	45	...	0 13 9
North Joggins,	Westmorland,	Rufus Cole,	Oct. 6, 1854	7 4 9	56	...	1 5 4
Norton,	King's,	John Hays,	Aug. 9, 1851	14 15 2	336	336	8 16 1
Oak Bay,	Charlotte,	W. H. Polley,	Sept. 6, 1854	6 11 11	336	...	3 18 3
Oak Point,	King's,	J. L. Flewelling,	...	12 14 8½	439	...	3 19 11
Do.	Northumberland,	James Davidson,	Mar. 25, 1853	4 2 3	56	...	0 19 1

Report of all Way Offices in New Brunswick, Thirteen Months ended 31st October 1858.—Continued.

Name of Way Office.	County.	Way Office Keeper.	Appointment.	Revenue collected.	Days of Night Duty.	Salary.
Oatnabog,	Queen's,	John Cameron,	Nov. 7, 1854	£1 6 0	56	£0 13 5
Paticake,	King's,	John Leavitt,	Mar. 16, 1858	8 4 4	172	1 16 8
Pennfield,	Charlotte,	Jesse Prescott,	June 5, 1857	4 8 0	30	0 14 8
Perth,	Victoria,	William Hallett,	Nov. 14, 1857	4 4 6	95	1 0 4
Petersville,	Queen's,	James Bradley,	...	3 16 2½	77	1 19 10
Petersville Church,	Do.	Andrew Hamilton,	Nov. 14, 1854	2 16 0½	69	0 18 11
Pisarinco,	Saint John,	Thomas Gilbraith,	Mar. 17, 1854	1 0 7½	56	0 12 10
Pockmouche,	Gloucester,	James Barry,	June 2, 1855	4 6 8½	56	0 19 5
Point LaNim,	Restigouche,	Donald Stewart,	April 2, 1855	1 16 9	168	1 16 2
Pollet River,	Westmorland,	B. R. Colpitts,	Feb. 2, 1852	1 16 7½	56	0 14 6
Polleroy Ridge,	Charlotte,	William M'Kenzie,	July 31, 1855	1 16 10	56	0 14 5
Port Elgin,	Westmorland,	John Munroe,	Feb. 25, 1854	12 19 11½	112	2 5 8
Presqu'isle,	Carleton,	Thomas Johnstone,	...	2 9 7½	56	0 15 3
Prince William,	York,	John Hea, Jun.	May 18, 1852	17 18 7	336	5 0 10
Quaco Road,	Saint John,	Barnard Kirkpatrick,	June 19, 1857	2 0 3½	224	2 7 4
Rater's Corner,	King's,	John Katter,	Jan. 3, 1855	0 10 0	56	0 11 10
Red Bank,	Northumberland,	Michael M'Kendrick,	Feb. 2, 1854	3 6 3	224	3 1 7
Renous Bridge,	Do.	William O'Brien,	...	11 5 6	336	4 8 6
Richmond,	Carleton,	George H. Parks,	May 13, 1857	3 15 3½	375	5 13 4
River Charlo,	Restigouche,	Alex. M'Pherson,	Sept. 7, 1857	5 13 4½	336	7 6 4
River DeChute,	Carleton,	Henry Baird,	April 24, 1852	1 10 0	56	0 13 10
Rusagomis,	Sunbury,	Thomas H. Smith,	June 15, 1856	9 3 3½	56	1 9 2
Salmon River,	Albert,	Nathaniel Locke,	Jan. 24, 1852	4 2 11	56	0 19 1
Do.	Saint John,	Robert B. Pattison,	May 20, 1854	2 18 6	172	1 13 2
Salt Springs,	King's,	George M'Ewen,	Nov. 24, 1854	3 14 9	56	0 18 3
Seeley's Mills,	Do.	Robert Morrison,	June 13, 1852	1 13 5½	246	2 10 10
Shediac Road,	Westmorland,	James Rodgersson,	April 26, 1856	57 12 0	297	8 13 8
Do. Terminus,	Do.	Ovid Atkinson,	Dec. 21, 1857	1 0 0	119	1 7 0
Shepody Road,	King's,	Joseph Wallace,	Nov. 2, 1854	22 9 0½	112	3 6 7
Shippigan,	Gloucester,	Peter Degrace,	...	11 4 8	56	1 13 4
Smith's Creek,	King's,	J. A. M'Naughton,	Feb. 4, 1854	4 1 11½	56	0 19 0
Smith Town,	Do.	Ebenzer Smith,	Mar. 9, 1853	9 8 3½	112	2 0 5
Southampton,	York,	Thomas Atherton,	Feb. 22, 1853	0 19 4½	56	0 11 8
S. Branch, (Kennebec's)	King's,	Daniel Godard,	Feb. 9, 1856	6 12 2½	56	1 4 0
Do (Oromocto,)	Sunbury,	George F. Smith,	...	20 13 1	168	3 13 9
South Nelson,	Northumberland,	John Kain,	Nov. 20, 1855	4 14 0	56	1 0 3
Sprague's Point,	King's,	F. D. Ganong,	...	...	...	...

Springfield,	King's,	Malcolm King,	Feb. 14, 1852	£19 15 8	198	£4 7 10
Spruce Lake,	Saint John,	Edward Stapleton,	...	0 14 7½	56	1 0 8
Stanley,	York,	William Logan,	July 28, 1855	6 10 6½	56	1 3 10
Studholm,	King's,	John H. Ryan,	...	8 15 0	237	2 11 4
Saint Basil,	Victoria,	John Lynch,	Sept. 1, 1857	3 16 1½	336	4 1 4
Sussex Portage,	King's,	Wm. S. Teakles,	Feb. 17, 1853	2 8 1½	56	0 15 7
Tabucintac,	Northumberland,	Roderick M'Leod,	Aug. 1, 1851	5 9 11½	56	1 4 4
Taylor Town,	Sunbury,	Robert M. Bailey,	Sept. 1, 1857	13 6 3½	637	6 19 2
Taylor Village,	Westmorland,	Charles Taylor,	Oct. 20, 1853	3 13 8	56	0 18 3
Ten Mile Creek,	Saint John,	John S. Parker,	Feb. 9, 1852	1 5 3	56	0 13 4
Tobique,	Victoria,	Alex. Campbell,	Nov. 23, 1857	2 6 9	95	0 13 0
Tracadie,	Gloucester,	James Young,	Aug. 2, 1851	6 0 0½	56	1 2 10
Turtle Creek,	Albert,	Richard Gross,	...	0 11 3	180	1 16 1
Upham,	King's,	J. C. Upham,	Feb. 15, 1856	8 11 0	112	2 0 9
Upper Bay du Vin,	Northumberland,	Wm. Dickens,	May 28, 1853	1 3 1	250	2 15 5
Do. Brighton,	Carleton,	Wm. B. Tompkins,	Mar. 26, 1853	1 11 7	56	0 14 0
Do. Buctouche,	Kent,	Samuel Jorore,	June 18, 1857	0 11 3	56	0 12 0
Do. Gagetown,	Queen's,	J. A. Currey,	Aug. 31, 1858	6 8 0½	192	2 10 0
Do. Kent,	Carleton,	A. Hawthorne,	Feb. 7, 1857	1 12 1	56	0 14 1
Do. Keswick,	York,	James E. Smith,	June 8, 1858	1 6 6	60	0 14 2
Do. Manguerville,	Sunbury,	Duncan S. Deveber,	Aug. 23, 1858	0 15 3½	102	0 13 0
Do. Mills,	Charlotte,	William Bowden,	Nov. 10, 1857	7 17 1	99	1 17 10
Do. Queensbury,	York,	Stephen Atherton,	May 25, 1857	5 18 0½	112	1 13 6
Do. Sackville,	Westmorland,	Wm. King,	...	10 5 10	168	2 12 11
Do. Southampton,	York,	John S. Patterson,	June 23, 1853	3 5 10½	112	1 8 2
Do. Sussex,	King's,	John M'Leod, Jun.	July 26, 1852	9 13 9	297	4 19 9
Do. Wicklow,	Carleton,	S. H. Estabrooks,	Jan. 31, 1855	3 12 4½	336	7 2 3
Do. Woodstock,	Do.	W. W. Woodworth,	Mar. 28, 1854	23 7 10	336	9 1 8
Victoria,	Do.	C. R. Boyer,	Feb. 22, 1852	11 7 6	336	7 11 9
Washdemoak,	Queen's,	John Colwell,	Jan. 6, 1856	1 0 3	56	0 12 9
Webster's Creek,	Victoria,	C. E. Slocomb,	May 9, 1857	4 0 0	56	0 18 10
Westcock,	Westmorland,	Thomas Lyons,	Jan. 27, 1857	3 11 4½	56	0 17 11
Westmorland Point,	Do.	Thomas E. Oulton,	Oct. 1, 1853	12 6 11	224	3 7 9
White's Cove,	Queen's,	George W. White,	Dec. 30, 1857	3 2 7	43	0 14 6
Wickham,	Do.	Robert Golding,	Feb. 2, 1852	5 9 6	273	2 12 5
Wicklow,	Carleton,	James Carey,	J... 8, 1854	5 9 2½	336	7 12 4
Williamstown,	Do.	Thomas Lindsey,	July 8, 1854	3 4 0	56	0 17 3
Wood Point,	Westmorland,	Simon Outhouse,	Jan. 31, 1858	1 12 1½	43	0 11 7
Young's Cove,	Queen's,	Robert Snodgrass,	Feb. 9, 1856	5 1 3½	56	0 19 6

J. M. JOHNSON, JUN., Postmaster General.

V. B. HUTCHISON, Chief Clerk.

Report of all existing Contracts for the Conveyance of Mails in the Province of New Brunswick.—Continued.

NAME OF ROUTE.		Name of Contractor.	Distance in Miles.	No. of Miles contracted for per annum.	Amount of Contract per annum.	Commencement of Contract.	REMARKS.
FROM Sussex Vale, Wickham, Woodstock, Do. Do. Taylor Town, Upper Gagetown,	To New Canaan, Mail Steamers, Houlton, (Me.) Presqu'isle, Upper Kent, Mail Steamers, Do.	Arthur M'Lean, Robert Golding, Jas. R. Tupper, John Good, Geo. W. Hovey, R. M'C. Bailey, D. S. DeVeber,	31 4 14 55 80 4 4	3,224 156 8,736 5,720 8,320 156 156	£44 0 0 3 0 0 52 10 0 34 13 2 40 0 0 1 10 0 3 0 0	24th Nov. 1855, Opening Nav. '58, 6th Jan. 1852, May 1858, 13th Oct. 1858, Opening Nav. '58, Do.	
			3,006	571,236	£6719 14 3		

RECAPITULATION.—Length of Mail Routes, 3,006 miles. Distance travelled per annum, 571,236 miles. Cost per annum, £6,719 14 3. Average pay per mile, 2^d. nearly.

J. M. JOHNSON, JUN., Postmaster General.

V. B. HUTCHISON, Chief Clerk.

NO. 8.

REPORT of all Fines, and Deductions from the Pay of Mail Contractors for Loss of Time, or any other cause, Thirteen Months ended 31st October 1858.

ROUTE.	Name of Contractor.	Nature of Offence.	Date of Fine, 1858.	Amount.	Whether remitted, and for what cause.
Saint John and Sussex Vale,	Washington Alden,	Loss of time, Mail detained at Amherst one trip,	January 2	£5 0 0	Not remitted.
Sussex Vale " Bend,	Douglas King,	Do. do.	" "	5 0 0	Do.
Bend " Amherst,	William Hickman,	Do. do.	" "	5 0 0	Do.
Saint John " Fredericton,	Benjamin S. Bailey,	Bringing Gagetown Mail for Oromocto Fredericton,	" "	1 0 0	Remitted. Satisfactory explanation given.
Saint John " St. Stephen,	Alexander Boone,	Misending Saint Andrews Bag to Saint Stephen,	" 4	2 10 0	Not remitted.
Fredericton " Saint John,	Benjamin S. Bailey,	Misarrying Oromocto Mail for Gagetown to St. John,	" 23	1 10 0	Do.
Saint John " St. Stephen,	Alexander Boone,	Repeated loss of time,	October 19	2 10 0	Remitted. Satisfactory explanation given.

J. M. JOHNSON, JUN., Postmaster General.

V. B. HUTCHISON, Chief Clerk.

No. 9.

Report of New Post and Way Offices established during the Thirteen Months ended 31st October 1858.

Name of Office.	Post or Way Office.	Courty.	Date of Appointment.	Name of Postmaster or W. O. Keeper.
Albert Quarries,	Way Office,	Albert,		
Belledune River,	Way Office,	Restigouche,	Feb. 5, 1857	Allan Vaughan.
Bloomfield,	Way Office,	Carleton,		James Sherrad.
Carleton,	Post Office,	Saint John,	Nov. 5, 1857	James R. Reed.
Little River, Coverdale,	Way Office,	Albert,	Nov. 17, 1857	Collin Gifford.
Do. Elgin,	Way Office,	Do.	Nov. 16, 1857	Robert J. Colpits.
Long Settlement,	Way Office,	Carleton,		John Carmichael.
M'Kenzie's Corner,	Way Office,	Do.		John Y. Hoyt.
Monument Settlement,	Way Office,	Do.		
Northfield,	Way Office,	Sunbury,	Dec. 14, 1857	Stephen D. Ross.
Patticake,	Way Office,	King's,	Feb. 15, 1858	John Leavitt.
Pennfield,*	Way Office,	Charlotte,	June 5, 1857	Jesse Prescott.
Perth,	Way Office,	Victoria,	Nov. 4, 1857	William Hallet.
River Charlo,	Way Office,	Restigouche,	Sept. 7, 1857	Alex. M'Pherson.
Shediac Terminus,	Way Office,	Westmorland,		Ovid Atkinson.
Studholm,	Way Office,	King's,		
Tobique,	Way Office,	Victoria,	Nov. 10, 1857	Alex. Campbell.
Turtle Creek,	Way Office,	Albert,		Richard Gross.
Upper Keswick,	Way Office,	York,	June 8, 1857	James E. Smith.
Do. Maugerville,	Way Office,	Sunbury,	Aug. 23, 1858	Dun. S. Deveber.
Do. Mills,	Way Office,	Charlotte,	Nov. 3, 1857	William Bowden.
White's Cove,	Way Office,	Queen's,	Dec. 14, 1857	Geo. W. White.

MEMO.—The Officers whose Appointments are dated previous to the 30th September 1857, did not come into operation until after that date.

* Office removed from Head of L'Etang.

V. B. HUTCHISON, *Chief Clerk.*

J. M. JOHNSON, JUN., *Postmaster General.*

No. 10.
Report of Letters of Value received at the Dead Letter Office, General Post Office, New Brunswick, Thirteen Months ended 31st October 1858.

When received.	Name and Address of Sender.	To whom addressed.	Contents.	How disposed of	No. of Receipt.
1857. October 4	Mrs. O'Brien, care of Dennis Cohan, York Point, St. John.	William Douhaue, Ballyhoolum, County Cork, Ireland.	Bank of B. N. America Bill of Ex. for £4 Stg.	Sent to Postmaster of Saint John, Oct. 10, 1857.	19
October 4	James M'Pheloney, Sussex Vale.	William M'Pheloney, Allgolian, County Tyrone, Ireland.	Bank B. N. America Bill of Ex. for £7 Stg.	Sent to Postmaster of Sussex Vale, Oct. 10, 1857.	20
Novem. 19	Ann Smith, Campbellton.	J. Smith, care of Angus M'Donald, Trent, River St. John, N. B.	Lumberman's Bank \$3 Bill.	Sent to Postmaster of Campbell- ton, Nov. 19, 1857.	21
Novem. 25	William Walsh, New Richmond.	John Walsh, Fredericton.	Nothing. Registered.	Sent to General Post Office, To- ronto, Jan. 23, 1858.	22
Novem. 25	Patrick M'Manus, Golden Grove.	John M'Manus, Barque Thomas- sonian, South Shields.	Nothing. Registered.	Sent to Postmaster of Saint John, Nov. 25, 1857.	23
Novem. 25		All. Signor Matea Gutiek, Boche di Cataro, Castel Novo Bianca	One pound five shillings paper money.	Sent to Postmaster General, Washington, Nov. 25, 1857.	24
Decem. 18	James Williams.	James Winters, Ledge, St. Stephen, N. B.	Nothing.	Sent to Postmaster of Saint John, having gone away, not known where. Amt. charged to Revenue, Dec. 18 '57	25
1858. April 10	Richard	Rev. Chas. O. Wiggins, Montreal P. O. Canada.	Bank of N. Brunswick £5 Note.	Sent to Postmaster of Saint John, May 17, 1858.	26
April 20	None.	Mrs. Daniel Cartey, St. John, N. B.	Westmorland Bank \$2 Bill.	Sent to Postmaster of Bend. Re- turned, and amount charged to the Revenue, May 17, 1858.	27
May 15	Archibald Kerr, Maguashaw.	David Wilson, Newcastle, Miramichi.	Three Pounds in paper money.	Sent to Inspector of Dead Letters, Toronto, May 17, 1858.	28
May 15	Joseph Baudain, Grand River.	William Hay's, Maguashaw.	Due Bill for one pound fifteen shillings.	Sent to Inspector of Dead Letters, Toronto, May 17, 1858.	29
May 15	Daniel Smith, Black River, N. B.	James Albert Hancock, Melbourne, Australia.	Nothing.	Sent to Way Office Keeper at Black River, May 17, 1858.	30
May 15	Mary and Samuel Davies, Posted at Bristol, England.	Mr. Samuel Davies, Brig Hester, Miramichi.	Nothing.	Sent to G. P. Office, London May 17, 1858.	31
May 15	Ellen M'Carthy Collins, St. John.	Michael Murphy, New York.	Bunker Hill Monument Bank Bill for \$5.	Sent to Postmaster of Saint John, May 17, 1858.	32
May 15	Michael Wakeham, St. John.	Mrs. Agnes Wakeham, Jersey, English Channel.	Bank of England £5 Note.	Sent to Postmaster of Saint John, May 17, 1858.	33
May 15	Jane Judge, St. John.	James Judge, Melbourne, Australia.	Nothing.	Sent to Postmaster of Saint John, May 17, 1858.	34

May 27	John Thornton, Chatham.	James Stewart, No. 44 King St. Boston.	Ten Dollar Bill, Freeman's Bank, Boston.	Sent to Postmaster of Chatham. Received from P. M. General of Canada as a Dead Letter, May 26, 1858.	35
June 18	Wm. Robertson, Richibucto.	Allen M'Donald, Georgetown, P. E. Island.	£1 Note Central Bank, 7s. 6d. Note Com. Bank.	Sent to Postmaster of Richibucto, July 12, 1858.	36
June 18	William Stewart, Chatham.	Charles Beverly, Olive Branch, Fredericton.	Central Bank One pound Note.	Sent to Postmaster of Chatham, July 12, 1858.	37
June 18	Alex. Ferguson, Upper Nelson.	C. H. Long, Brasher Falls, New York.	One Five Shilling Bank Note.	Sent to Postmaster of Chatham, July 12, 1858.	38
June 18	S. Scott Wood, Moncton.	James Briggs, Boston.	One 6d. and two 3d. Postage Stamps.	Sent to Postmaster at Bend, July 12, 1858.	39
July 5	Maria M'Clusky, Nashwaak.	Mrs. Mary Speers, St. John.	Central Bank Five Shilling Note.	Sent to W. O. Keeper at Nash- waak, July 14, 1858.	40
July 5	None.	David Livingstone, Sackville.	Westmorland Bank Five Shilling Note.	Charged to the Revenue, Oct. 31, 1858.	41
July 5	W. H. Topem, Shediac.	Mr. Putnam, Sackville.	Westmorland Bank One Pound Note.	Sent to Postmaster at Shediac. July 15, 1858.	42
July 15	Jane Muliss.	Richard Muliss, Fredericton Jail.	Saint Stephen's Bank Two Dollar Note.	Sent to W. O. Keeper, Eel River, July 16, 1858.	43
August 23	Geo. Todd, Fredericton.	Wm. M. Todd, Bensville, Canada.	Daguerreotype Likeness	Sent to Postmaster of Frederic- ton, Aug. 23, 1858.	44
August 28	Robert R. Briggs, St. John.	Richard Briggs, Ship Uneas, Calcutta.	Nothing.	Sent to Postmaster of Saint John, Aug. 28, 1858.	45
Sept. 20	Abraham Kearney, St. John.	Mariane Kearney, Glasgow.	Bill of Exchange for £12 Stg.	Sent to Postmaster of Saint John, Sept. 24, 1858.	46
Sept. 29	G. M.	Mrs. M. C. Garvey, Rochester, New York.	Bank of N. Brunswick One Pound Note.	Delivered to Geo. Minchin by Wm. Paisley, Oct. 6, 1858.	47
Sept. 29	H. C. Smith, St. John.	B. Cluff, care of J. M. Stearns, Millwaukee, Wisconsin.	Sixpenny Postage Stamp.	Sent to Postmaster of Saint John, Oct. 8, 1858.	48
Sept. 29	Susanah Day.	Miss Druscilla Anthony, Care of Thos. Wallace, Brooklyn.	A Gold Dollar.	Sent to Postmaster of Saint John and returned; cannot be found. Oct. 8, 1858.	49
Sept. 29	William Stiney, Boston.	Cornelius Stiney, Woodstock.	Ten Dollars in American Notes.	Sent to Postmaster General, Washington, Oct. 8, 1858.	50
Sept. 29	Mrs. James M'Pheloney, Studholm.	Miss Mary Fox, Philadelphia.	A Five Dollar American Note.	Sent to Postmaster, Sussex Vale, Oct. 8, 1858.	51
Sept. 29	W. J. Bedell, Fredericton.	Samuel Hallett, Hamtown,	Draft on Bank of New Brunswick for £25.	Delivered to Mr. Bedell by V. B. Hutchison, Oct. 8, 1858.	52
Sept. 30	Alex. Smith.	Mr. Murphy, Milltown.	Two pound ten shillings in Bank Notes.	Sent to Postmaster of St. Stephen, Oct. 19, 1858.	53
October 20	Mary M'Guire, Chatham.	Patrick M'Guire, Long Island.	A Gold Ring.	Sent to Postmaster of Chatham, Oct. 23, 1858.	54

SEVENTH ANNUAL REPORT ON THE PARISH SCHOOLS.

EDUCATION OFFICE, *Fredericton*, 20th January, 1859.

SIR,—I have the honor to transmit herewith, to be laid before the three Branches of the Legislature, my Report on the state of the Schools of New Brunswick, during the year 1858.

I have also given copious extracts from the Reports of the District Inspectors, and have appended several Statistical Tables.

I have the honor to be, Sir, your obedient servant,

HENRY FISHER.

The Hon. S. L. Tilley, Prov. Secretary, *Fredericton*.

To His Excellency The Hon. John Henry Thomas Manners-Sutton, Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY,

In presenting the Seventh Annual Report of the state of the Training, Model, and Parish Schools, throughout New Brunswick, I feel that there are circumstances which render the performance of this part of my duty peculiarly difficult.

The Law under which the School Service is conducted, came into operation on the 15th April, and two days subsequently I received my appointment as Chief Superintendent. One of the terms of the year had already expired, and my sphere of duty has been limited to the other.

The new Law having made important changes in the general management of the Schools, as well as in the duties of my own particular Office, it became necessary at once, to prepare to give effect to its provisions. On the 21st April, I therefore addressed a Circular to the Trustees throughout the Province, calling their attention to that Section, which authorized the election of School Committees—regarding this as an important preliminary movement. In the same Circular, I requested them to attend to the duty of dividing their respective Parishes into convenient School Districts.

The change made in the number, as well as in the duties of the Inspectors—a change which had been strongly urged by my predecessor, and which is very important, as it greatly enlarges the field of their labors, and gives them a different relation to the service—called for immediate action on my part, and for such arrangements as would best promote the objects contemplated by the law. In order therefore to secure their full concurrence in a system of Inspection to be carried out in their visits in every Parish School, I requested them to meet me in *Fredericton*, as early after their appointment as possible. The first meeting was held in the middle of May, and another in December. My object was to secure at the outset, entire agreement of opinion, uniformity of action, and consequently effective co-operation. In carrying forward a work, which is destined to affect seriously the educational condition of the Province

Province in all future time, I was extremely desirous that the evils complained of by my predecessor in his Report for 1856, should be obviated, and that ultimately, a thoroughly uniform system of teaching might be adopted in our Schools. I have reason to believe that the Inspectors have endeavoured to secure this result in their different districts.

The change made in the system of inspection was a necessary one, and will, I believe, in various respects prove of immense benefit. Besides other advantages, the Chief Superintendent and the Inspectors, can now move with a full understanding of each other's views, and all the operations of the Department be conducted more effectively and more harmoniously.

The duties of the Chief Superintendent were greatly increased, and one of the most important and necessary of these duties was, "that he should collect information on Education, and hold public meetings in different parts of the Province, and address such meetings on the subject, using all legitimate means to excite an interest therein." In accordance with this provision, as soon after my appointment as other engagements would permit, I officially announced a series of public meetings in all the different Counties, and in the most important places in each County. I commenced holding them in June, and continued them until November, leaving but a few places to be visited in the Winter.

Such meetings were a novelty in the Province, and were generally largely attended. I found the most hearty concurrence on the part of the Trustees, Teachers, and the public generally, both in giving publicity to these meetings and in securing convenient places for holding them, as well as a large and respectable attendance.

My design was to explain to the people everywhere our real educational position; to show them what our system had been, and what we are striving to make it; and especially to urge certain advantages which may be attained under the present Law, which could not have been attained under any former Law. I was determined to keep the movements of my department above and beyond the party differences which exist in the Province, feeling that Education is a work which requires the co-operation of all. I believe that I was successful in this effort, and I can gratefully record my acknowledgments for the kindness with which I have been received on every occasion, as well as for the assistance rendered me by gentlemen holding different opinions on less important subjects, and for the disposition generally manifested to promote my personal comfort, and to render my labours agreeable.

The explanations which I was enabled publicly to give of the general principles of the Law, as well as of the Regulations of the Board of Education, were, I doubt not, productive of good. In a few places, owing to the operation of local causes, I may not have been entirely successful; but generally I felt that I had been able to excite an interest in the subject of Education which had not before existed. The gathering of large numbers of people for such a purpose, and the opinions and discussions which were elicited, were calculated to lead to such a result.

I am decidedly of opinion, that the provision of the Law which requires the Chief Superintendent to visit the different parts of the Province, and to hold such meetings, will ultimately lead to great public benefit. I have been able not only to give a large amount of information, but also to correct unjust prejudices; to secure in many cases better local co-operation; and to prepare the way, I trust, for a more intelligent public opinion respecting popular Education.

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The importance of establishing Superior Schools, and School Libraries; the advantages to be derived to Education throughout the Province from adopting the principle of assessment; the necessity of improving the character of the School Houses; the importance of adopting a uniform set of School Books, Maps, &c.; the necessity of Teachers possessing sound moral as well as educational qualifications, were the topics on which I mainly dwelt at my public meetings.

I have not space to discuss these topics in this Report, nor is it necessary that I should do so, as the Inspectors have dealt with them in detail; and their statements and opinions (which will be found in the Appendix,) will be read with great interest. There are a few of them however, on which I will remark briefly.

The Section of the Law authorizing the establishment in every Parish of a Superior School, which is entitled to receive an additional Grant from the Provincial funds, offers to each Parish educational facilities not heretofore enjoyed. To guard the Province against imposition—against an expenditure of money for what might prove only a nominal advantage, and to secure to the people superior Education, the Regulations for such Schools were necessarily made very stringent. The policy of these Regulations is, that every Parish shall have one School where the different branches of a sound and thorough English education must be taught, and also, if desired, the elementary classics; it being left to the option of the Trustees to require the latter, if necessary. Another object to be attained by the establishment of these Schools, is to improve the condition of the Schoolmaster—a most important object, as the elevation of the Schoolmaster is absolutely necessary to the elevation of the system. The regulations therefore require, that his local compensation shall be paid in cash, and shall be so certified by the Trustees and Inspectors, before the Provincial allowance can be drawn. It is probable that these Schools will ultimately supercede, in most instances, the County Grammar Schools, and if judiciously established, may be made to form a connecting link between the ordinary Parish Schools, and the University. Experience may suggest the importance of some change in the Law, both with respect to the style of the building, in which the School should be kept, and the standard of qualification necessary for the Teacher.

The section authorizing the establishment of a Library in every School District, is also very valuable and important. I have at every meeting urged the necessity of such institutions. Throughout the whole of the rural districts, their introduction would be most beneficial. In several places, preliminary arrangements have been made to establish Libraries, although as yet but one formal application for the Provincial grant has been forwarded to the Department.

The regulations of the Board with respect to these Libraries, were cautiously made, in order that difficulties which would probably occur, might be provided against at the outset. These regulations prohibited “works of a licentious, vicious, or immoral tendency, and works hostile to the Christian religion, and works involving religious controversy,” and it was made the duty of the Chief Superintendent, “to prepare a Catalogue of Books, subject to these exceptions and guards.” The Catalogue, containing a list of about eight hundred volumes, embracing works in the various departments of human knowledge, was duly prepared, and has been made available to School Committees, and other parties engaged in providing Libraries. I have found some difficulty in determining how the books for these Libraries can best be obtained,
and

and have communicated with several of our Provincial Booksellers on the subject, without as yet being able to determine upon any plan. Until some final arrangement can be made, I shall procure the books which may be ordered through the Department, from different Booksellers, on terms as advantageous as possible.

I trust that during the present year, Libraries will be established in various parts of the Province, as they are not only desirable but necessary. One of our most distinguished writers has closed a very eloquent address on the subject, with the following language:—"To instruct men, to indoctrinate them in the principles of science, to edify them, to impart a knowledge of the theory and persuade to the practice of virtue, to stir the imagination profoundly, and to achieve the highest triumph of Art, men must read books, children must read books, and Schools must furnish free Libraries."

The provision of the Law, by which "any County, Parish, District, or Municipality, can determine to provide for the support of the Schools therein by assessment," next requires attention. The principle involved is one which has been on our Statute Book since 1852, and has been frequently discussed in these Reports, but has not yet been extensively adopted throughout the Province. Undoubtedly, great efforts have been made to misrepresent it, and to excite prejudice against it, especially amongst the ignorant.

As I regard this principle as ultimately necessary to such a system of Education, as we should have, I have made it a prominent topic of discussion at every meeting which I have held. I have found, however, as I became better acquainted with the state of public feeling respecting it in different places, that the subject was one, which required to be dealt with very carefully. There are unquestionably many, who intelligently approve of the principle, and who are prepared to accept it at once; but, on the other hand, observation has convinced me, that there is a far larger number of persons, who from various causes are directly opposed to it, and who will resist any effort which may be made to introduce it. I have become therefore thoroughly satisfied of the wisdom of the policy pursued by the Legislature both in 1852 and 1858, in leaving the principle to the voluntary action of the people. I am persuaded, that any other course would be ruinous to the principle itself, in the public mind, and would excite an antagonism to it, which would render its introduction impossible, for a long time to come. A few School Districts have adopted it, and are already reaping its advantages. Where the people have been nearly unanimous, the change will be most beneficial to the interests of Education. But where (as has been the case in some instances) it has been adopted by a bare majority, against the feeling of a strong minority of rate payers, I do not look for such pleasing results. The minority feel themselves aggrieved, and this united with the dread of taxation so generally entertained, will probably in some cases induce a return to the old system.

I feel it my duty thus to refer to this subject. While conscientiously adhering to the opinion, that until the principle of Assessment is universally adopted, our system cannot be as perfect as is desirable, I believe that the time has not yet come for its enforcement by a direct legislative enactment. The subject is however now before the country; the principle is on our Statute Book; it is becoming a general subject of discussion by the Press, at public meetings, and at the firesides of the people; its successful adoption in some localities, will also recommend it. With these causes operating on the provincial mind, I have no doubt that a few years will suffice to make

make the principle so generally popular, that it may be universally introduced, with all the advantages to Education, which may be fairly anticipated, without the excitement which would follow a premature coercive enactment.

In remarking on the condition of the School Houses, it will be admitted that there is no branch of the service which has been more neglected than this. Many of the buildings now used for this purpose, are utterly unfit. Besides their outward disreputable appearance, they are inconveniently small; the ceilings are low; they are badly lighted and ventilated; "too cold in Winter—too hot in Summer;" without proper desks or benches; while external conveniences are seldom thought of. It is not to be expected, that every School House should be complete in point of beauty and attractiveness, but it should at least be decent. If constructed of logs, (as may be necessary in some of the back Settlements, where the people are poor,) it should nevertheless be made large enough to adapt it for the usual School exercises. I may add, that proper out-buildings, and a play ground, ought to be provided wherever practicable. Independently of the disgraceful appearance of such erections in a community, they are connected with certain positive disadvantages, both as to the influence which an educational establishment—the very smallest and least pretending—should have upon the minds of the pupils, and also, as to their health and comfort. The evils which follow the habitual violation of the laws of health, in the construction of many of our School Houses, are not sufficiently considered. In my addresses to the people, I have urged these considerations, and have been pleased to find that my views and recommendations have been appreciated. During the last Summer a number of new School Houses have been erected, most of them on improved models.

Connected with this is another subject of importance, to which I shall hereafter, as I have opportunity, call attention—Physical Education. This subject is one which is fully dealt with by some of the leading Educationists of the present day. It is admitted—that "if we wish to develop the mind of a pupil, we must develop the power which mind has to govern, exercise his body, make him healthy and strong, that we may make him prudent and reasonable." I merely refer to the subject as one which ought to be practically regarded in our system, and I hope hereafter to be able to mature a plan by which it may be introduced.

I have also made preliminary arrangements for the introduction of Vocal Music, as an elementary branch of Education. Without discussing the proposition of Professor Stowe "that the ability to learn to sing is universal," there is no doubt that the use of this delightful means of instruction will be as advantageous in New Brunswick, as it has proved to be on the Continent of Europe, in Great Britain, in the United States, and in some of the neighbouring Provinces. For the present, the Pupil Teachers in the Training School are to receive at certain hours every week, instruction in this science; and I hope that in a few years Vocal Music will form a necessary branch of Education, in all our Parish Schools.

In my remarks on Superior Schools, I have alluded to the necessity of elevating the condition of the Teacher, if we wish to elevate the system. In this Province, our School Teachers have occupied, and still occupy, a lower social position than is consistent with their proper influence upon the Scholars. The inducements to enter upon, and afterwards to continue in their work, have not been sufficient, and therefore instead of adopting it as a profession, most persons have merely resorted to it as

a temporary means of support; designing and wishing to leave it, when any more eligible employment might offer. It is hoped that the provision made by the Superior Schools, will be one means of inducing persons well qualified to remain in the work, and also of leading others to engage in it.

It appears to me that a better and more general intercourse between the Teachers in the different Counties and Parishes—a more unrestricted communication for the purposes of mutual sympathy and improvement, would be of great utility. This object can be affected to some extent by the establishment of Teachers' Institutes, similar to those which are held in the United States, and also in Canada and Nova Scotia. The idea is new amongst us, but it is connected with very obvious advantages, not only to the Teachers themselves, but to the cause of Education generally. I have already, after consulting with the Inspectors (whose opinions are fully expressed in their Reports,) resolved during the present year to attempt the establishment of these Institutes. It is possible that no great results will be immediately obtained; but by beginning carefully, and pursuing the design systematically, I hope that in a few years I can succeed.

I may add here, that the moral qualifications of our Teachers should be also especially regarded. In some instances, persons have been engaged in the School service, whose habits and general character, made their employment unsafe. It has been my desire and determination since I have been at the head of the Department, that such persons should not be continued. I have distinctly avowed this at every public meeting, and have likewise been compelled to take decided action in several cases reported to me. This course I considered necessary, not only for the protection of the children who might be committed to the care of such persons, but also of the large body of our Teachers whose morality is unquestionable. I have been gratified to find that very pleasing results have already followed my efforts in this respect.

The state of the Training and Model Schools, has occupied the serious consideration of the Board, during the past year. This Institution has been in existence since 1848, and has done a large amount of good. Public expectation has not, I am aware, been fully met by the results thus far; but I am persuaded that the cause of Education has been greatly promoted by the Teachers who have left this Establishment, and there is in consequence, in different places, a decided preference now given to Trained Teachers. The importance of this Institution cannot be too highly estimated. It is universally admitted in every country where Education is properly cared for, that Schools for the training of Teachers are indispensable. Monsieur Guizot, a very enlightened Educationist, remarks:—"That that State has yet done nothing for popular Education, that does not watch that those who devote themselves to teaching be well prepared." I need not discuss the advantages and necessity of such an Institution, as every one must feel that an efficient Training School, and efficient Inspection, are inseparably connected with uniformity and success in teaching.

The present Law places the Training and Model Schools under the supervision and direction of the Chief Superintendent, subject to the order of the Board of Education. In consequence of the resignation of E. H. Duval, Esquire, who has for several years filled the important office of Training Master, the Board appointed W. Mills, Esquire, as his successor. Mr. Mills took charge of the School in June last, and immediately removed it from the premises formerly occupied, to his own buildings.

This arrangement, although the best that could be made at the time, led to some inconveniences, and the condition of the School for several months was unsatisfactory to all concerned.

In the Autumn therefore, it was decided to engage other and more eligible premises, and to procure an efficient Teacher for the Male Model School: Miss Duval having been previously appointed Teacher of the Female Department. The Board selected Mr. A. Glendenning for that position, and directed him to proceed immediately to Truro, to spend some time in the Normal Institution there, before commencing his labours in Saint John. The School is now completely reorganized; the new premises, although not so commodious as might be desired, are nevertheless sufficiently so, for the ordinary School exercises; and the aspects of the Institution are decidedly improved.

There is no doubt, that the system now introduced, will with judicious and energetic management on the part of the Training Master and his Assistants, raise the character, and increase the utility of this important branch of our Educational establishment. But I have no hesitation in expressing as my opinion, that we never can have such a Training School as we need in New Brunswick, until suitable Buildings are erected in some convenient place, and supplied with all requisite appurtenances. The Report of Mr. Mills will be found in the Appendix.

Notwithstanding the efforts of the Department to procure and furnish to the Schools, proper reading and text books, maps, and other apparatus, considerable difficulty is yet experienced on this account. The new regulations provided, "that the existing selections and arrangements as regards the books, maps, and apparatus, were to be continued until revised after due enquiry." A new Geography, one which will be adapted to the course of instruction carried out in the Schools, and which will furnish correct information both in the political and physical department of this science, is a desideratum which I am striving to supply. The new Map of the Province, now in course of publication, under the sanction of the Government, will, if it can be obtained for the Schools at a reasonable rate, supply what is now felt to be a very serious deficiency. To meet the wants of remote places, I have communicated with the Inspectors, on the importance of establishing additional agencies for the sale of School Books in those parts of the Province, where the supply has hitherto been too limited.

The regulations for the organization, government, and discipline of the Schools, were published early in June, and I believe are well adapted to the requirements of the service.

For the purpose of assisting the Teachers, and of securing uniformity in the mode of keeping School Registers and making returns, forms of these documents were prepared at this Office, and gratuitously furnished. This will not only seriously relieve the Teachers, but will ultimately procure for publication in the Annual Report, a larger amount of valuable statistical information, than has hitherto been obtained.

It will be seen, by reference to the Appendix, that the Tables furnished are by no means complete. It was utterly impossible in the course of a single term of six months, (the first also during which I had administered the Department,) to procure full Returns. I have, however, thought it better to publish them even in this imperfect form. Before another year, the arrangements will be so completed with the Inspectors and Teachers, that I doubt not a much more detailed and accurate body of Statistics can be furnished.

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The Book Account is necessarily imperfect. I am unable to furnish for publication in this Report an accurate statement of the Provincial School Book Fund, as I did not receive the necessary documents from my predecessor until the 21st January, and there are several items in the Accounts which will require explanation. I have communicated with all the Agents, and as soon as I obtain the requisite information, will forward a statement to the Government.

The Reports of the Inspectors, (which I regret I cannot give entire,) will exhibit very fully the condition of our Common Schools. Some of these Schools, I am sorry to say, are very inferior, and there are difficulties in the way of their improvement, which only time and labour can overcome. In other cases, however, the Teachers are competent and faithful; their Schools are well taught and well governed. But, notwithstanding all that is said against our Common Schools, it cannot be denied that they have done, and are now doing, a large amount of good. It is admitted on all hands, that since the establishment of the Training School, and a system of inspection, the standard of qualification of the Teacher has been raised, and the Education of the Schools materially improved.

There is everywhere, and amongst all classes throughout the Province, an anxiety for Education. The people value it as absolutely necessary, and are willing to unite in any legitimate means to secure it. I trust that my own labours during the last few months, in urging this important subject, have, in some degree, assisted in promoting this disposition. These labours have also been advantageous to myself personally, as they have given me a more accurate knowledge of the educational condition of the Province.

The service is one in which earnest, persevering, and faithful effort is required, and in which such effort will be well repaid. The children rising up around us demand our care, as we look to them to fill our places after we have passed away.

I sincerely trust that the effort now in progress, may, through the Divine Blessing, issue in the establishment of a sound educational system, which will be a means of permanent usefulness to the rising generation of New Brunswick.

I have the honor to be

Your Excellency's most obedient servant,

HENRY FISHER.

 APPENDIX No. 1.

 Extracts from the Reports of the District Inspectors for the Year 1858.

I. COUNTIES OF KING'S ALBERT, AND WESTMORLAND.

Inspector DUVAL.

"I visited in King's County, 100 Schools; in Albert County, 34 Schools; in Westmorland County, 88 Schools; total 222 Schools. These were taught by 110 Male Teachers and 112 Female Teachers.

"The state of the Schools, as might be expected, varied very considerably. Some were in a very excellent condition, and some very inferior; upon the whole, the Schools, all circumstances being considered, were in as good a state as could be reasonably expected. In the Summer season the Schools are, with few exceptions, necessarily small, the labour of most of the boys being absolutely required on the farms. This not only diminishes the number of the pupils, but also takes from the School-room those that would, in an examination, reflect the greatest credit on the Teacher. Correct conclusions, therefore, can scarcely be drawn from a tour of inspection made during the busy season of Summer alone; to form an accurate estimate of the abilities of the Teachers, their Schools must also be visited at other periods of the year. Notwithstanding this disadvantage, I was pleased to find that in many places the Schools were in a very efficient state. Favourable impressions would be naturally produced on my mind by my previous acquaintance with many of the Teachers, I have, nevertheless, endeavoured to form an impartial estimate of their abilities. They greatly vary, of course, in the art of imparting instruction, but I have not yet, so far as I am aware of, met with a single case where the Teacher is incapable of giving instruction in the branches that he is required by law to teach.

"I would repeat here what I have adverted to in former Reports, that I consider the classification of Teachers under the operation of the present and former School Laws, to be very defective and unsatisfactory, especially in the distinction between the First and Second Class Male Teachers, which consists alone in a passable acquaintance with Mathematics, irrespective of that amount of general information which, other things being equal, is essentially necessary to constitute a thoroughly efficient Teacher.

"In our College, and other higher Seminaries of learning, Mathematics must of necessity occupy a prominent place, and I should think it very unadvisable to exclude these branches of instruction from our Common Schools; on the contrary, every encouragement should be given to Teachers to introduce them wherever they have the opportunity for doing so; but facts shew that in this country, except in the towns, those opportunities will be only occasional. This has been frequently mentioned in the Reports of the County Inspectors, and may be further illustrated by the fact, that in 222 Schools which I have recently visited, I have only found twelve boys professedly studying mathematics, and of these, several were students more in name than reality, having a very imperfect idea of the studies in which they were engaged. There were in my District, nineteen First Class Male Teachers; of these, fourteen had not a single

single scholar in mathematics, the other five just mustering twelve among them. It must however be borne in mind that the elder pupils were, of necessity, engaged in the fields, and that the number will be certainly greater in the Winter term; but still so few as to shew that in the classification of Teachers, mathematics alone should not form the basis of distinction, on account of their limited introduction into our Common Schools; and that some account should be taken of the amount of general information a Teacher possesses, as that is needed in every School, and may be employed to give an intellectual character and lively interest to every School exercise.

“The number of females employed as Teachers, has often been spoken of as a ground for regret, but I am persuaded that there is much misconception existing on this subject. I am convinced that females, if they have equal advantages, are as competent instructors as males, while, as to government, their influence, though generally more gentle, is as effective as that of the sterner sex. But in any case, their services cannot be dispensed with; adequate support for male Teachers could not in many places be raised, and if it could, there are not a sufficient number in the employment to meet the demand, nor will there be much improvement in this respect till a higher compensation is granted for their services. It is also worthy of remark, that there is great exaggeration with respect to the number of females employed; from statements sometimes made, an impression might be created that at least four-fifths of the Schools were taught by females, while my Report shows that in the Summer months the number of male and female Teachers is nearly equal, and during the Winter months the number of male Teachers will be unquestionably larger.

“There is need yet for further action of the Board of Education to secure a greater uniformity of Books used in our Schools. Those of the Irish Board have been recommended; they are, generally, very excellent, and are the cheapest School Books used in the Province; but still in many places antiquated Readers and Spelling Books continue in use. The most common reason assigned by the Teachers is, that they are best acquainted with those books, having received their instruction from them in their youthful days.

“The French Schools (of which there were seventeen in operation in my District,) were all conducted by male Teachers, and were numerous attended. There were some scholars studying English in every one of them; most of the Teachers were intelligent men, and seemed to take an interest in their work, but their education was not very extensive, and their labour appeared to be considerably increased for want of method in classifying their pupils and imparting instruction. I should think that the introduction of the “Guide de l’Instituteur,” published under the sanction of the Superintendent of Education of Lower Canada, would be very serviceable, especially among the senior scholars.

“I endeavoured in all cases to make my examination thorough and searching; testing the scholars fully in the branches they professed to study; but my visit, nevertheless, appeared to be well received by the Teachers; indeed it might be expected, at least from those who enter into the spirit of their work, that they would be pleased that their self-denying labours were not lost sight of entirely. I often wished that the parents of the scholars had been present to witness the examinations; in some cases they were, and if previous notice of my visit could have been given, probably they would have been so more frequently. More time, however, than I had at

command, would have been required to make these previous arrangements; in future it may be practicable to do so. I could then have made suggestions for such improvements in the Schools as fall within the province of the proprietors. In the absence of such opportunities, I would suggest the propriety of Teachers keeping a 'Visitors Book,' in which observations and recommendations might be made by Inspectors and other visitors, which might assist Trustees and Committees in their efforts to improve the Schools.

"There is a considerable want of uniformity among the Teachers in their mode of imparting instruction, or if there is any thing approaching to uniformity, it is in their adherence to antiquated methods of teaching. Nearly half of the Teachers in the Eastern District have not attended any Training School, nor have they made any specific preparation for the work on which they have entered; while several of those who have, seem to have fallen back upon their own plans, and carry on their work with little energy or spirit. Could we adopt the plan of having 'Teachers' Institutes,' as they have in the United States, particularly in New England, I believe that many of the existing evils, so far as the Teachers are concerned, would be remedied; greater uniformity will be secured, and a spirit of enterprise engendered, that would give new life to our Schools. At present the Teachers are scattered and isolated; no bond of union exists; no means by which they can mutually improve each other; surrounded by a few, sometimes by a very few children; their occupation laborious, and too frequently held in disesteem; with many discouragements, and, in cases of difficulty, with little sympathy from the people. Under these circumstances, it is not to be wondered at that they only continue to teach so long as necessity requires, and look upon their final escape from the school-room as a happy epoch in their lives. They rarely think of teaching as a permanent occupation, and more rarely still look upon it as an honorable profession. Any means that would awaken vivid perceptions of the real dignity of their work, and lead to their personal improvement, would be useful; its influence would soon be seen in the improved state of their Schools. Teachers' Institutes I believe to be admirably adapted to this end. I have never been present at one, but, unless the accounts have been greatly exaggerated, such meetings must have a beneficial tendency. An Institute consists of an assemblage of Teachers within a certain district, say a County, for a limited period, sometimes for three days, sometimes for one or several weeks. During the day, the Teachers are formed into classes, and drilled through the elementary branches of instruction, as though they were young pupils; these exercises are conducted by experienced and efficient Teachers, who, in some cases, are paid by the State for their temporary services. Essays are occasionally read on given appropriate subjects, which are followed by conversation and discussion. In the evenings, Lectures on the subject of Education are delivered by the neighbouring Clergy, or other qualified persons. The meetings are open to the public, and often great interest is manifested in them. So much are they thought of, that invitations are sometimes sent from the inhabitants of several localities, requesting that the next Institute may be held with them; assuring the Teachers and officials of a hospitable entertainment.

"I have some fears (which perhaps are only imaginary) that we are not yet prepared for such meetings. I have thought that some Teachers would scarcely feel sufficiently interested; regarding, as they do, their present occupation as only a temporary affair,
nor

nor would they care to go through the drilling. The hospitality of the people of this Province cannot for a moment be questioned ; but I think that in many districts they would be scarcely able to appreciate the utility of such gatherings. The Clergy of the district would probably take so great an interest in the meetings, that no obstacle need be anticipated on that head. The greatest difficulty would, I fear, be in what would be called the loss of time ; if the Teachers had to make up the time it would be more than they would like to do ; the Trustees have no power to allow the time, and if the matter were settled by a regulation of the Board, the inhabitants of some districts might think themselves hardly dealt with. As I have already said these difficulties may be only imaginary ; if such meetings could be held and properly conducted, I am persuaded they would be attended with very profitable results.

“ In some of my former Reports I have spoken of “ boarding round ” as a system “ happily dying out.” By my visits, however, I find that it has not come so near its end as I thought it had. In the more wealthy and populous districts it is seldom found to exist ; but in the poorer settlements it still prevails. Of the 222 Teachers in my District, 102, something less than half, board round. It does not, however, seem to be so serious an evil as it is sometimes imagined ; but still the Teacher’s comfort, usefulness, and respectability, will be increased by its utter annihilation ; though at present in some Districts it may be absolutely necessary.

“ I have found some inconvenience from the present plan of Teachers having a vacation every other Saturday, but the precise days not being fixed, it has sometimes happened, that I have found all the Schools in my route in operation on Saturdays ; at other times I have had to travel many miles for no purpose, finding School after School closed, and of necessity have had to travel the same ground over again. This it appears to me might be easily obviated by a regulation of the Board fixing the Saturdays for teaching ; say, the second and fourth, leaving the first and third Saturdays, and the fifth when one occurs, as the Teacher’s vacations. The Inspectors would then be freed from the annoyance of having to travel for nothing, and could employ their time in the writing, to which, of necessity, they have to attend.

“ In the District under my care there is yet but one “ Superior School ” as provided for by Section 9 of the School Law. There is, however, a very promising movement in Norton, where it is proposed to erect a very superior building, with all necessary appurtenances ; in which elegance and utility are to be combined. If no difficulties intervene to defeat the intention of the originators of the project, it will be in every sense a superior School, provided that thoroughly efficient Teachers be selected. It will be quite necessary that the Board shall make the requirements for a superior School much more definite than they are at present. Several first class Teachers requested information on the subject for their guidance, which I could not safely give them, not knowing exactly what would be required.

“ In the course of my tour I lectured at fourteen places, namely, at Jones’ Creek, Westfield, Milkish, Hampton Ferry, Hammond River, and Butternut Ridge, in King’s County ; at Coverdale, Hopewell, and Elgin Corner, in Albert County ; at Taylor’s Village, Moncton, Lute’s Mountain, Sackville, and Salisbury Corner, in Westmorland County. At some of these places I should not, probably, have thought of lecturing, as the population was limited ; but in anticipation of my visit, arrangements had been made for my so doing, and I deemed it right to comply. I, however, frequently found that

that the attendance was larger in Districts sparsely settled than in more populous places ; one reason for which probably was, that they very rarely had lectures of any description in those localities. In all instances the lectures appeared to be well received, and often elicited very interesting and useful remarks at the close from some of the gentlemen present. I consider the system of lecturing to be a very important feature in the new School Law ; it is calculated to awaken the attention of the people to the subject of Education, and to give information which almost everywhere is greatly needed. Something has been done to improve the Teachers, and not altogether in vain, though much remains yet to be accomplished ; but the people also need instruction, and as we cannot have Normal Schools for parents, we must reach them if possible by lectures, and I think the effort will not be entirely useless.

“ I have endeavoured in my Lectures to explain the distinguishing features of the new law, and to secure the sympathies of the people to give effect to them ; I have enforced the policy of employing efficient Teachers only, and fairly remunerating such for their labour ; I have striven to induce them to erect good School-houses, instead of the miserable buildings now so generally in existence, and to have those houses comfortably and respectably furnished with all suitable appurtenances.

“ I have stated my own convictions as to the importance of Local Assessment, but have at the same time recommended forbearance where a strong feeling against it evidently prevails among the more intelligent portion of the community ; feeling assured that no law can be long sustained which is not supported by the sympathy and judgment of more than a mere majority of the people.

“ I was urgently pressed in many places to stay and lecture, with which request I found it impossible to comply ; having been detained in the Training School for a considerable time after the other Inspectors had entered upon their work, and I knew that inconvenience must arise, unless my Report came in somewhat at the same time as their's did ; in future I shall be more able to comply with such applications.

“ Though I expect much good from popular Lectures, it is too soon yet to look for results ; but in paying a second visit to one of the Districts where I lectured, (Westfield,) I was greatly pleased to find two new School-houses in the course of erection, one of which, though not large, was being built with some regard to taste ; the other will be a spacious and I hope quite an elegant structure.

“ I ought not to close this Report without mentioning the very kind reception that I have everywhere met with from the people, and especially from the Trustees, who have obligingly given me all the requisite information, and in many cases have accompanied me to the Schools ; this they would have done more frequently but my visits were just in the busiest season, when many of them found it impossible to do so. I have already observed that in some cases the parents attended the examinations as well, and I hope on future occasions to be favoured still more in this respect, which will be a convincing proof that an increased interest is being taken by the people in the education of their children.”

II. COUNTIES OF QUEEN'S, CHARLOTTE, AND SAINT JOHN.

Inspector CAMPBELL.

"I am not prepared to furnish much additional information to that already comprised in my Returns and Correspondence recently forwarded to the Department.

"During the "Summer Term" I visited 108 Schools in the County of Charlotte, 69 in the County of Queen's, and 60 in the City and County of Saint John. In several Parishes I experienced much difficulty in ascertaining the number and locality of Schools in actual operation, in consequence of the neglect on the part of the Teachers in applying to the Trustees for the certificate required in Section 7, Art. 2, of the Rules and Regulations; although in every instance where I had an opportunity of consulting the Trustees, I received every information in their power to afford, and in many cases was accompanied by one or more of them to the Schools in their respective Districts. In connection with this subject I would beg to refer to my Communication of 7th October, relative to the introduction of a "Common School Register" in each Parish.

"In the County of Charlotte the total number of Schools in operation was 117, viz. 1st Class Male Teachers, 8; 2nd Class, 10; 3rd Class, 20: 1st Class Female Teachers, 16; 2nd Class, 10; and 3rd Class, or *untrained*, 53!

"In Queen's County the total number in operation was 71—comprising Male Teachers of the 1st Class, 13; of the 2nd Class, 13; and of the 3rd Class, 17: with Female Teachers of 1st Class, 7; of 2nd Class, 3; and of 3rd Class, 13.

"In Saint John County the total number was 67, viz. 17 Male Teachers of the 1st Class, 14 of the 2nd Class, and 11 of the 3rd Class; with 11 First Class, 4 Second Class, and 10 Third Class Females.

"The character of the Schools in the several Counties is shown by the class of Teachers most generally in requisition, and I regret to find that the County of Charlotte bears so unfavourable a comparison with the other Counties in the District. I find, however, since commencing the Winter tour of Inspection, several Schools closed, and many of the untrained Teachers gone, or preparing to go, to the Training School; the School-houses being repaired, and a desire to procure Trained Teachers more generally manifested. In some few Districts in this County, the Schools are supported by Assessment, the result being most favourable as regards the number of pupils in attendance.

"By statistical information, I find the total number of pupils upon the School Registers for the Summer Term was as follows:—

Charlotte,	Males, 2,040	Females, 1,799	Total, 3,839
Queen's,	" 965	" 824	" 1,789
Saint John,	" 1,659	" 1,228	" 2,887

The average half yearly compensation to the Teachers being—

	MALES.			FEMALES.					
	1st Class.			2nd Class.			3rd Class.		
Charlotte,.....	£26	4	3	£18	13	8	£16	2	8
Queen's,	21	0	3	17	18	5	13	12	6
Saint John,	34	0	2	22	13	0	12	15	6
	1st Class.			2nd Class.			3rd Class.		
Charlotte,.....	£16	15	3	£13	1	4	£11	5	9
Queen's,	14	0	0	11	5	0	8	19	0
Saint John,	16	12	6	12	16	8	12	5	6

“ In many Parishes no School Committees have been appointed, and I would beg to suggest the propriety of such appointments being made hereafter, in the different Parishes, at the time the Trustees and other Parish Officers are elected.

“ As public attention has been so prominently called to the subject of Education during the past year, it is but reasonable to expect that a more lively interest will be manifested, and by the active co-operation of the parents and guardians of our youth, that improvement and efficiency in the character of the Parish Schools will be attained, which will make them creditable to the Province, and deserving of increased support from the Treasury.”

III. COUNTIES OF VICTORIA, CARLETON, YORK, AND SUNBURY.

Inspector M'LAUHLAN.

“ It has been truly said that the ‘ Education of the people is the great question of the age.’ Our Legislature appears to have admitted the correctness of the doctrine. The several Branches thereof have, for several years past, viewed it as a subject of more than ordinary importance, and therefore it has formed a prominent feature in their deliberations. Enactment after enactment has been passed, each tending to shew a desire to better the social and moral condition of their constituents. Each statute, as you justly observed in one of your lectures, was an improvement upon those that preceded it. The present School Law contains provisions that are certainly well calculated to be productive of much good; three of which, with your permission, I beg leave to mention:—

“ 1st. The power granted to appoint Local Committees; thus giving the people of a School District a more direct control of their Educational matters. I am sorry to say that but few Districts have as yet availed themselves of this privilege; but I have no doubt the people will soon learn to appreciate the benefit of this provision.

“ 2nd. The establishment of a Superior School in every Parish, by means of which our young men will be induced to prepare themselves by a proper state of moral culture for different avocations,—it may be to become Teachers of such Institutions, or perhaps, to discharge the duties of some of the higher offices of the State.

“ 3rd. The power vested in the Superintendent to hold meetings and address the people on the subject of Education, has already been productive of good. An interest has been excited in Districts where the people had been perfectly indifferent in the matter. Prejudices have been removed, and I have no doubt that should you continue the same course for a year or two, the result will be highly satisfactory.

* * * * *

“ My remarks in reference to my visits during the past season will be very brief. The situation of a large number of the Schools, especially those in rural districts, was not favourable to my forming a correct estimate of the qualifications of the Teachers, nor yet of the improvements made by their pupils. Comparing the number of Scholars present at the time of inspection, with the number marked on the Teachers' Registers, it will be perceived that a very great difference exists. This is accounted for from the fact that all the larger male, and in many instances, female scholars, were engaged on the farms. Every available assistance is generally put into requisition by the farmers to avoid the necessity of hiring “ help.” It is a general custom in the country

for

for proprietors of Schools to sign for one, two, or perhaps three or four Scholars, when making up the necessary amount to secure the services of a Teacher. The larger children attend at times when their services are not required at home. When the busy season of farming commences these are immediately taken from School, and their places supplied by the younger portions of the family. I have often visited Schools under the charge of Teachers of undoubted qualifications, where I found perhaps ten or twelve scholars, and these of the youngest description. This frequently occurred, and that in some of the most populous settlements, where the names on the School Register ranged from twenty five to forty. This is extremely discouraging to an ambitious Teacher. It cramps his energy, and has a tendency to make him careless and indifferent. He is mortified that he has no fair sample of the result of his labour and application to exhibit when visited by the Inspector. None but those who have been placed in like circumstances can fully appreciate such an unpleasant situation. The "condition" of many of these Schools, I have no doubt, has been marked as "average," that under other circumstances would have sustained a different character. My instructions were imperative to mark "the condition of the School at the time of inspection." You will readily perceive that, under such peculiar circumstances, the Teachers' qualifications, their aptness to teach, and the general improvement of their pupils, could not be correctly estimated during one visit. It will require a year at least under the present Law to arrive at a correct conclusion. Notwithstanding the several disadvantages that I have enumerated, I have no hesitation in expressing my belief that there are many Teachers in the District entrusted to my inspection, who are an honor to the profession, and who would do credit to the educational department of any country, while there are others whose services might very safely be dispensed with.

"It is certain that the public mind is becoming more enlightened on the subject of Education than formerly. There is a greater desire, and that very generally entertained, that the 'rising generation' should be better prepared to take a prominent position in society, than were their fathers. This is particularly observable among farmers who, by industry and perseverance, have surrounded themselves with many of the appliances and comforts of life. Such is not always the case however. With many, when engaging a Teacher, the question is not in reference to the quality of the Education he is capable of imparting, but how cheaply can his services be secured? So long as this sordid, parsimonious spirit prevails, the education of the country must necessarily be retarded.

"School-houses, with some exceptions, are not what they should be. They are generally small, low, and badly ventilated. Many, as you will perceive by the tabular returns, are without the necessary apparatus—maps, blackboards, &c.—so essential to aid in imparting a thorough, practical education. The furniture—desks, seats, &c.—cannot certainly be recommended as patterns worthy of imitation for model Schools. A proper improvement in these respects is desirable, the attainment of which is merely a question of time, for I believe that, with the liberal provision made by our Legislature, followed up by a strict yet judicious system of inspection, the period is not far distant, when the common Schools of New Brunswick will compare favourably with those of any portion of Her Majesty's dominions.

"I have been very seldom accompanied by Trustees during my visits. This was owing,

owing, in some measure, to the busy season of the year, but more to a dissatisfaction entertained, because of extra duties imposed upon them, without any recompense for their loss of time. This was the chief objection I heard urged throughout the District.

“It has been said that the Training School was a useless appendage—that it entailed a heavy expense without a corresponding benefit. I beg leave to record my opinion that a well conducted Institution, where persons may learn the “Art of Teaching,” is a necessary adjunct to an efficient system of education. During my visits to the several Schools placed under my charge, I could perceive a marked difference between the trained and untrained Teacher, both as regards discipline and easy manner of developing the intellectual faculties.

“You will perceive that my Returns are deficient in some of the required statistics, particularly in reference to a few of the Schools in York and Sunbury, arising from the fact, that the Teachers of those Schools had terminated their engagements before I visited their several localities, which of course rendered me unable to furnish the necessary information.

“I have Returns from 169 Teachers, of whom 96 are Males, and 73 are Females. Of the Males, there are 19 of the 1st Class, 23 of the 2nd, and 54 of the 3rd. Of the Females there are 23 of the 1st Class, 6 of the 2nd, and 44 of the 3rd. To which add 32 Teachers from whom no Returns have been received, viz:—Victoria 6, Carleton 15, York 6, and Sunbury 5; making a total of 201 Schools in the District.

“If it be desirable, and I cannot doubt it, that a full and correct detail of the state of Education throughout the Province should be furnished at least once a year, I think you will agree with me in the necessity of proper School Terms being established, governing Teachers in the commencing and closing of their engagements; and further, that it should be rendered obligatory on every Teacher to furnish his Returns, &c., at the end of every such specified term. You will perceive that there are thirty two Teachers in this District from whom no Returns have been received. How many there are in other Districts I have no means of ascertaining. Supposing the whole number in the Province to be one hundred, with an average of fifteen scholars to each, it is evident there would be fifteen hundred children receiving education concerning whom no account has been received. My supposed number may be rather large, but the principle is precisely the same; and hence the propriety of some plan being adopted whereby full and correct statistical information can be obtained.

“Before closing this hastily written Report, I beg leave, on the part of a large number of intelligent Teachers, to tender you thanks for the new form of Register and Returns, which is considered to be a very great improvement.”

IV. KENT, NORTHUMBERLAND, GLOUCESTER AND RESTIGOUCHE.

Inspector BENNETT.

“I have the honor to hand you the following general Report on the state of the Schools in the Northern District, supplementary to the tabellated Returns already furnished:—

There were in my District of Inspection, during the Term ending 30th September—

1	Superior School (at Campbellton, Restigouche.)		
4	First Class Schools, conducted by Male Teachers.		
9	Second	“	“
80	Third	“	“
10	First Class Schools, conducted by Female Teachers.		
1	Second	“	“
61	Third	“	“

166

Of these Schools 39* were not visited, for reasons given in the Report on the Teachers' Returns; but 18 were inspected from which no Returns have been received, and which are not included in the statistical Tables, nor alluded to in the following remarks.

“The Superior School, which is attended by 33 pupils, is conducted in a very excellent and successful manner. The tact, temper, and patience, the natural and acquired qualifications of a first-rate Teacher, Mr. Crocket possesses in a high degree; and the success attending his labours, the progress made by his pupils, and his continued and growing popularity, are evidences that such is the fact. The discipline of the School is excellent; firmness combined with kindness preventing severity, and the result is order and harmony. The branches taught are spelling, reading, writing, arithmetic, English grammar, geography, history, book-keeping, geometry, mensuration, algebra, Latin, and French, and taught in such a manner as to confer upon the pupils advantages of no ordinary kind. The School is liberally supported by assessment, the amount levied being £100 per annum, £75 of which are paid to the Teacher, and the balance for incidental expenses. There has also been laid in connection with it during the Term, the foundation of a public Library, which will not be without its influence. So that, regarding this institution from every point of view, we are safe in affirming that there is before it a long career of usefulness.

“Two additional Superior Schools have recently been established in this District—one in Newcastle, the other in Chatham, and the preliminary requirements of the Law complied with. No regular visit of inspection has of course been made to them, nor any returns received from them; but I have reason to believe that when the time to visit them arrives, they will be found, what they profess to be, Superior Schools.

Of the other 127 Schools visited, I found only 7 in a really good and efficient state. The Teachers of these Schools are well qualified for their work, and are labouring with zeal and ability. In these the branches taught are spelling, reading, writing, arithmetic, English grammar, geography, history, book-keeping, geometry, mensuration, algebra, Latin, and French.

“The Schools of 46 Teachers are marked in my Returns as in an average state, but many of these Teachers are capable, under more favourable circumstances, of producing better results than are actually visible at the present time. The defects of these Schools do not arise wholly from incapacity or indifference on the part of the Teachers, but in a very great degree from circumstances partially or altogether beyond their control.

* Many of this number were closed in the early part of the Term.

control. The want of punctuality and regularity in the attendance of the children, the insufficient supply of text-books, and the wretched condition of many of the School-houses, are all causes, any one of which would retard the progress of the best of Schools; but all combined, and in many cases they are all combined in one and the same School, they would thwart and discourage the exertions of any Teacher, and be certain to keep him and his charge in the state described. Irregular and bad payments also operate prejudicially upon these Teachers, and through them upon the Schools. There is another defect in many of these Schools to which the attention of Teachers should be specially invited; for the remedy is almost entirely in their own hands. I allude to the practice of attempting to teach too much, without being able to accomplish it. The time of both Teachers and scholars is really frittered away in this vain attempt. They get a sip of this, and a sip of that, without a deep draught of any thing. Those Teachers will succeed best who attempt but little, and do that little well, as those stars which have the least circuit are the stars nearest the pole.

“The Schools of the remaining 73 are all inferior, though not all equally so. Several of these Teachers are altogether incompetent, both as regards scholarship, and a knowledge of the art of teaching, several from downright laziness, while not a few are retained in their situations as objects of charity, and some more from less worthy motives. A considerable number, though I cannot come to figures, are occasionally engaged in other pursuits, such as farming, and fishing, which occupations naturally withdraw their attention from their more immediate duties as Teachers. It is scarcely possible to blame them for acting in this manner. In many cases they are so ill paid, that unless they did something of this kind, I do not see how they and their families could subsist. This state of things will probably continue as long as the causes which produce it last. The sufferers are the children, the losers are their parents, who must, as long as the Teacher is so inadequately remunerated, be powerless to remedy the evil; for how can they consistently control a man who endeavours by extra labour to obtain those necessaries of life which are not, but should be, the direct reward of his professional work? Another cause of the low state of education in these Schools, which within a limited range has come under my observation, is the fact that they are open only during part of the year. Females prefer teaching in Summer, men in winter. The latter in some instances, I cannot say in how many, occupy themselves in Summer at farm-work, or the like, which they find more profitable, and in Winter resume teaching when farming and most other out-door occupations are suspended. One of the worst features of this evil is, they do not always resume teaching in the same School. Another misfortune is, that Teachers are commonly engaged for too short a period. A Teacher's head and heart can never be enlisted in his work when he knows that there is no certainty of remaining in his present charge more than six or twelve months. This frequent change of Teachers, sometimes necessary it is true, but oftener the result of whims and caprices on the part of one or other of the interested parties, is productive of the most pernicious consequences to the rising generation. And even when the Teacher is not changed, the shifting about of children from one School to another where there is a choice, sometimes from one reason, sometimes from another, and not unfrequently from no reason at all, does a world of mischief to the young, by giving them the idea that their deficiencies are all attributable to the ignorance or unskilfulness of their Teacher, and none to their own negligence or dullness.

ness. To expect our Schools to flourish in the circumstances described, is about as reasonable 'as to expect a thaw in Zembla.'

"*Of the Pupils.*—In my District of Inspection there are by the Returns, 4,028 learning spelling, 3,820 reading, 2,890 writing, 2,426 arithmetic, 613 common and other needle-work, 477 English grammar, 448 geography, 668 French, and some also studying history, book-keeping, geometry, mensuration, and algebra.

"*Branches of Instruction.*—Spelling is taught very imperfectly in many of the Schools. Too little attention is paid to the division of words into syllables. The practice too is very common of selecting for the spelling exercise only the larger words, to the exclusion of the smaller ones which are of more frequent occurrence. I have frequently found whole classes capable of spelling all the long words in their lesson, and unable to spell and distinguish such words as *one, of, were, there,* and so on. The best remedy is to spell every thing that is read, and to practice, whenever it is practicable, the important exercise of writing to dictation.

"*Reading.*—In many of the Schools the reading is fluent enough, perhaps too much so. The children in general read too fast, pay no attention to, or are not instructed in either the natural or conventional pauses; some read so low as to be almost inaudible, while others again raise their voices to such a pitch as to destroy all modulation. It is a matter of deep regret that so little attention should be given to the cultivation of natural and intelligent reading. The art is not so easy as some may suppose, but that is the very reason why it should form the subject of the Teacher's most careful study. I hope soon to see it receive at the hands of all concerned that attention which its importance demands. Another defect, and one if possible to be still more lamented, is the not understanding what is read. In many of the Schools the Teachers content themselves with simply hearing their classes read, and devote no time to the explanation of the subject read. I could fill pages with the inappropriate and ludicrous answers to the simplest questions arising naturally out of the text. But honorable exception must be made in favour of a considerable number of the Schools, where great care is taken, and not a little talent brought to bear upon this important part of school business, where no lesson, however short, is passed over, till all, even the least intelligent of the class, have thoroughly understood it. I am sorry to say that I cannot include in this description *quite* all the trained Teachers employed in the Northern District.

"*Writing.*—There are a few Schools, though perhaps not equal in other respects, in which writing has attained a high degree of perfection. The specimens exhibited are really beautiful. But such Schools bear a very small proportion to the whole. The common method of teaching this branch is for the Teacher to prepare the copy-book by writing a line across the top of the page, and then setting the pupil to imitate it; and it is painful to add, that in many instances, as far as regards calligraphy and orthography, nothing could be more unfortunate than success. To make matters worse, the pupils are often supplied with bad materials. Inferior paper, pens, and ink, are very frequently preferred because they are cheaper. The desks too are often found ill suited for the purpose, some too high, others too low, some too much inclined, others perfectly flat, and in one or two instances, no desks at all, or, by the way of substitute, the benches the children sit on. The frequent change of Teachers, as already alluded to, has its bad effects on this as in every other branch. One term the pupils

pupils are imitating one Teacher's hand, another term, another's; this Summer a female's, next Winter a man's; and so on in one continual round, in which there is nothing constant but change. To remedy in some measure this defect, I would strongly urge upon the Department the importance of supplying the Schools, through their Book Agents, with a complete and uniform set of printed lines, from which the children might copy, rather than from those written by their different Teachers.

"*Arithmetic.*—This branch, as a science, is taught in only a few Schools; but as an art in which proficiency is attained by constant and stimulating practice, it is taught well in many of the Schools in this District. It seems, generally speaking, to be the favourite study, and is sometimes cultivated at the expense of others not less important. I have often seen classes, dull and lifeless during their other exercises, rouse themselves to activity the moment the slates were put into their hands. The same, or even a less amount of care bestowed upon the other branches, would soon raise such Schools to a higher rank than they now hold.

"*English Grammar.*—This study is prosecuted in 64 Schools. In about one half of these it is well taught, in the other, the time spent seems nearly lost. Those Teachers who really understand this science, would do well to consider the propriety of early initiating their pupils into the habit of putting its principles into practice.

* * * * *

"*Geography.*—This useful branch of knowledge is nominally taught in 61 Schools; but only in a few with any degree of success. The means and appliances of teaching it, so as to render the study at once interesting and instructive, are very scanty. It will be seen by the Returns, that only one School is provided with Globes, which I fear are seldom used, and 25 only are furnished with any thing like a complete set of maps. In most of the Schools so furnished, geography is one of the most interesting in the whole course of study; but in others not so fortunately situated, it is rather a fatiguing business. Neither is the common method of teaching it well calculated to render it attractive. Instead of commencing by giving the pupils the idea of distance and space, which, in this study, is as essential as a correct notion of time in the study of history, and of making them comprehend the principles on which it is founded, by observations in their own neighbourhood, the lessons prescribed usually consist of the dry details of political geography, which, without note or comment, are irksome and tedious in the extreme. Further, an idea seems to prevail that geography, like poetry, is too fine a thing to be found at home; and accordingly many learners are more conversant with the wilds of Siberia than with the Counties of their own Province. This anomaly will soon disappear when we shall have, as I trust ere long we shall have, a large well-executed Map of New Brunswick suspended in every School-room in the country.

"*History.*—This branch is professedly taught in 125 Schools. The text-book most commonly employed is the History of England, and is used for the practice of English reading. These reading lessons, with few exceptions, constitute nearly all the instruction given in history.

"There are other branches taught in our Schools, such as book-keeping, geometry, algebra, &c., but, as will be seen by the returns, to comparatively so few pupils, that more minute mention is not considered necessary at present. Latin indeed is taught, and taught well, to a few boys in the Superior School at Campbellton, and French to — pupils, exclusive of such as are of French origin. " *Apparatus.*

Apparatus.—There is still a great want of black-boards and other apparatus in many of the Schools in this District, though indeed the number of these useful accessories has been somewhat increased during the term. There are several Schools provided with black-boards, which the Teachers either neglect or do not know how to use.

Books.—The insufficient supply of books is the subject of more complaint than the want of uniformity, though the latter evil exists to a greater extent than could be wished. This insufficiency arises from several causes; in some instances from the poverty, in others from the indifference of parents, while in one or two cases, the supply in the hands of your Agents is not equal to the wants of the neighbourhood. This subject will require the immediate attention of the Board.

School-houses.—Of all the evils connected with our educational affairs, and they are neither few nor small, the School-house is perhaps the saddest and the sorest. The appearance of many of these buildings, nay even the bare recollection of their appearance, is enough to make one laugh and weep by turns. In many districts of the North, the traveller would have no difficulty in singling out the School-house, if he would but pitch upon the smallest, dirtiest, shabbiest fabric in the settlement. The walls of a great many of the old log houses have never been shingled. In fact, the logs have been so roughly hewn as to render shingling either impossible or useless. The crevices between the logs are filled up with moss during Winter; and on the approach of Summer, the moss having either fallen out or been removed, the crevices become ready-made ventilators. Neither is there much sign of improvement in the three new houses built of logs. The interior is also in keeping with their external appearance. The floor is often of the roughest and rudest materials,—in a few cases, of nothing more than spruce or cedar rails, over which are laid two or three rough boards at one end of the room, where the Teacher usually sits or stands. The desks I have already partially described. The most of them have been of an inferior description at first, and time and knives have not improved them. The benches too are unsightly things, many of them nothing more than pieces of boards or planks laid upon blocks. These blocks, and many of the benches otherwise well enough made, are not unfrequently found between two and three feet high. Just imagine the misery endured by young children condemned to sit and swing their aching legs for five or six hours daily in such a posture.

“ I have thus attempted to point out some of the chief defects in the School-houses of this District, in order that public attention may be most earnestly directed to the matter, and measures devised to remedy the evils. Great importance should be attached to the School-room; it is a Teacher in itself, and so is every thing about it. But there is still a very common notion in the public mind, that if the School-house is only large enough to contain, not to accommodate the scholars, and a few rude benches and desks provided for them to sit and write on, any thing more would be superfluous. Such notions have their origin in the prevailing mistake of regarding instruction as every thing, and education nothing; so that, provided the requisite information be imparted, habits of respect, order, cleanliness, and all the other social virtues, are seldom thought of, or are left to be formed or not, as chance may determine, when the pupils shall have passed into the world, away from the control of their Teacher, and beyond the influence of the School-room.

“ While this is only too true a picture of a majority of the School-houses and their appurtenances within this District, there are some which, being substantially and comfortably built, well supplied with suitable apparatus, and in one or two instances, with some regard to a few internal decorations, reflect great credit upon the Proprietors and Teachers. Three new ones, built or opened within the year, must be added to this number ; one in Palmerston, Kent ; another in Bathurst, and a third in Douglastown. The two former are public property, the latter is private ; and all three excellent and spacious structures.

* * * * *

“ *French Books.*—The subject of French Books I have already brought to the notice of the Board of Education, and recur to it now only to state my belief that the delay in providing a suitable supply of these books admits of a convincing if not a satisfactory explanation. I understand that a considerable sum was voted by the Legislature some years ago for the purchase of books for the French Schools, and that it still lies unappropriated.

“ It is a question with many, albeit good and patriotic men, whether the policy be a good one which encourages the cultivation of the French tongue in a country where the great majority of the people are either of British origin or speaking the English language. But without entering upon a discussion of this policy here, there surely can be no question that, if the French language is to be taught as a vernacular at all, the more complete the means for teaching it the better. And even if it were the desirable thing which some maintain, that the French population should be more generally instructed in the language of the majority than they are at present, it does not follow, that to abolish or neglect the cultivation of French is the best means of acquiring English. So that, viewing this subject in the light of justice, or even of expediency, it seems most important that your Agents should be furnished as early as possible with a suitable supply of the most approved elementary text-books in the French language, in order that the French Schools may be placed, as regards books, on an equal footing with the other Schools of the country.

“ Before leaving the subject of books, permit me to draw the attention of this Board to the great necessity of furnishing the Schools with what are usually called sheet-lessons. In the use of these there is a saving both of time and money. Two or three children are all that can be accommodated at one of the three-penny books with which our Schools are pestered, while a dozen or more can be taught at the same time and with perfect ease from one sheet. A set containing all the lessons in the First Book could be manufactured in the Province, and sold for about half-a-dollar.

“ *Inspectors' Prizes.*—No pains should be spared to secure the regular attendance of the children at School, and the diligent use of their time there. For this purpose, the School-room should be made attractive, the lessons should be made attractive, the Teacher himself if possible should be the centre of attraction ; but something more than all these is wanting in order to secure the hearty co-operation of the pupil in the work of his own education. I venture to suggest that a few small volumes as prizes should be entrusted to the Inspectors, and to be called ‘ Inspectors' Prizes,’ to be by them awarded at the time of their visits, to such pupil or pupils as by their good conduct, regular attendance, and proficiency in their studies, would seem to be entitled to such distinction. To this it may be objected that good conduct, regularity and
diligence

diligence will bring their own reward; but the reward which these virtues bring, though sure, is not immediate, and children are not in the habit of looking far into the future. When they are trundling hoops, playing cricket, running, leaping, and gambolling, their object is not so much increased strength of muscle and agility of limb, though indeed these are the certain results of the exercises, as what Mr. Stowe recommends as the best means of developing the youthful character, "*plenty of fun.*" Similarly may they be allured at School by the prospect of a small reward which is within their reach, to enter the lists and strive manfully for that greater prize which lies in the distance. The expense of this prize scheme may be urged as another objection. But it is not at all necessary that these prizes should be either numerous or costly; or that their distribution should be more than occasional or exceptional. It is not so much the number and value of the chances in favour of the pupils, but the fact that there *are* chances, which stimulates them to exertion. But it is a truth there is no denying that it has been too often and too readily taken for granted that the children of the labourer, the mechanic, or the farmer, will or ought to seek after, and love for its own sake, that learning which those of wealthier parents acquire under the stimulus of a great variety of rewards, honors and emoluments. I trust then that this subject will receive due attention from the Board, and that some provision will soon be made for a supply of the prizes suggested, which under judicious management will, I believe, induce many, who but for such stimulus would think little or nothing about it, to make acquaintance with the elements of intellectual culture.

"I shall now venture to offer a few suggestions, the adoption of which may tend in some degree to improve the qualifications, and elevate the condition of the Teachers. For the accomplishment of these desirable objects, we must look first and chiefly to the Normal or Training School, which no labour or expense should be spared to render as efficient as possible. Hardly any amount of scholarship or of natural talent in a Teacher will supply the place of a special training for his work. The principle of training, however tardy has been its application to the case of Teachers, has long been recognized, and the necessity of it felt, in other relations. The clergyman, the lawyer, the doctor, the soldier, the sailor, all are trained with a special view to the efficient discharge of their respective callings, and what has been found so essential in these cases can hardly be reckoned unnecessary in that of Teachers. In no other way can the growing demand for Teachers be fully met, or met so well. But it is superfluous to argue for a principle the importance of which has been conceded by all except that small class which can see no improvement in any thing new—which will not look at the new moon out of love to the old one. There is however a very general complaint that many of the Teachers who have undergone a course of training at one or other of the Provincial Training Schools, have, after leaving these Institutions, and simultaneously with their return to their old Schools, returned to their old systems. This is an evil for which a remedy must be provided, and one of the best remedies will I presume be found in the formation of Teachers' Institutes, or Associations. These Institutes are not new on this Continent, though they may be new in the Province. They have been tried in the United States and in Canada, and as far as I can learn, with great success. There are many advantages attending these associations. One is, they afford Teachers the means of social intercourse, and frequent interchange of views and sympathies, without which they are in danger of becoming uncourteous, bigotted

bigotted and illiberal in their profession. Trained Teachers too, as already hinted, would thus have an opportunity of mutually assisting to remove the difficulties of carrying out the Training system; while to the untrained Teacher the advantages must be obviously greater still. With the practical details of these Institutes I do not profess to have more than a reading acquaintance; but I would strongly advocate any scheme in keeping with their sacred calling which would have the effect of bringing Teachers into a closer and more sympathetic union than at present exists. Teachers now, especially those in rural districts, live from year to year in a kind of dreary solitude, and the effect of their isolated position is in very many instances plainly visible in the absence of all ambition to excel, and in the contraction or retention of many peculiarities of speech and manner. One good result of these friendly meetings would be the brushing away of most of these angularities of character, just as the pebbles on the shore are rounded and polished by being rolled together in the action of the daily tides. Everybody knows that one coal or one log will not make a blaze; and Teachers are like coals or logs which burn the brightest when gathered into heaps—like trees, which grow tallest and fairest when growing in a cluster; like soldiers who fight better when standing shoulder to shoulder in the ranks, than when alone maintaining some solitary outpost.

“In addition to the associations just mentioned, and by way of a last suggestion at present, permit me to draw attention to the importance of the formation of Teachers’ Libraries, and the publication of a Provincial Journal of Education. For the former, which are nearly identical with the District School Libraries, provision has already been made by the School Act, and it is to be hoped that Teachers and the public generally will soon avail themselves of the privilege; and for a Journal of Education no large sum would be required, inasmuch as it might be made to a great extent self-supporting. Teachers especially should encourage and support such a publication, for one of its main objects will be the advancement of their own interests. If they would have the public look with increased respect upon them and upon their labours, if the appreciation of the dignity and importance of their calling be any object, if a more liberal remuneration for their services enter into their calculation—then should Teachers use every lawful and available means to render themselves more and more deserving of such confidence and such consideration. In order to successful teaching, the Teacher must read and study the books and journals of his profession, as much as the lawyer, the minister, and the doctor must study theirs. Each needs his own Library. By its means the accumulated experience of the past becomes the common property of all. Without such a contrivance, and without some standard authorities to which to refer their differences, the disputes of lawyers would be endless; without some such guiding star, the divine would be “tossed about with every wind of doctrine;” and the result of the young physician’s being left to purchase experience at the expense of his patients, would be a rapid increase in the rate of our mortality bills. And so with Teachers. No class needs access to the books and periodicals of their profession more than they. These works contain much valuable information, the experiments and experience of practical Teachers, on the government and discipline of their Schools, and the best methods of imparting instruction. By a careful perusal of such works, the studious Teacher (and every Teacher should be a student) will acquire new ideas, his mind, “feeding thus on the thoughts and things around it,”

it," will become more vigorous and active, and a fresh impulse will be given him in the discharge of his onerous and responsible duties.

* * * * *

"I cannot conclude this Report without expressing my warmest thanks to those gentlemen on the Trusteeship throughout this extensive District, for the uniform kindness with which they have received me, and for the willingness, and in many cases the eagerness, with which they have accompanied and assisted me in this my first tour of inspection. It was a great mistake in the Law, which virtually dispensed with the services of these officers; and their positive restoration under the new Law has proved both beneficial and popular. I have very lately ascertained that in several Parishes, and in many I doubt not, which have not come to my knowledge, these gentlemen have complied with another requirement of the Law, and again visited and examined their Schools since my visit. These are good omens, and augur well for the future of our Schools, and for the early approach of the day when Teachers shall cease to be a bye-word and a reproach, as they have too long been, and when men shall think of them and speak of them as the country's brightest ornament and strongest guard."

APPENDIX No. 2.

Report of the Training and Model Schools for the Year 1858.

Saint John, 31st December, 1858.

SIR,—I beg to submit my Report of the Provincial Training and Model Schools, from the date of my appointment as Master, on the 2nd of June last, to the close of the present year.

The purpose for which the Institution was established, being to furnish an adequate supply of trained and qualified Teachers for the Common Schools of the Province, my first duty appeared to be to ascertain whether competent means were available to effect this important object.

These means comprised—First, a sufficient number of young persons possessed of certain qualifications, and desirous of engaging earnestly in the business of Teaching; secondly, a good Model School; and thirdly, suitable apartments.

"The first of these was in part supplied by the Teachers who were in attendance at the Training School, under the management of Mr. E. H. Duval, until his appointment as one of the Provincial School Inspectors. These Teachers consisted of eight young men and twenty young women.

As to the second, the Commercial and Mathematical School under my charge, which had been in successful operation for a long period, and which contained at the time 75 scholars, appeared to me to be well adapted for the purpose of a Model School, and has been used accordingly.

The last requisite, namely, adequate School-room accommodation in a desirable and central locality, was the most difficult to be procured, and was not to be obtained at short notice. It was consequently deemed advisable, temporarily, to remove the

Teachers to my own premises in Coburg Street, where a large School afforded the means of their obtaining considerable practice in the art of imparting instruction in the branches there actually taught, namely, spelling, reading, writing, arithmetic, English grammar, geography, history, book-keeping, geometry, mensuration, land-surveying, navigation, and algebra.

The intellectual improvement of the Teachers themselves was not neglected, and I was at all times willing to render them all the assistance that my duties of teaching and training to teach in the School-room permitted.

The method adopted in affording the Teachers practice in the School-room was chiefly by example. They were first called on to see me instruct the classes, and afterwards to conduct the exercises themselves under my supervision, receiving from me such suggestions from time to time as I deemed necessary.

It must be acknowledged, that what has been hitherto effected in these respects, falls short of what was desirable, and what would be possible under more favourable circumstances.

It may be here stated that our excellent Chief Superintendent and the Honorable Board of Education, have not been inattentive to our wants. New premises are now ready for the opening of the Schools at the commencement of the new year. These will be found to be a great improvement, and to afford facilities for conducting the whole establishment more effectively and satisfactorily.

The prescribed term of attendance on the part of Teachers being short, only twelve weeks, little more has yet been effected than affording them the greatest possible amount of exercise in the School-room, in imparting a knowledge of the branches required by them before admission.

This renders a preparatory examination necessary, in order to prevent an increasing number of ill-qualified Teachers; too many of whom are already said to be engaged in the Schools throughout the country.

None are now admitted but such as are tolerably well versed in the required branches, and who also furnish satisfactory evidence of good intellectual capacity.

This strictness has caused complaints to be made by the rejected candidates or their friends; but such strictness appears to be unavoidable, if any improvement in the class of Teachers is to be effected.

The total number of Teachers and Candidates in attendance since my appointment has been 84, of whom 26 were Males and 58 Females.

Many of these young people have given promise of much future usefulness.

There are other points which I should wish to notice, but I fear that my short experience in connection with the Institution, would not justify me in extending my remarks at the present time.

Statistics of the Provincial Training School, 1858.

Teachers and Candidates.			COUNTIES.															
Males.	Females.	Total number.	York.	Queen's.	King's.	Saint John.	Albert.	Carleton.	Westmorland.	Kent.	Charlotte.	Victoria.	Sunbury.	Northumberland.	Hants, N. S.	Colchester, N. S.	Annapolis, N. S.	Cumberland, N. S.
26	58	84	7	5	24	20	2	6	5	2	2	1	1	1	2	1	1	4

Licenced Teachers in attendance,	....	....	....	45
Candidates,	....	....	....	39
				—84

Natives of New Brunswick,	....	....	....	75
" Nova Scotia,	....	....	....	8
" Ireland,	....	....	....	1
				—84

Baptists,	....	....	....	38
Episcopalians,	....	....	....	17
Methodists,	....	....	....	15
Presbyterians,	....	....	....	7
Roman Catholics,	....	....	....	5
Congregationalists,	....	....	....	2
				—84

Under 20 years of age,	....	....	....	37
Between 20 and 30,	....	....	....	40
" 30 and 40,	....	....	....	5
Above 40,	....	....	....	2
				—84

Model School.

Numbers enrolled,	....	....	....	94
Average attendance,	....	....	....	70

WILLIAM MILLS.

APPENDIX No. 3.

TABLE A.

Abstract of Returns shewing number of Schools and Teachers provided for in March Schedule, 1858.

COUNTIES.	No. of Schools.	TEACHERS.										Provincial Allowances.
		MALES.					FEMALES.					
		CL. ASS.					CL. ASS.					
		1	2	3	Total.	1	2	3	Total.			
Albert,	30	1	1	14	16	5	2	7	14	£342	14	2
Carleton,	61	9	3	19	31	8	1	21	30	763	7	11
Charlotte,	98	7	10	15	32	13	5	48	66	1,100	0	0
Gloucester,	34	1	..	20	21	..	1	12	13	368	2	6
Kent,	45	..	1	25	26	7	..	12	19	494	13	9
King's,	91	6	21	21	48	20	8	15	43	1,163	7	11
Northumberland,	63	3	8	28	39	5	..	19	24	726	0	10
Queen's,	74	12	17	22	51	7	2	14	23	993	1	5½
Restigouche,	20	..	..	16	16	..	..	4	4	212	13	1½
Saint John,	61	14	15	13	42	9	5	7	19	871	2	5
Sunbury,	22	2	5	4	11	2	2	7	11	259	1	3
Victoria,	16	1	..	9	10	1	..	5	6	173	15	0
Westmorland,	96	10	4	42	56	7	3	30	40	1,094	6	8
York,	84	10	21	25	56	9	1	18	28	990	11	1
Totals,	795	76	106	273	455	93	30	217	340	£9,552	18	1

This Table is compiled from Returns forwarded to this Office by the Inspectors under the former Act.

TABLE B.

Statement of Population, Schools, Pupils, Teachers and their compensation, for the Term ending 30th Sept. 1858.

[The Population is based upon the Census of 1851, twenty per cent. being added for probable increase since that time.]

COUNTY OF ALBERT.

PARISHES.	POPULATION.			PUPILS.				TEACHERS.				COMPENSATION.										
	Whole No.	No. between age of 6 and 16.	No. of Schools.	MALE.		FEMALE.		Average attendance.	Trained.	Untrained.	SEX AND CLASS.			Provincial.	Local.							
				Under 16.	Over 16.	Under 16.	Over 16.				Male.	Female.										
	1	2	3	1	2	3	1	2	3	1			2	3								
Alma,	657	180	5	44	10	27	9	47	1	2	...	1	...	1	1	£31	5	0	£36	10	0	
Coverdale,	1,082	314	2	18	...	15	...	25	2	2	...	2	...	22	10	0	27	0	0
Elgin,	897	276	3	42	6	26	4	40	...	3	...	2	...	...	...	40	12	6	48	0	0
Harvey,	1,753	482	8	130	26	116	8	148	7	1	3	1	...	3	...	132	10	0	156	12	6	
Hillsborough,	1,795	515	8	121	10	91	17	131	2	6	...	3	2	...	3	84	7	6	122	14	6	
Hopewell,	1,389	401	8	89	20	91	9	104	5	3	...	2	1	...	2	95	12	6	124	19	5	
Totals,	7,573	2,168	32	444	72	366	47	495	17	15	3	3	7	5	5	£406	17	6	£515	16	5	

COUNTY OF CARLETON.

Brighton,	1,816	488	6	99	8	67	12	93	1	5	1	1	...	2	...	3	£76	5	0	£107	7	6
Kent,	752	202	4	37	8	39	7	56	1	3	1	...	...	...	...	3	44	13	9	68	16	0
Northampton,	726	204	2	27	...	24	5	31	...	2	...	1	...	...	...	1	29	3	4	50	3	4
Richmond,	5,126	1,422	12	206	25	182	30	262	5	7	4	1	4	...	...	3	157	10	0	225	15	0
Woodstock,	1,343	370	6	229	16	270	39	341	8	9	...	2	3	7	1	4	206	17	6	308	4	6
Simonds,	2,224	633	12	189	15	65	11	99	2	4	...	1	4	1	...	...	77	13	4	106	0	0
Wakefield,	1,341	393	1	155	26	125	26	202	4	8	2	1	6	...	...	3	141	18	11	208	7	6
Wicklow,				20	6	18	4	12	...	1	...	...	...	...	...	...	11	5	0	16	10	0
Totals,	13,328	3,712	60	871	104	790	134	1,096	21	39	8	5	21	8	1	17	£745	6	10	£1,091	3	10

COUNTY OF CHARLOTTE.

PARISHES.	POPULATION.			PUPILS.				TEACHERS.				COMPENSATION.			
	Whole No.	No. between age of 6 and 16.	No. of Schools.	MALE.		FEMALE.		Average attendance.	Trained.	Untrained.	SEX AND CLASS.			Provincial.	Local.
				Under 16.	Over 16.	Under 16.	Over 16.				Male.	Female.			
	1,038	329	3	81	67	63	2	1	1	1			1	1	1
Campo Bello,	1,038	329	3	81	67	63	2	1	1	1	1	1	1	1	1
Dumbarton,	2,715	956	5	73	61	87	1	4	1	1	1	1	1	1	1
St. Patrick,	1,424	393	5	61	46	80	2	3	1	1	1	1	1	1	1
Grand Manan,	...	...	3	53	33	68	...	3	...	...	...	...	...	...	...
Lepreaux,	1,465	417	3	12	18	21	1	1	1	1	1	1	1	1	1
Pennfield,	4,692	1,275	16	52	47	42	3	3	3	3	3	3	3	3	3
St. Andrews,	2,017	591	6	268	234	371	5	11	1	1	1	1	1	1	1
St. David,	3,531	1,050	12	101	68	111	3	3	1	1	1	1	1	1	1
St. George,	2,107	610	9	187	25	268	8	4	1	1	1	1	1	1	1
St. James,	3,441	794	24	119	102	134	2	7	...	...	...	...	...	...	...
St. Stephen,	1,500	440	8	532	404	600	9	15	4	2	2	3	13	281	16
West Isles,	23,930	6,855	95	110	73	144	4	4	...	...	...	...	...	95	12
Totals,	14,046	4,167	40	1,649	1,334	1,989	37	58	6	12	19	14	44	£1,068	2
				3,386	155	1,989	37	58	6	12	19	14	44	£1,385	4
				197	33	746	139	1	...	...	...	...	...	£517	13
				197	33	746	139	1	...	...	...	...	...	£517	13

COUNTY OF GLOUCESTER.

Bathurst,	3,495	1,023	14	242	235	287	1	113	1	6	...	7	£153	2	6
Beresford,	2,460	695	12	148	160	200	...	12	...	7	...	5	120	0	0
Cararquet,	2,154	652	2	44	49	50	2	2	...	2	...	...	22	10	0
New Bandon,	1,373	410	9	121	105	159	...	9	...	4	...	5	94	11	8
Inkerman,	2,852	882	1	19	11	14	...	1	...	1	...	...	11	5	0
Saumarez,	1,712	505	1	19	15	20	...	1	...	1	...	...	11	5	0
Shippegan,	...	...	...	14	6	16	...	1	...	1	...	...	11	5	0
Totals,	14,046	4,167	40	607	581	746	139	1	...	22	...	17	£423	19	2
				1,246	33	746	139	1	...	22	...	17	£423	19	2
				25	33	746	139	1	...	22	...	17	£423	19	2
				25	33	746	139	1	...	22	...	17	£423	19	2

COUNTY OF KENT.

Carleton,	2,427	712	2	23	23	35	...	2	...	1	...	1	£20	0	0
Palmerston,	2,330	680	4	50	41	77	1	3	...	2	...	1	45	0	0
Dundas,	3,672	958	5	59	66	93	...	5	...	3	...	2	72	15	7
Richibucto,	2,179	573	8	183	159	241	2	9	...	5	1	4	137	5	10
Weldford,	3,033	880	12	107	100	153	1	7	...	3	1	4	82	10	0
Wellington,	50	9	...	152	166	235	3	9	...	1	4	2	137	7	11
Harcourt,	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Totals,	13,691	3,812	42	574	555	834	7	35	...	118	5	117	£494	19	4
				1,205	45	834	7	35	...	118	5	117	£494	19	4
				31	45	834	7	35	...	118	5	117	£494	19	4
				31	45	834	7	35	...	118	5	117	£494	19	4

COUNTY OF RESTIGOUCHE.

PARISHES.	POPULATION.		No. of Schools.	PUPILS.				TEACHERS.									
	Whole No.	No. between age of 6 and 16.		MALES.		FEMALES.		Trained.	Untrained.	SEX AND CLASS.		COMPENSATION.					
				Under 16.	Over 16.	Under 16.	Over 16.			Male.	Female.	Provincial.	Local.				
														1	2	3	1	2	3
Addington,	1,376	350	2	31	1	19	2	30	2	...	...	£23	4	0	£28	15	0
Colborne,	791	272	5	58	3	66	3	77	5	...	...	57	10	0	78	18	4
Dalhousie,	1,683	615	8	87	12	86	8	130	8	...	...	92	7	11	109	7	8
Durham,	1,045	324	2	26	6	26	3	30	2	...	...	22	10	0	23	0	0
Eldon,	97	35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Totals,	4,992	1,596	17	202	22	197	16	267	17	...	...	£195	11	11	£240	1	0

COUNTY OF SAINT JOHN.

Lancaster,	2,275	577	8	166	8	161	6	181	7	1	4	1	1	2	...	...	£138	2	6	£144	5	0
Portland,	10,115	2,529	14	434	18	226	8	395	10	4	2	6	3	1	1	1	175	14	7	274	18	8
St. John No. 1	27,294	6,717	10	331	11	140	12	291	9	1	5	1	...	2	...	...	129	9	7	261	12	6
St. John No. 2																						
Simonds,	4,110	1,064	15	281	6	141	15	177	6	...	...	2	1	...	...	...	95	0	0	169	3	4
St. Martins,	2,378	678	10	205	13	181	21	251	8	7	3	1	7	...	...	...	173	2	6	207	13	3
Totals,	46,172	11,565	63	1,412	63	935	74	1,466	45	18	18	10	13	6	7	10	£836	17	6	£1,209	1	3

NOTE.—In the City of Saint John and Parish of Portland, there are many Private Schools, some few of which receive support by direct Legislative aid.

COUNTY OF SUNBURY.

Blissville,	1,324	409	8	92	9	87	21	139	4	4	...	...	1	1	2	4	£88	15	0	£121	6	2
Burton,	1,776	561	5	62	2	59	7	99	2	3	1	...	...	...	...	...	53	6	8	64	10	0
Lincoln,	834	288	2	18	1	24	3	26	1	1	...	...	...	...	...	...	35	12	6	40	0	0
Maugerville,	778	228	3	31	2	34	2	39	...	3	...	...	...	...	...	...	25	12	6	30	15	0
Northfield,	1,547	523	1	9	...	5	...	10	1	...	...	...	...	...	...	...	11	9	2	13	15	0
Sheffield,																						
Totals,	6,259	2,009	24	262	21	262	40	377	13	11	2	1	5	5	3	8	£277	10	0	£347	0	2

ABSTRACT OF TABLE B.

COUNTIES.	POPULATION.			PUPILS.				TEACHERS.														
	Whole No.	No. between age of 6 and 16.	No. of Schools.	MALE.		FEMALE.		Average attendance.	Trained.	Untrained.	SEX AND CLASS.		COMPENSATION.									
				Under 16.	Over 16.	Under 16.	Over 16.				Male.	Female.	Provincial.	Local.								
	Whole No. on Register.	Under 16.	Over 16.	Under 16.	Over 16.	1	2	3	1	2					3							
Albert, ..	7,573	2,168	32	444	72	366	47	49517	15	3	3	7	5	5	£406	17	6	£515	16	5		
Carleton, ..	13,328	3,712	60	871	104	790	134	1,096	21	39	8	5	21	8	1	17	745	6	10	1,091	3	10
Charlotte, ..	23,930	6,856	96	1,649	197	1,334	166	1,989	37	58	6	12	19	14	4	40	1,068	2	9	1,395	4	5
Gloucester, ..	14,046	4,167	40	1,246	607	581	33	746	1	39	1	..	22	..	..	..	423	19	2	517	13	9
Ken., ..	13,691	3,812	42	1,206	274	555	46	834	7	35	..	1	18	5	1	17	494	19	4	707	1	3
King's, ..	22,825	6,195	91	1,258	224	1,073	164	1,352	56	35	6	20	27	24	5	9	1,209	7	11	1,440	11	1
Northumberland, ..	18,077	5,056	66	1,037	105	954	101	1,284	16	50	3	8	28	5	..	22	773	2	6	995	14	9
Queen's, ..	12,760	3,192	61	822	132	659	102	951	37	24	13	15	21	5	2	5	814	16	10	1,017	14	4
Restigouche, ..	4,992	1,596	17	202	22	197	16	267	..	17	..	..	12	..	..	5	195	11	11	240	1	0
Saint John, ..	46,172	11,565	63	1,412	63	935	74	1,466	46	18	17	10	13	6	7	10	836	17	6	1,209	1	3
Sunbury, ..	6,259	2,009	24	262	21	262	40	377	13	11	2	1	5	5	3	8	277	10	0	347	0	2
Victoria, ..	6,397	1,841	15	204	24	169	22	278	2	13	1	..	9	1	..	4	176	9	2	251	15	9
Westmorland, ..	21,676	6,032	82	1,233	149	1,005	116	1,405	23	59	10	4	35	8	1	24	956	19	7	1,192	7	0
York, ..	21,151	5,723	74	1,172	123	1,019	125	1,345	38	36	11	19	18	10	1	15	866	5	0	1,339	18	3
Totals, ..	232,777	63,923	762	11,777	1,298	9,889	1,174	13,895	513	449	71	98	355	96	30	202	£9,246	6	0	£12,161	3	3

TABLE C.

Abstract of Superior Schools provided for to the close of the Term ending 30th September 1859.

PARISH.	COUNTY.	PUPILS.				NAME.	Native of.	Rel. Deno.	Ministration.	Avg. Service in Months.	COMPENSATION.					
		Males.		Females.							Provincial.	Local.				
		Under 16.	Over 16.	Under 16.	Over 16.											
		Whole No. on Register.	Under 16.	Over 16.	Average attendance.											
Addington,	Restigouche,	83	53	24	1	62	Scot.	Pres.	26	5½	£34	7	6	£34	7	6
St. John, No. 1,	Saint John,	96	68	18	5	60	Charles H. Tucker,	N. S.	37	5½	34	7	6	89	7	6
St. John, No. 2,	Do.	93	60	17	1	48	Robert Morrison,	N. B.	41	5½	34	7	6	36	13	4
Portland,	Do.	50	44	..	6	..	Robert Aitkin,	Scot.	26	4½	29	13	9	30	0	0
Moncton,	Westmorland,	58	50	..	6	35	Jas. G. M'Curdy,	N. S.	28	5½	34	7	6	37	10	0
Prince William,	York,	27	15	..	11	14	Jos. Barnes, Jr.	Eng.	26	4½	18	15	0	18	15	0
Queensbury,	Do.	43	16	3	22	24	Robert Hallett,	N. B.	46	5½	27	10	0	30	0	0
Totals,		450	306	43	86	15261					£213	8	9	£276	13	4

TABLE D.
Amount drawn on the Superintendent's Schedules for the Fiscal Year ending 31st October 1858.

	COUNTIES.	COMMON SCHOOLS.			SUPERIOR SCHOOLS.	TOTAL.
		Term ending 31st March 1858.	Term ending 30th September 1858.			
		£342 14 2	£406 17 6	...		
763 7 11	745 6 10	...	...	...	1,508 14 9
1,100 0 0	1,068 2 9	...	...	...	2,168 2 9
368 2 6	423 19 2	...	...	...	792 1 8
494 13 9	494 19 4	...	...	...	989 13 1
1,163 7 11	1,209 7 11	...	...	...	2,372 15 10
726 0 10	773 2 6	...	...	...	1,499 3 4
993 1 5½	814 16 10	...	...	...	1,907 18 3½
212 13 1½	195 11 11	...	...	£34 7 6	442 12 6½
871 2 5	836 17 6	...	...	98 8 9	1,806 8 8
259 1 3	277 10 0	...	...	...	536 11 3
173 15 0	176 9 2	...	...	...	350 4 2
1,094 6 8	956 19 7	...	...	34 7 6	2,085 13 9
990 11 1	866 5 0	...	...	46 5 0	1,903 1 1
£9,552 18 1	£9,246 6 0	£213 8 9	£19,012 12 10			

TABLE E.
Amount drawn on the Provincial Treasury for the Parish School Service for the Fiscal Year ending 31st October 1858.

Money paid on Superintendent's Schedules.	Superior Schools.	Special Grants by Legislature.	Salaries of Superintendent and Clerk, Travelling expenses and contingencies of Office.	Salaries of Inspectors.	Salaries of Training Masters and Assistants, Rent and Contingencies.	To Pupil Teachers for Board allowances.	Printing and Publishing 7,000 copies of School Act and Regulations.	TOTAL.
£18,799 4 1	£213 8 9	£438 2 6	£493 15 10	£1262 17 2	£362 8 3	£474 0 0	£50 0 0	£22,123 16 7

TABLE F.

Moneys granted on account of the undermentioned Educational Institutions for the Fiscal Year ending 31st October 1858, shewing from what sources derived.

		Legislative Grant.	Rent of Land.	TOTAL.
King's College—From the Crown,	£1,111 2 0	£1,100 0 0	£350 0 0	£2,561 2 0
Collegiate School—King's College,	350 0 0	...	...	...
Madras Schools, ...	...	400 0 0	...	400 0 0
Wesleyan Academy, ...	...	600 0 0	...	600 0 0
Baptist Seminary, ...	...	250 0 0	...	250 0 0
Mill Town Academy, ...	...	200 0 0	...	200 0 0
Roman Catholic Schools—				
Frederickton, ...	...	150 0 0	...	...
Saint John, ...	...	150 0 0	...	...
Memramcook, ...	...	150 0 0	...	...
Saint Stephen, ...	...	100 0 0	...	...
Saint Andrews, ...	...	75 0 0	...	...
Carleton, ...	...	60 0 0	...	...
Chatham, ...	...	50 0 0	...	...
Woodstock, ...	...	37 10 0	...	...
Portland, ...	...	30 0 0	...	...
Bathurst, ...	...	22 10 0	...	825 0 0
Varley School, ...	...	100 0 0	...	100 0 0
Commercial and Collegiate School, Saint John, (to be apportioned,) ...	...	100 0 0	...	100 0 0
Infant School, Frederickton, ...	...	50 0 0	...	50 0 0
Poor School, do. ...	...	50 0 0	...	50 0 0
Two Free Schools, Saint John, under the Reverend G. Armstrong, ...				
Armstrong, ...	...	50 0 0	...	50 0 0
One Free School, Saint John, under the Reverend W. Armstrong, ...				
Armstrong, ...	...	17 10 0	...	17 10 0
Grammar Schools—				
Albert, ...	...	100 0 0	...	...
Carleton, ...	...	100 0 0	...	...
Charlotte, ...	...	100 0 0	...	...
Gloucester, ...	...	100 0 0	...	...
Kent, ...	...	100 0 0	...	...
King's, ...	...	100 0 0	...	...
Northumberland £150, Newcastle £50, ...	...	200 0 0	...	...
Queen's, ...	...	100 0 0	...	...
Restigouche, ...	...	100 0 0	...	...
Saint John, ...	...	150 0 0	50 0 0	50 0 0
Sunbury, ...	...	100 0 0	...	...
Victoria, ...	...	100 0 0	...	...
Westmorland, ...	...	100 0 0	...	1,450 0 0
Superior School, Sheffield, ...	...	50 0 0	...	...
Do. Chipman, ...	...	30 0 0	...	...
Do. Campbellton, ...	...	50 0 0	...	130 0 0
African School, Saint John, ...	...	75 0 0	...	75 0 0
Free School, Loch Lomond, ...	...	50 0 0	...	50 0 0
		£5,447 10 0	£400 0 0	£6,958 12 0

TABLE G.
Number and Classification of Teachers licenced during the Year 1858.

	Trained Pupil Teachers.										Trained Teachers advanced upon re-examination.				Untrained Teachers.			Whole Number.	
	MALE.					FEMALE.					Male.	Female.	Male.	Female.	Male.	Female.	TOTAL.		
	Class.		Total.	Class.		Total.	1	2	3	Total.								1	2	3	Total.	Male.	Female.	TOTAL.
	1	2		3	Total.						1	2	3	Total.					
137 Winter,	1	...	...	1	7	1	6	14	15	...	...	...	26	31	57	27	45	72
Spring,	...	3	2	5	12	8	6	26	31	...	1	...	16	18	34	21	44	65	
Summer,	2	4	4	10	9	3	8	20	30	3	...	...	...	...	...	10	20	30
Autumn,	...	3	...	3	5	4	6	15	18	...	...	...	2	6	8	5	21	26
Totals,	3	10	6	19	33	16	26	75	94	3	1	...	44	55	99	63	130	193	

NOTE.—The Licences to Untrained Teachers during the Year were, with three exceptions, granted upon the Certificates of the County Inspectors acting under the former Law.

PROVINCIAL PARISH SCHOOL BOOK ACCOUNT FOR 1858.

AGENTS.		PLACE.	Amount at debit of Agents on 31st Dec. '57.	Supplies, 1858, Chubb & Co.	Amount of Sales.	Commission and Expenses.	REMARKS.	Amount paid to Chief Superintendent.	Amount at debit of Agents, 31st Dec. '58.
NAME.	WOODSTOCK.								
Baird, W. T.	Woodstock,		£85 15 8	£26 2 6	..	£2 8 10	..	£109 9 4½	
Beek, Henry S.	Late of Fredericton,		1 0 3	..	..	..	..	0 3
Beveridge, Benjamin	Ardover,		40 11 9	3 15 0	£12 0 0	1 4 0	£10 16 0	32 6 9	
Bonnell, W. E.	Gagetown,		28 0 10½	9 13 3	11 5 6	1 5 6	10 0 0	21 8 7½	
Calhoun, George a.	Hopewell,		54 10 6	..	..	..	..	54 10 6
Clinch, Patrick	St. Andrews,		..	6 16 9	..	2 14 1	..	5 0 0	
Colpitts, John b.	Elgin,		54 8 1½	..	..	..	..	54 8 1½
Foster, Samuel	Kingston,		48 9 10½	..	3 16 4½	0 7 3	3 9 1½	44 13 6	
Hill & Robinson,	St. Stephen,		29 12 3	22 1 3	29 19 10	3 7 4	26 12 6	21 13 8	
Howe, Davis P.	Chatham,		115 1 7	..	..	..	..	69 1 4
Johnston, Abraham b.	Studholm,		18 17 6	..	..	..	..	13 17 6
Lochary, Neil	St. Andrews,		9 12 4½	..	..	..	..	c 9 12 4½
Miller, Robert T.	Douglstown,		3 5 0	..	1 7 6	0 2 6	1 5 0	1 17 6	
Miller, Samuel R.	Fredericton,		42 0 3	39 12 6	12 15 4	1 5 6	11 9 10	86 14 6	
McCurdy, J. G.	Moncton,		..	..	..	..	..	31 8 6
Napier, William	Gloucester,		30 19 3½	13 15 0	14 14 3½	3 11 3½	11 3 0	30 0 0	
Pierce, J. A.	Chatham,		..	..	..	..	..	59 13 0
Robb, Alexander	Dorchester,		120 13 3½	..	2 14 1½	0 5 1½	2 9 0	117 16 2	
Sargeant, Moses.	Newcastle,		164 11 8	..	9 8 9½	0 18 2	8 10 7½	143 12 10½	
Seelye, A. Estate of	Oromocto,		11 13 2½	..	..	..	..	11 13 2
Smith, W. S.	Dalhousie,		8 5 6½	..	2 10 2	0 5 2	2 5 0	6 14 1½	
Tayte, Anthony B.	St. George,		13 14 9	..	2 15 11	0 5 11	2 10 0	10 18 10	
Wark, Robert	Richibucto,		50 12 6	22 11 3	19 11 0	2 3 6	17 7 6	53 12 9	
White, Gilbert	Belleisle,		6 17 6	..	..	..	..	..
			£928 11 6	£144 7 6	£122 18 10	£20 4 2	£112 17 7	£917 8 10	

a This Account is subject to considerable revision. b Have written to this Agent, but as yet have received no reply. c This amount supposed to be lost to the Fund.

NOTE.—For reasons before given, it is impossible to give any thing like an accurate statement of the real condition of this Fund; it is however, evident, that a large portion of the Assets and Balances set forth on page 92 of last year's Report will not be available to the Department. Several sums are lost by the failure of parties; others are disputed; and there is likewise a great deal of dead Stock in the hands of the Agents. Th; most careful enquiries into all the Accounts are being made, and the result, as soon as ascertained, will be submitted to the proper Audit.

FISHERIES ON THE RIVER SAINT LAWRENCE.

Communication from R. Nettle, Esquire, relative to the Fisheries, &c.

(Copy)

Office of the Superintendent of Fisheries, Lower Canada,
Quebec, 21st January, 1859.

The Honorable Provincial Secretary, &c. &c. &c., New Brunswick,

SIR,—I have the honor to transmit sundry documents relative to our Canadian Fisheries, which may perhaps prove useful as references.

Having lately made an official visit to the Restigouche, and as it is in part the boundary between the two Provinces, I would desire to ask, Would it not be advisable that the Salmon Fishery Laws of both places should be assimilated? A joint jurisdiction of the Magistracy, and other officials would, it appears to me, be very desirable, for it is a great evil that so valuable a River should be wantonly destroyed for want of a little judicious management.

By the accompanying papers you will perceive, that we are about to lease and license our Salmon Fisheries, not only because they will yield a revenue, but that by so doing, they will be protected and renovated.

I am aware that the Government of New Brunswick have appointed an Overseer or Warden for the protection of the Restigouche; but if I am correctly informed, the appointment is neutralized, from the fact that the salary is only to be paid when it is certified that the County Council have provided a like sum, and which I believe they object to do, the law not being compulsory.

No one will deny the necessity of some stringent measures if the Salmon Fisheries are to be preserved, nor is it enough only to enact laws; nor should the cost of protection be a charge upon the Revenue of the Province, at least, only for a short time.

You will pardon me if I venture to suggest the only true remedy: it is to lease and license the whole of the Salmon Fisheries, not only those that flow through Crown Domain, but all Nets that may be used; even though the charge for lease or license be only (for the first year or two) sufficient to meet the expense of an efficient protection.

It is obvious, that if by a proper protection a fishery be made to yield 100 barrels of fish, where without protection it yields but 50 barrels, the owner of the fishery being the party directly benefited, ought not only not to object, but ought to be glad to pay his portion towards the maintenance for such protection.

An earnest desire to see the Salmon Fisheries of both sections of country properly developed must be my apology for this long letter; and I beg to assure you that I shall be happy at all times to render any assistance in my power in the matter pertaining to my office.

I have the honor to be, Sir, your obedient humble servant,

(Signed)

RICHARD NETTLE,
Superintendent of Fisheries, L. C.

P. S.—The Tay Salmon Fisheries yield a revenue of upwards of £18,000 per annum. The River is a mere mill pond compared to the Restigouche. Several other Rivers yield from £1000 to £10,000 per annum.

Our Fishery Act will be *yet* amended the next Session.

Regulations for salmon and Sea Trout Fisheries in Lower Canada.

CROWN LANDS DEPARTMENT—FISHERIES,

Toronto, 20th December, 1858.

Pursuant to certain provisions of the Statute 22nd Victoria, Chapter 86, the Governor General in Council has been pleased to adopt the following Regulations for Salmon and Sea-Trout Fisheries in Lower Canada.

By-Law A.—In agreement with the intent and meaning of the 4th and 7th Sections of the Fishery Act, it is hereby declared that, henceforth the Crown, for all practical purposes, resumes and re-enters formally into possession of all fishing stations for Salmon and Sea-Trout appertaining thereto, in Lower Canada, and that no claim by priority or by reason of past occupation of any of these places shall hereinafter exist, and that any party or parties continuing to occupy and use any net-fishery for Salmon or Sea-Trout without obtaining Lease or License therefor under authority from the Crown, shall, after previous notice, become liable to such pains and penalties as are imposed by the aforesaid Act,—saving, moreover, all other recourse in like cases provided by law.

B.—Neither stake-nets, drift-nets, gill-nets, float or stell-nets, scoop-nets, seines, weirs, nor other self-acting machine whatsoever, shall be used within the *course* of any river or stream frequented chiefly by Salmon and Sea-Trout, at a greater distance from the mouth thereof than the usual mark of tidal floods, or inside of such other actual limit as may be assigned in the field to each Estuary Holding by the Superintendent of Fisheries for Lower Canada, or by the Stipendiary Magistrate in charge of the Government Vessel for the protection of Fisheries.

C.—All nets, or other lawful appliances for the capture of Salmon and Sea-Trout, shall be placed within the estuary fishings at distances of not less than 200 yards apart, the interval so designated to mean along either side of the stream, and such measurement to leave the space clear from any net on one side to another net upon the opposite shore, without separate intermediate nets, or other device, being set anywhere therein.

D.—The Superintendent of Fisheries for Lower Canada, or the Stipendiary Magistrate in command of the Government Vessel for the protection of Fisheries, may prescribe, either by written or published instruction, or on sight, the open space between nets to be set in bays and elsewhere along the coast.

E.—At the outside of the chamber and in the pound of every set or stake-net for the capture of Salmon and Sea-Trout, there shall be maintained a flap or “door” at least ten inches square, which must be left open, affording free egress and passage to Salmon and Trout, from sundown on Saturdays until sunrise on Mondays.

F.—All other persons are forbidden to take fish of any kind, and in any manner within limits covered by Leases or Licenses from the Crown, except by special permission of the Lessees or Licentiatees.

G.—The fishing for, taking, and killing of any Salmon or Sea-Trout by aid of torch-light or other artificial light, and by means of spears, harpoon (négog,) jigger-hooks, or grapnel, is hereby absolutely forbidden.

H.

H.—Indians may, for their own bona fide use and consumption, fish for, catch or kill Salmon and Trout by such means as are next above prohibited during the months of May, June, and July, but only upon waters not then leased, licenced, or reserved by the Crown; provided always that each and every Indian thus exempted shall be at all times forbidden to sell, barter, or give away any Salmon and Trout so captured or killed in the manner hereinbefore described.

I.—The receipt, gift, purchase, sale, and possession by any person or persons other than Indians of any Salmon or Trout which may have been speared or taken as aforesaid, shall be punishable according to law; and every fish so found or had in violation of this Rule, shall become forfeited and disposable as the law directs.

J.—No fishing shall be allowed in any water set apart by the Crown for purposes of natural or artificial breeding of Salmon and Trout, except under express sanction from the Superintendent of Fisheries for Lower Canada.

K.—Hereafter no slabs or edgings or other mill rubbish, shall be drifted awaste, or be suffered to drift awaste, into any Salmon and Sea-Trout Rivers or streams in Lower Canada.

L.—For any breach of the foregoing Regulations, the penalty attached shall be as declared in the 42nd Section of the Statute 22nd Victoria, Chapter 86.

The publication of the present Bye Laws in both the French and English languages in the Official Gazette, shall be sufficient notice to give legal effect.

P. M. VANKOUGHNET, *Commissioner.*

Crown Lands Department, Toronto, 14th January, 1859.

The Superintendent of Fisheries for Lower Canada is empowered to grant Season Licenses, covering a period from 1st May to 30th July in each year, for the exclusive occupation of inferior coast fishing stations for Salmon and Sea-Trout, on Crown properties situate upon the River Saint Lawrence and its Tributaries in Lower Canada, at discretionary rentals.

All persons desirous of obtaining License should make application to the Superintendent at Quebec, describing the locality and the extent of fishery limit required, also the rent offered for the use of such privileges thereupon.

P. M. VANKOUGHNET, *Commissioner.*

SALMON AND SEA-TROUT FISHERIES OF LOWER CANADA.

The following List includes the principal Salmon Rivers and Sea-Trout Streams which discharge into the Saint Lawrence and Saguenay Rivers, along the northeast or Labrador coast, between the Province boundary eastwards (Blanc Sablon), and the River Jacques Cartier, above Quebec; also those emptying upon the south or eastern shore of the Saint Lawrence, and others flowing easterly into the Bay of Chaleurs,—emphasising the Crown Rivers now open to public sale, and so mentioned in the accompanying advertisement.

In addition there are many other bay, cove and inlet stations along these extensive coasts, but which are disposable chiefly as sedentary Net-Fishings for Salmon and Trout.

The immediate expiry of the Lease of that vast Territory commonly known as "The King's Posts," opens up to public competition numerous valuable Coast Fisheries (such as Tadousac, Seven Islands, &c.), besides many famous Salmon Rivers and Sea-Trout Streams, and renders disposable certain Commodious Building Establishments long occupied as Fur Trading Posts, by the Honorable Hudson's Bay Company, at the mouths of the most important of these fine Rivers.

NAMES OF RIVERS.	REMARKS.
Esquimaux,	Fine Salmon River. Formerly yielding 52,500 Salmon each season.
Corkewetpeeche, Ste. Augustine, Sheep Bay, Little Meccatina,	Neighbouring stream. Contains steady run of Salmon. Well supplied with Salmon. Considerable size. Good Salmon fishery station. Discharges large body of water by several channels. Fine Salmon River.
Netagamu,	Large, deep stream. High Falls inside. Swarms of trout. Salmon ascending it only to the Falls.
Napetetepee, Etamamu, Coacoacho, Romaine,	Empties into spacious bay. Abounds with Salmon. Celebrated for its Salmon fishery. Discharges into fine basin. Good Salmon river. Large, but shoal stream. Salmon abound. Is remarkable for a rare, beautiful, and flavorful quality of white or silver Trout.
<i>Musquarro,</i>	Bold, rapid river. Affords fine Salmon fishing with fly. Good net fishery station.
Kegashka,	Salmon abundant—steep rapids impeding their ascent.—Fishery in bay.
<i>Gt. Natashquan,</i> Agwanish,	Famous stream. Salmon of finest kind and numerous. Large stream. Good Salmon fishery location. (N. E. bound of "Lordship of Mingan.")
Pashasheeboo, Mingan,	Tolerable size. Fair fishery. Excellent net and fly fishing for Salmon. Pools always hold a heavy run of large fish.
Manitou, Saint John, Magpie, Saw Bill, Manitou,	Branch of the Mingan, equally good and well known. Very large stream. Splendid Salmon fishery. Tolerably good fishery for Salmon. Rapid little river. Considerable stream. Chiefly net fishery. Large—obstructed by perpendicular fall. At its mouth both Salmon and Trout resort.
<i>Moisic,</i>	Noted for numbers of weighty Salmon. Extensive and lucrative net fishery. Fine fly fishing.
<i>Ste. Marguerite, (en bas)</i> <i>Pentecost,</i>	Excellent river for Salmon and Trout. Full, swift stream, much frequented by Salmon. Stationary fisheries at the mouth.

<i>Trinity (Bay)</i>	Favorite river. Salmon and Trout fishing, for net and rod.
<i>Goodbout,</i>	Fine Salmon river, widely known as such. The net fishery in its tide water and adjacent bay is very productive.
<i>English,</i>	Empties into deep cove. Salmon fishery. Plenty of Trout.
<i>Bersimis,</i>	Immense stream, and has many tributaries. Scenery interesting. Abounds with largest sized Salmon. They do not affect the fly except on the waters of its branches.
<i>Nipimewecaw'nan,</i>	Tributary of Bersimis. Fairy like stream. Falls 9 miles inside. Exquisite fly fishing.
<i>Jeremie,</i>	Small. Trout only. For trading post, chiefly.
<i>Colombier,</i>	Good Salmon fishery.
<i>Plover,</i>	Do.
<i>Blanche,</i>	Do.
<i>Laval,</i>	Picturesque and wild river, alternating with gentle rapids and deep narrow pools. Besides valuable net fishery, it affords abundant Salmon and Trout fishing.
<i>Sault De Cochon,</i>	Steep falls hinder ascent of Salmon. Famous for Trout fishing along the estuary border.
<i>Portneuf,</i>	Pleasant stream to fish with fly. Up to the first falls swarms with Trout. For several miles higher up is frequented by Salmon. Net fishery station along the tide way.
<i>Grand Escoumain,</i>	Once famous for Salmon. Mill dam has now an artificial fishway. Fine net fishery for Salmon in bay.
<i>G. Bergeronne,</i>	Good Trout stream.
<i>L. Bergeronne,</i>	Fair Salmon and Trout river. (Both the Bergeronne Rivers are within few miles of Saguenay and Tadousac.)
<i>St. Margaret, (en haut)</i>	Large tributary of river Saguenay. Fine Salmon fishing for both net and fly.—Trout abundant.
<i>L. Saguenay,</i>	Considerable stream, affording tolerable rod and good net fishing. Mill dam inside, not in use.
<i>St. Johns, (en haut)</i>	Do.
<i>Black, or Salmon,</i>	Formerly good fishery.
<i>Murray,</i>	Flows down beautiful valley. Yields Salmon.
<i>Du Gouffre,</i>	Much deteriorated.
<i>Ste. Anne,</i>	Pretty river, and latterly has afforded fair Salmon fishing just below the chute.
<i>Montmorenci,</i>	Cataract at mouth. The upper water swarms with (river) Trout.
<i>Jacques Cartier,</i>	Excellent Salmon stream.
<i>Du Sud,</i>	Promises to become again a good Salmon river. Mill dam and fishway.
<i>Ouelle,</i>	Well stocked with Salmon. Mill dam broken up.
<i>G. Mitis,</i>	Large stream. Has dam.
<i>Matanne,</i>	Fine Salmon river. Dam, and Salmon pass in course of erection.
<i>St. Ann,</i>	Formerly good. Now few Salmon taken. Mill dam across.
<i>Mount Louis,</i>	Important stream. More noted of recent seasons for sea Trout than Salmon.

Magdelane,	Salmon river, clear.		
Dartmouth,	First class stream, flowing into Gaspé basin.	Abounds with	
	Salmon.		
York,	Do.	do.	do.
St. Johns, (<i>du sud</i>)	Do.	do.	do.
Grand,	Fine Salmon fishery. Mill above.		
G. Pabos,	Salmon fishery. Superior station.		
G. Bonaventure,	Large and valuable stream. Many tributaries.	Abounding	
	with Salmon.		
Cascapediacs,	Both the little and great Cascapediacs yield high numbers of		
	Salmon.		
Nouvelle,	Good Salmon fishery in bay.		
Matapediac,	Considerable magnitude, and abounds with Salmon.		
Restigouche,	Noble river. Has fine tributary streams. Salmon frequent		
	it in large numbers, and of heavy weight. Head of Bay		
	Chaleurs.		
Patapediac,	Branch of Restigouche. Salmon ascend it about 40 miles.		
Mistouche,	Feeder of Restigouche. Salmon River.		

ADDENDA.—Nearly all of the Rivers described in the foregoing Schedule are tidal streams, and most of them have stationary Salmon and Trout fisheries within the émbouchure, and at bays, coves and inlets on either sides. Those upon the north shore of the St. Lawrence descend out of wild, rocky and mountainous country.

Most of these streams, with their numerous tributaries, and the large lakes at the head of each branch, present every variety of River and Lake adapted to the breeding and feeding of fish.

Where there are mill dams it is specially so noted. None elsewhere.

The names of certain Rivers at present advertised for sale are printed in italics.

The True Salmon (*Salmo Solar*), and the Tide Trout (*Salmo Trutta Marina*), are herein mentioned.

The Grand Trunk Railway, now in operation to St. Thomas, will be opened next autumn to River du Loup, 110 miles below Quebec. Passenger steamboats ply between Quebec and the Saguenay.

Synopsis of the Laws and By-Laws now in force in Lower Canada, having especial reference to the preservation and regulation of Salmon and Trout Fisheries.

ACT 22ND VICTORIA, CHAPTER 86.

Section 4. The Governor in Council to grant special Fishing Leases and Licences; and make all needful or expedient regulations for management and disposal of Fisheries.

5. General Superintendent and Local Overseers to be appointed, and paid by the Government, for each Province.

8. The Government may set apart any waters for natural or artificial propagation of Salmon and Trout.

24. The open season for Salmon fishery limited betwixt 1st March and 1st August. Fly surface fishing extended to 1st September. Exception in procuring spawn for scientific purposes.

25. Spawning pools of Salmon protected against all fishing.

26. Nets and fishing apparatus shall not obstruct the main channel or course of any river; and such channel or course shall be at least one third of the whole breadth of a river.

27. Owners of dams must attach fishways thereto.

28. All parties concerned in breach of 24th Section, become liable to fine or imprisonment.

29. The meshes of Salmon nets must measure five inches in extension from knot to knot.

31. Trout fishing illegal between 20th October and 1st February.

33. Netting for Trout in any Lake or Stream prohibited, except upon the River St. Lawrence.

36. Purchase, sale, or possession, during prohibited seasons, of any Salmon or Trout, made a punishable offence.

REGULATIONS UNDER ORDER IN COUNCIL.

By-Law A.—Parties forbidden to occupy Salmon or Sea Trout fishery stations without Lease or License from the Crown.

B.—The use of nets confined to the brackish waters within the estuary tide-way; and forbidden upon the fresh water stream above confluence of tide.

C.—All nets, &c., to be set no less than 200 yards apart.

E.—No other fishing whatever allowed over limits covered by exclusive Leases or Licenses from the Crown, except by express consent of lessees or licentiates.

F.—Prohibits capture of Salmon or Sea Trout by torchlight, and with leister or spear.

H.—The receipt, gift, purchase, sale and possession of speared Salmon or Trout declared illegal.

J.—No mill rubbish to be drifted awaste in any Salmon or Sea-Trout river.

Appropriate penalties of fine or imprisonment, with forfeiture of materials and fish, are provided by law for the contravention of the several preceding Sections and By-Laws.

Also, effective and summary modes of proceeding are laid down for recovery of the same.

*Crown Lands Department, Fisheries,
Toronto, December, 1858.*

INDEX.

22^o Victoria—Third Session of the Eighteenth General Assembly.

ADDRESS to Her Majesty, In reference to Reciprocity in Trade and Registry of Vessels. Resolution sent up from Assembly, 715 ; referred to Committee of House, 715 ; agree to join, 722 ; Committee to prepare, 726 ; Address,	768
ADDRESSES to His Excellency, On the subject of the Federal Union of the Provinces, 665 ; Report of Committee, On subject of European and North American Railway, 712 ; Report of Committee on,	666 713
APPENDIX, Report of the Railway Commissioners for the year 1858, Supplement to Report of Railway Commissioners, Report of Evidence taken before Railway Committee, Report of Chief Commissioner of Public Works, Report of the Postmaster General of New Brunswick, Report of the Chief Superintendent on Parish Schools, &c. Fisheries on the River Saint Lawrence,	783 889 952 1031 1077 1116 1155
ABSENCE, Leave of, 615, 648, 652, 663, 666, 685,	724
BANKS & COMPANIES, Returns of, Charlotte County Bank, Westmorland Bank, Bank of British North America, Bank of New Brunswick, Commercial Bank of New Brunswick, New Brunswick Marine Assurance Company, Saint John Fire Insurance Company, Saint Stephen's Bank, Central Bank,	655 656 658 659 659 660 661 686 691
BANKS, Resolution in reference to,	760
BILLS assented to,	721, 778
BILLS originating in Legislative Council, To declare the Law relating to Sales of Lands under Executions. Read first time, 664 ; second time, 665 ; committed, reported, 690 ; read third time and passed, sent to Assembly, To amend Act relating to Intestate Estates. Read first time, 664 ; second time, 665 ; committed, report- ed, 690 ; read third time and passed, and sent to Assembly, 694 ; returned concurred in with amend- ments, 771 ; agreed to, To exempt Homesteads, &c. from sale under Executions. Read first time, 707 ; second time, 708 ; com- mitted, progress, 725 ; committed, postponed till next Session of Legislature, To amend Chapter 107, Title xxviii, of Revised Statutes, "Of the Church of England." Read first and second times, 761 ; committed, reported, read third time and passed,	694 771 752 763
BILLS sent up from Assembly, To authorize Trustees of Saint Andrew's Church, Saint John, to sell Lands, &c. Read first and second times, 648 ; committed, reported, 650 ; read third time and passed, In addition to and amendment of Act relating to Co-Partnerships. Read first time, 649 ; second time, 650 ; committed, progress, 652 ; committed, amended, reported, 653 ; read third time and passed, To incorporate the Lepreaux Manufacturing Company. Read first time, 649 ; second time, 650 ; Com- mittee on Corporations, 650 ; Report of, 681 ; committed, progress, 683 ; recommitted, progress, 684 ; recommitted, amended, reported, 697 ; read third time and passed, 705 ; concurred in, To authorize Rector, Church Wardens, and Vestry of Saint Paul's Church, in Grand Manan, to sell, &c. Read first time, 649 ; second time, 650 ; committed, progress, 651 ; recommitted, progress, 708 ; re- committed, reported, 713 ; read third time and passed, To establish additional Polling Places in King's County. Read first time, 650 ; second time, 651 ; com- mitted, reported, 653 ; read third time and passed, To amend the Act relating to Public Burial Grounds in Parish of Saint Stephen. Read first time, 650 ; second time, 651 ; committed, progress, 668 ; postponed for three months,	651 654 713 714 654 680

BILLS sent up from Assembly—*Continued.*

To amend Act to authorize Draining of German Town Lake. Read first and second times, 652; committed, reported, 654; read third time and passed,	654
Relating to Attorneys. Read first and second times, 652; committed, progress, 666; recommitted, <i>postponed for three months</i> ,	681
Relating to the Great Roads. Read first and second times, 664; committed, progress, 666; committed, reported, 667; read third time and passed,	669
To divide the Parish of Nelson, &c. Read first time, 665; second time, 666; committed, progress, 668; recommitted, reported, 680; read third time and passed,	683
To establish Mark's Street in Saint Stephen, &c. Read first and second times, 667; committed, reported, 669; read third time and passed,	681
For incorporation of Presbyterian Synod, &c. Read first and second times, Committee on Corporations, 668; Report of, 681; committed, progress, 682; recommitted, progress, 695; recommitted, amended, reported, 696; read third time and passed, 705; concurred in,	712
Further to alter and amend Act to incorporate Saint John Gas Light Company. Read first and second times, Committee on Corporations, 668; Report of, 681; committed, progress, 682; recommitted, amended, reported, 684; read third time and passed, 688; concurred in,	706
To repeal Act to provide for Poor in Northumberland. Read first time, 680; second time, 682; committed, reported, read third time and passed,	684
To regulate certain Taxes on non-Residents on Island Property in River Saint John. Read first time, 681; second time, 684; <i>postponed for three months</i> ,	706
To amend Diocesan Church Society Act of Incorporation. Read first time, 682; second time, 684; committed, reported,	690
To regulate Circuit Courts, &c. Read first time, 682; second time, 684; committed, reported, 685; read third time and passed,	688
To alter and amend Chapter 62, Title viii, of Revised Statutes. Read first time, 683; second time, 684; committed, progress, 686; recommitted, progress, 696; recommitted, reported, 707; read time and passed,	708
In amendment of Chapter 116, Title xxx, &c. Read first time, 688; second time, committed, amended, reported, 689; read third time and passed, 694; concurred in,	706
To alter and amend Section 2, Chapter 43, Title vi, &c. Read first time, 691; second time, 695; committed, <i>postponed for three months</i> ,	707
To alter the time for holding the Inferior Court of Common Pleas, &c. for York and Sunbury. Read first time, 713; second time, 714; committed, progress, 720; recommitted, reported, 722; read third time and passed,	723
To incorporate the Victoria Suspension Bridge Company. Read first and second times, Committee on Corporations, 713; Report of Committee, progress, 723; recommitted, progress, 734; <i>postponed for three months</i> ,	743
Imposing Duties for raising a Revenue. Read first and second times, 713; committed, reported, read third time and passed,	714
To provide for the Civil Government. Read first time, 714; second time, 720; committed, reported, 723; read third time and passed,	725
To provide for Repairs of Roads and Bridges. Read first time, 714; second time, 720; committed, reported, read third time and passed,	725
To amend the Act to incorporate Moncton. Read first and second times, Committee on Corporations, 721; committed, reported, 722; read third time and passed,	723
To place certain Public Buildings under control of Board of Works. Read first time, 721; second time, 722; committed, reported, 724; read third time and passed,	725
To divide the Parish of Brighton, County of Carleton. Read first time, 724; second time, 725; committed, progress, 736; recommitted, amended, reported, 737; read third time and passed,	739
To repeal Insolvent Debtor's Law. Read first time, 724; second time, 725; committed, reported, 731; read third time and passed,	733
To provide for support of Lunatics. Read first time, 724; second time, 725; committed, progress, 736; recommitted, amended, reported, 749; read third time and passed,	751
Relating to the Law of Evidence. Read first and second times, 730; committed, progress, 736; recommitted, reported, read third time and passed,	742
To extend jurisdiction of Police Magistrate, Saint John. Read first time, 731; second time, 734; committed, progress, 736; recommitted, reported, read third time and passed,	744
To enlarge jurisdiction of City Court, Saint John. Read first time, 731; second time, 734; committed, reported, 747; read third time and passed,	748
In addition to and in amendment of Law relating to Street from Church Street to Princess Street, Saint John. Read first time, 731; second time, 734; <i>postponed for three months</i> ,	744
To extend provisions of Sewerage Bill of Westmorland to Berrage Point Marsh, &c. Read first time, 731; second time, 734; committed, amended, reported, 738; read third time and passed	739
To alter Polling Places in Queen's County. Read first time, 734; second time, 734; committed, reported,	744

BILLS sent up from Assembly - Continued.

To regulate practice of Medicine and Surgery. Read first and second times, Committee on Corporations, 734; Report of, 738; committed, progress, 738; recommitted, amended, reported, 740; read third time and passed,	741
To exempt Ministers of Religion from Taxes. Read first time, 735; second time, 737; committed, <i>postponed for three months</i> ,	741
To alter and amend Chapter 125, Title xxxiv, of Revised Statutes "Of Absconding Debtors, &c." Read first time, 735; second time, 737; committed, progress, 744; recommitted, amended, reported, 746; read third time and passed,	748
To regulate sale of Glebe and Church Lands, &c. Read first time, 738; second time, 740; committed, reported, 741; read third time and passed,	742
Relating to Boundary Line between Nova Scotia and New Brunswick. Read first time, 738; second time, 740; committed, reported, read third time and passed,	744
To amend Chapter 133, Title xxxiv, of Revised Statutes, "Of Trespasses on wild Lands." Read first time, 739; second time, 740; committed, progress, 742; recommitted, amended, reported, 745; read third time and passed,	748
Relating to Law Library. Read first time, 741; second time, 742; committed, reported, 747; read third time and passed,	748
For encouragement of Agriculture, &c. Read first time, 741; second time, 742; committed, reported, read third time and passed,	746
To alter and amend Act for destruction of Bears. Read first and second times, 743; read third time and passed,	751
To explain Chapter 59, Title x, of the Revised Statutes, "Of Commissioners of Sewers for Sackville." Read first and second times, 743; read third time and passed,	751
To alter and amend Co-Partnership Act. Read first and second times, 743; committed, <i>postponed for three months</i> ,	750
To enable Dorchester Olive Freestone Company to hold property, &c. Read first time, 748; second time, 751; committed, amended, reported, 754; read third time and passed,	758
To authorize Justices of the Peace, Saint John, to raise money for Alms House, &c. Read first time, 749; second time, 750; committed, reported, 750; read third time and passed,	750
To erect a separate Parish in King's County. Read first time, 749; second time, 752; committed, progress, 755; recommitted, reported, read third time and passed,	758
To alter and amend Act relating to Highways. Read first time, 749; second time, 752; committed, progress, 753; recommitted, amended, reported, 755; read third time and passed,	758
To authorize Trustees of Victoria College, Saint John, to wind up affairs. Read first time, 749; second time, 750; committed, progress, 751; recommitted, progress, 752; recommitted, progress, read third time and passed,	759
To recover damages against Commissioners of the British and North American Railway Company. Read first time, 749; second time, 750; committed, reported, 752; read third time and passed,	753
To authorize extension of King's Street, Saint John, &c. Read first time, 752; second time, 753; committed, reported, read third time and passed,	756
To amend Act to incorporate the City of Fredericton. Read first and second times, committed, progress, 753; committed, amended, reported, read third time and passed,	756
Relating to Sick and Disabled Seamen. Read first and second times, 754; committed, reported, read third time and passed,	755
For establishing Police Force in Chatham, &c. Read first and second times, 757; committed, reported, read third time and passed,	765
In addition to and amendment of Bill relating to Canterbury Street, Saint John. Read first and second times, 757; committed, reported, read third time and passed,	758
To regulate the time of holding Circuit Courts in Sunbury, Kent, and Saint John. Read first and second times, 757; committed, progress, 759; recommitted, reported, read third time and passed,	763
To revive and continue Act relating to Streets and Squares in Saint John. Read first and second times, 757; committed, reported, read third time and passed,	759
To authorize Episcopal Roman Catholic Corporation to sell land, &c. Read first and second times, 758; committed, reported, read third time and passed,	764
To incorporate the Caledonia Asphaltic Mining and Manufacturing Company. Read first and second times, Committee on Corporations, 761; Report of, 764; committed, amended, reported, read third time and passed,	762
Relating to Acts for sale of Spirituous Liquors. Read first and second times, 761; committed, reported, read third time and passed,	764
In amendment of Chapter 137, Title xxxvii, of the Revised Statutes, "Of the jurisdiction of Justices in Civil Suits." Read first and second times, 762; committed, reported, read third time and passed,	765
Relating to certain Islands in River Saint John. Read first and second times, 762; committed, progress,	764
To modify the Law relating to Interest and Usury. Read first and second times, 762; committed, progress, 763; recommitted, reported, read third time and passed,	765

BILLS sent up from Assembly—*Continued.*

To authorize the widening of Harding Street, in Saint John. Read first and second times, 762; committed, progress, 765; recommitted, reported, read third time and passed,	767
To alter and amend Act to incorporate the City of Fredericton. Read first and second times, committed, reported, read third time and passed,	766
Relating to the settlement and support of the Poor of the Province. Read first and second times, 766; committed, progress, 770; recommitted, <i>postponed to the next Session of the Legislature.</i>	772
Relating to the levying, assessing, and collecting of Rates in the City of Saint John. Read first and second times, committed, progress, 769; recommitted, reported, read third time and passed,	770
In addition to the Act relating to the Police Force in Saint John. Read first and second times, committed, reported, read third time and passed,	770
To incorporate Caledonia Mining Company. Read first and second times, 771; referred to Select Committee, 772; committed, reported, read third time and passed,	772
To amend an Act relating to Highways. Read first and second times, committed, reported, read third time and passed,	773
To establish the University of New Brunswick. Read first and second times, committed, reported, read third time and passed,	773
To amend Revised Statutes, Title vi, "Of Municipalities." Read first and second times, committed, <i>postponed for three months,</i>	774
To continue and amend the Laws relating to Steam Navigation. Read first and second times, committed, reported, read third time and passed,	774
To provide towards the expense of Cape Race Light. Read first and second times, committed, reported, read third time and passed,	775
BROOKE, The Rev. J. M., D. D. Appointment of, as Chaplain to the House,	613
CLERK of Legislative Council, Leave of absence granted to,	667
COMMITTEES, Special, On the subject of Reporting and Publishing Debates of the House, 613; Report of, To examine and report upon Bills relating to Corporations, appointed, 648; Reports of, 680, 722, 738, 764, To report, &c. on European and North American Railway, 651: Report of, On the subject of the Fisheries, 664; Report of, To examine and report on Contingencies, 771; Report of,	654 772 774 731 777
DEALS, Foreign, Drawback on, Despatches in reference thereto,	715
FINANCIAL STATEMENT,	670
FISHERIES, Report of Committee on, 731; His Excellency's reply to,	739
GOVERNOR, Lieutenant, Speech at opening Session, 611; Address in answer to, moved, 613; Address, 614; presented, 615; Reply,	615
GOVERNMENT, Seat of, Report of Commissioners on removal of,	709
HOUSE, Divisions of, In reference to Law Library Bill, On Co-Partnership Bill, On Resolutions in reference to Banks, On Caledonia Mining Company Bill, On Bill for support of Poor, &c.	747 750 760 772 773
LIBRARY, LEGISLATIVE, Committee on part of Assembly,	649
MESSAGES from His Excellency the Lieutenant Governor, In reference to Inter-Colonial Line of Railway, With copy of Report of the Commissioner of Public Works, With copies of Despatches referring to the Fisheries of the Saint Lawrence and neighbouring Rivers, With copies of Report, &c. relative to Railway Works, With reference to Federal Union of British North American Provinces, With copy of Report of the Postmaster General, In reference to Drawback on Foreign Deals, In reference to Light House on Cape Race, In reference to Law regulating Marriage and Divorce, &c. With Boundary Survey between Nova Scotia and New Brunswick, With Return of Engineering Staff on Railway,	616 650 651 669 697 708 715 726 729 735 762

INDEX.

v.

ORDER, New Standing,		715
PETITIONS,		
<i>For, against, and in amendment of Acts of Assembly.</i>		
S. Bayard, M. D. and others,	615	685
Trustees of St. Andrews Church, Saint John,	do	688
The Chamber of Commerce, St. John,	do	691
Peter M'Lean and others,	648	691, 695
George Cox and others,	663	do
Rev. Richard Vereker and others,	665	do
St. John Gas Light Company,	666	do
Hon. C. Fisher and others,	667	do
Rev. James Jack and others,	668	705
Mayor Aldermen, &c., Saint John,	679, 688, 738, 762	do
W. O. Smith and others,	679	706
J. P. Ford and others,	680	707
George Fox and others,	682	738
Inhabitants of Madawaska,	683	744
Rev. William Bennett and others,	do	do
Rev. William Elder and others,	do	745
		751
<i>For remuneration, pecuniary aid, and relief.</i>		
W. R. M. Burtis,		733
PROTEST,		
To passage of Bill to modify the Laws relating to Interest and Usury,		769
RAILWAYS,		
Address to His Excellency in reference to, 712; Report of Committee on Address,		713
Report of Committee on European and North American Railway,		774
REPORTS laid before the House by command of His Excellency,		
Commissioners of Lunatic Asylum,		663
Commissioners of Light Houses,		do
Commissioners of Portland Police,		do
Hon. J. Davidson, on Tracadie Lazaretto,		do
Madras Board,		do
Inspector of Steamers, Saint John,		do
Railway Police Magistrate,		do
Of Criminal cases tried,		do
Of Commissioners on Boundary between Nova Scotia and New Brunswick,		735
REVENUE,		
Estimate and Expenditure of,		677
SCHOOLS,		
Report of Superintendent,		679