

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured covers / Couverture de couleur
- Covers damaged / Couverture endommagée
- Covers restored and/or laminated / Couverture restaurée et/ou pelliculée
- Cover title missing / Le titre de couverture manque
- Coloured maps / Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black) / Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations / Planches et/ou illustrations en couleur
- Bound with other material / Relié avec d'autres documents
- Only edition available / Seule édition disponible
- Tight binding may cause shadows or distortion along interior margin / La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure.
- Blank leaves added during restorations may appear within the text. Whenever possible, these have been omitted from filming / Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.
- Additional comments / Commentaires supplémentaires: Various pagings.

- Coloured pages / Pages de couleur
- Pages damaged / Pages endommagées
- Pages restored and/or laminated / Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed / Pages décolorées, tachetées ou piquées
- Pages detached / Pages détachées
- Showthrough / Transparence
- Quality of print varies / Qualité inégale de l'impression
- Includes supplementary material / Comprend du matériel supplémentaire
- Pages wholly or partially obscured by errata slips, tissues, etc., have been refilmed to ensure the best possible image / Les pages totalement ou partiellement obscurcies par un feuillet d'errata, une pelure, etc., ont été filmées à nouveau de façon à obtenir la meilleure image possible.
- Opposing pages with varying colouration or discolourations are filmed twice to ensure the best possible image / Les pages s'opposant ayant des colorations variables ou des décolorations sont filmées deux fois afin d'obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below /
Ce document est filmé au taux de réduction indiqué ci-dessous.

10x		14x		18x		22x		26x		30x
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12x		16x		20x		24x		28x		32x

JOURNAL

AND

PROCEEDINGS

OF HER MAJESTY'S

LEGISLATIVE COUNCIL

OF THE

PROVINCE OF NOVA-SCOTIA.

1851.

HALIFAX:

JOHN S. THOMPSON, QUEEN'S PRINTER.





PROCLAMATION.

By His Excellency Lieutenant-General

SIR JOHN HARVEY,

Knight Commander of the Most Honorable Military Order of the Bath, Knight Commander of the Royal Hanoverian Guelphic Order, Lieutenant Governor and Commander in Chief, in and over Her Majesty's Province of Nova-Scotia and its Dependencies, &c. &c. &c.

L. S.
J. HARVEY.

WHEREAS the General Assembly of this Province stands prorogued to Thursday, the Twenty-second day of May instant :

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

Given under my Hand and Seal at Arms, at Halifax,
this 14th day of May, in the Fourteenth year
of Her Majesty's Reign, A. D. 1851.

By His Excellency's Command,

JOSEPH HOWE.

GOD SAVE THE QUEEN.

PROCLAMATION.

By His Honor Lieutenant-Colonel

JOHN BAZALGETTE,

Administrator of the Government and Commander in Chief, in and over Her Majesty's Province of Nova-Scotia, and its Dependencies, Deputy Quarter Master General to Her Majesty's Forces serving in the said Province, &c. &c. &c.

L. S.
J. BAZALGETTE.

WHEREAS the General Assembly of this Province stands prorogued to Thursday, the Twenty-sixth day of June, instant :

I have thought fit further to prorogue the said General Assembly to Thursday, the Thirty-first day of July next—of which all persons concerned are to take notice and govern themselves accordingly.

Given under my Hand and Seal at Arms, at Halifax,
this 18th day of June, in the Fourteenth year
of Her Majesty's Reign, A. D. 1851.

By His Honor's Command,

WILLIAM H. KEATING,

Deputy Secretary.

GOD SAVE THE QUEEN.



PROCLAMATION.

By His Honor Lieutenant-Colonel

JOHN BAZALGETTE,

Administrator of the Government and Commander in Chief, in and over Her Majesty's Province of Nova-Scotia, and its Dependencies, Deputy Quarter Master General to Her Majesty's Forces serving in the said Province, &c. &c. &c.

L. S.
J. BAZALGETTE.

WHEREAS I have thought fit to dissolve the General Assembly of this Province, which now stands prorogued to Thursday, the Thirty-first day of July instant, I do for that purpose publish this Proclamation, and accordingly by these Presents do dissolve the said General Assembly.

And I do hereby notify the Members of the Legislative Council as well as the Representatives of this Her Majesty's Province, severally, as they are returned from the Counties and Townships, that they are discharged from further attendance in the said General Assembly.

And by these Presents I further declare, that I have this day given orders to issue Writs in due form for calling a new General Assembly,—which Writs will bear teste on the Twenty-ninth day of July instant, and be returnable on Saturday the Twentieth day of September next.

Given under my Hand and Seal at Arms, at Halifax,
this 26th day of July, in the Fifteenth year of
Her Majesty's Reign, A. D. 1851.

By His Honor's Command,

JOSEPH HOWE.

GOD SAVE THE QUEEN.



PROCLAMATION.

By His Excellency Lieutenant-General

SIR JOHN HARVEY,

Knight Commander of the Most Honorable Military Order of the Bath, Knight Commander of the Royal Hanoverian Guelphic Order, Lieutenant Governor and Commander in Chief in and over Her Majesty's Province of Nova-Scotia, and its Dependencies, &c. &c. &c.

L. S.
J. HARVEY.

WHEREAS by the Writs issued for the Election of Members to serve in General Assembly, bearing teste on the Twenty-ninth day of July last, the Sheriffs of the several Counties in this Province were commanded to summon the persons who should be elected and chosen according to the exigency of the said Writs to attend Her Majesty's service in General Assembly, at such time and place as should be duly notified by Proclamation for that purpose,—I do accordingly, by this Proclamation, give notice that I have thought fit to appoint *Tuesday the 4th day of November next*, at Halifax, for the meeting of the said General Assembly *for the Despatch of Business*; and I do hereby require the Members of the Legislative Council and House of Assembly to attend in General Assembly on the said day, at Halifax, for the said purpose—whereof they and all others concerned are to take notice and govern themselves accordingly.

Given under my Hand and Seal at Arms, at Halifax,
this 8th day of October, in the Fifteenth year
of Her Majesty's Reign, A. D. 1851.

By His Excellency's Command,

JOSEPH HOWE.

GOD SAVE THE QUEEN.

*Gentlemen of the Legislative Council ; and
Gentlemen of the House of Assembly :*

H. A. directed to
choose Speaker.

I have it in command from His Excellency the Lieutenant-Governor to inform you that His Excellency will declare the causes of his calling this General Assembly as soon as the House of Assembly have chosen a Speaker. It is therefore the pleasure of the Lieutenant-Governor that the Gentlemen of the House of Assembly do repair to the place where they usually sit, and there proceed to the choice of a Speaker, and present the person so chosen for His Excellency's approbation.

The House of Assembly then retired, and, after a short time, having returned, the Honorable James B. Uniacke, Her Majesty's Attorney General for the Province, and Member for the County of Richmond, addressed His Excellency as follows :

May it please Your Excellency :

Speaker presented.

The House of Assembly, agreeably to Your Excellency's command, have proceeded to the choice of a Speaker, and have elected William Young, Esquire, Member for the County of Inverness, to that office ; and, by their direction, I beg leave to present him for the approbation of Your Excellency.

To which His Excellency was pleased to say :

Accepted

I approve of the Speaker whom the House of Assembly have chosen.

Then the Speaker of the Assembly said—

May it please Your Excellency :

Speaker claims pri-
vileges.

Your Excellency's ready approval of the choice with which I have been honored by the House, having constituted me in due form the Speaker of the House of Assembly, it has now become my duty, in the name of the Representatives of Her Majesty's loyal subjects the people of this Province, respectfully to demand all their accustomed rights and privileges—that they may have freedom of speech in their debates—that they may be free from arrest during their attendance on Parliament—and that I, as their Speaker, may have free access to Your Excellency's person.

To which His Excellency replied, I grant the usual privileges.

Granted.

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

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

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

Speech.

Public attention has for some time past been directed to the importance of establishing Railway Communication between the southern sea-board of Nova Scotia and the St. Lawrence, with a Branch Line to connect the Main Trunk with the Railway systems of the United States.

The negotiations, which I deemed it my duty to open last year, with the Right Honorable the Secretary of State for the Colonies, resulted in a generous offer from Her Majesty's Government to recommend to Parliament to guarantee, or advance the funds required to construct both these Lines, upon certain conditions, the adjustment of which, during the past summer, rendered communications with the Governments of the neighbouring Provinces indispensable.

The Legislature of Canada has made provision for their portion of the Line from Halifax to Quebec, and for its extension, through the territory of that Province, to the western frontier.

The

The Government of New Brunswick waits your ratification of the terms proposed at the Conference held at Toronto in June last, to assemble the Legislature, with a view to secure its friendly co-operation.

As the Imperial Parliament will probably meet early in the new year, and as it is of great consequence that the Laws, passed by the Colonial Legislatures, should be transmitted without delay, to secure the appropriations contemplated in time to warrant the commencement of operations in the spring, I have called you together at this unusual period, confident that you would, at whatever personal sacrifice, cheerfully aid me by a prompt and calm consideration of a question of the greatest magnitude and importance.

The correspondence that has taken place, and the measures which I have directed to be prepared, shall be laid before you as soon as the forms of Parliament permit.

I confidently commend the subjects which they embrace to your diligent and enlightened review; and believing, as I do, that the destinies of these noble Provinces are, to a great extent, involved in the result of your consideration of this question, I shall anxiously await your decision, and trust that the Author of all wisdom and goodness may guide your deliberations.

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

H. A. withdraw.
H. E. retires.

Mr. McDougall presented a Bill to amend the Act to prevent damage to the Nets of Fishermen—which was read a first time.

Bill pro forma read.

Ordered, That the said Bill be read a second time at a future day.

The President reported His Excellency's Speech, and the same being read by the Clerk,

Speech reported.

Mr. McCully moved that an Address be presented to His Excellency in answer to his Speech, which he read in his place, and afterwards delivered it to the Clerk, who read the same as follows:

Address in answer moved.

To His Excellency Lieutenant-General

SIR JOHN HARVEY,

Knight Commander of the Most Honorable Military Order of the Bath, Knight Commander of the Royal Hanoverian Guelphic Order, Lieutenant-Governor and Commander in Chief, in and over Her Majesty's Province of Nova Scotia and its Dependencies, &c. &c. &c.

THE ADDRESS OF THE LEGISLATIVE COUNCIL.

MAY IT PLEASE YOUR EXCELLENCY.

We, Her Majesty's loyal subjects the Legislative Council of Nova-Scotia, thank Your Excellency for the Speech with which you have been pleased to open the present Session of the General Assembly.

Address.

A Railway communication through a large portion of Her Majesty's North American Provinces, being deemed of sufficient importance by Your Excellency to require a special meeting of the Legislature, we shall give to that subject our most careful attention.

The

The advancement of these noble Provinces in Population, and in Agricultural and Commercial prosperity, being an object of our deepest solicitude, we unite with Your Excellency in the desire that that Great Being, who governs and controls all things, may assist and guide us in our deliberations.

Ordered, That the said Address be read a second time at a future day.

Com. of Privileges. *Ordered*, That Mr. Morton, Mr. Bell, Mr. Almon, Mr. Brown, and Mr. McCully, be appointed a Committee to consider of the orders and customs of this House, and privileges of Parliament.

Com. on Reporting. *Ordered*, That Mr. McCully, Mr. Almon, and Mr. Grigor, be a Committee to consider and report to the House the arrangements for Reporting and Publishing the Debates of this House for the present Session.

Adjourn. On motion made and seconded, the House adjourned until To-morrow, at 2 o'clock.

Wednesday, 5th November, 1851.

The House met pursuant to adjournment.

P R E S E N T—

The Honorable MICHAEL TOBIN, President.

The Hon. JOHN MORTON,
HUGH BELL,
STAYLEY BROWN,
ALEXANDER M'DOUGALL,
MATHEW B. ALMON,
EDWARD KENNY,

The Hon. JAMES D. HARRIS,
ALEXANDER KEITH,
WILLIAM A. BLACK,
JAMES M'NAB,
JONATHAN M'CULLY,
WILLIAM GRIGOR.

PRAYERS.

The Minutes of yesterday were read.

Address read 2d time. The Address to His Excellency the Lieutenant-Governor, in answer to his Speech at the opening of the Session, was read a second time.

Ordered, That the said Address be committed to a Committee of the whole House presently.

Committed. On motion the House was adjourned, during pleasure, and put into a Committee on the said Address.—After some time the House was resumed, and Mr. Morton reported that the Committee had gone through the said Address, and had agreed to the same, without any amendment.

Reported without amdt. The said Address was then read a third time, and the question was put by the President,

Whether this Address shall pass?

And agreed to. It was resolved in the affirmative.

Ordered, That the said Address be presented to His Excellency the Lieutenant-Governor by the whole House.

Com. to ascertain when H. E. will receive. *Ordered*, That Mr. Bell, Mr. McCully, and Mr. Grigor, be a Committee to wait upon His Excellency the Lieutenant-Governor, and ascertain when he will be pleased to receive this House with their Address.

Mr.

Mr. Bell, the Chairman of the said Committee, reported that the Committee had waited upon His Excellency, and that His Excellency had been pleased to state he would receive the House at a quarter before three o'clock, P. M.

Report of Com.

At a quarter before three o'clock, P. M., the House proceeded to the Government House with their Address, and being returned to the Council Chamber, the President reported that His Excellency had been pleased to receive the said Address, and to make the following Reply thereto :

House wait upon H. E. with Address.

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

I willingly receive this loyal and dutiful Address, as an earnest of the calm and temperate spirit in which you are about to approach the discussion of the important measure to which your attention has been called.

H. Exy's Reply.

J. HARVEY.

Government House, Nov. 5, 1851.

On motion made and seconded, the House adjourned until Friday, at one o'clock.

Adjourn.

Friday, 7th November, 1851.

The House met pursuant to adjournment.

P R E S E N T —

The Hon. MICHAEL TOBIN, President.

The Hon. JOHN MORTON, .
 HUGH BELL,
 STAYLEY BROWN,
 ALEXANDER McDOUGALL,
 MATHER B. ALMON,
 EDWARD KENNY,

The Hon. JAMES D. HARRIS,
 ALEXANDER KEITH,
 WILLIAM A. BLACK,
 JONATHAN McCULLY,
 WILLIAM GRIGOR.

PRAYERS.

The Minutes of Wednesday were read.

Mr. Bell, by the command of His Excellency the Lieutenant-Governor, laid before the House the following Despatches and Orders in Council, relative to the Acts passed in the last Session of the General Assembly :

Message from H. E. with Despatches, &c.

Despatch, dated 4th July, 1851, from the Secretary of State for the Colonies, to the Officer Administering the Government of Nova-Scotia, enclosing

Despatch and Order in Council div. of C. Breton.

An Order in Council, dated 25th June, 1851, allowing the Act to divide the County of Cape-Breton.

(Appendix No. 1.)

Despatch, dated July 4th, 1851, from the Secretary of State for the Colonies, to the Officer Administering the Government of Nova-Scotia, enclosing

Do. El. Franchise.

An Order in Council, dated 25th June, 1851, allowing the Act to extend the Elective Franchise.

(Appendix No. 2.)

Despatch rel. to
School Land Act.

Despatch, dated 13th August, 1851, from the Secretary of State for the Colonies to the Officer Administering the Government, relative to the Act concerning School Lands.

(Appendix No. 3.)

Do. rel. to King's
College Grant.

Despatch, dated 13th August, 1851, from the Secretary of State for the Colonies to the Officer Administering the Government, relative to the Act withdrawing the annual allowance to King's College at Windsor, and enclosing
The petition of the Society for promoting Christian Knowledge against the Act.

(Appendix No. 4.)

Do. School Land
Act.

Despatch, dated 13th of August, 1851, from the Secretary of State for the Colonies to the Officer Administering the Government, enclosing
Order in Council, dated 7th August, 1851, disallowing the Act concerning School Lands.

(Appendix No. 5.)

Do. allowing 35
Acts.

Despatch, dated 14th August, 1851, from the Secretary of State for the Colonies, to the Officer Administering the Government, enclosing
Order in Council, dated 7th August, 1851, allowing thirty-five Acts passed in the last Session.

(Appendix No. 6.)

Despatches, &c. rel.
to Railroad from
Hx. to Quebec.

Mr. Bell, also laid before the House the following Despatches and Papers, relative to the Railroad from Halifax to Quebec.

Despatch, dated London, 4th April, 1851, from Mr. Howe to Mr. Keating.

Despatch, dated 1st of May, 1851, from the Governor General to the Lieutenant-Governor, enclosing

Report of Committee of the Executive Council of Canada, dated 24th April, 1851.

Despatch, dated 17th May, 1851, from the Lieutenant-Governor to the Lieutenant-Governor of New Brunswick.

Minute of Executive Council of Nova-Scotia, dated 19th May, 1851.

Despatch, dated 20th May, 1851, from the Lieutenant-Governor of New Brunswick to the Lieutenant-Governor of Nova-Scotia.

Despatch, dated 21st May, 1851, from the Lieutenant-Governor to the Governor General.

Despatch, dated 24th May, 1851, from the Lieutenant-Governor to the Lieutenant-Governor of New Brunswick.

Commission, dated 29th May, 1851, to the Honorable Joseph Howe.

Memorandum, dated Toronto, 21st June, 1851, signed by Messrs. Boudret and Howe.

Despatch, dated Amherst, July 20th, 1851, from Mr. Howe to Mr. Keating.

Minute of Executive Council of Nova-Scotia, dated 26th July, 1851.

Despatch, dated 26th July, 1851, from the Administrator of the Government to the Governor General.

Despatch, dated 26th July, 1851, from the Administrator of the Government to the Lieutenant-Governor of New Brunswick.

Memorandum in regard to the Railway policy of the Provincial Government of New-Brunswick.

Despatch, dated 4th August, 1851, from the Administrator of the Government to the Secretary of State for the Colonies.

Despatch, dated 13th September, 1851, from Mr. Howe to Mr. Partelow.

Despatch

Despatch, dated 22nd September, 1851, from Mr. Partelow to Mr. Howe, enclosing Report of a Committee of Executive Council of New-Brunswick, dated 19th September, 1851.

Despatch, dated 8th October, 1851, from Mr. Howe to Mr. Leslie.

Despatch, dated 8th October, 1851, from Mr. Howe to Mr. Partelow.

(Appendix No. 7.)

Mr. Bell also laid before the House the following Letters and Reports relative to the point of intersection of the Railroads intending to connect the Eastern and Western Counties with the Capital :

Letters rel. to Eastern and Western Cy. Railroad.

Letter, dated May 7th, 1851, from Mr. Howe to Mr. Faulkner.

Letter, dated June 2nd, 1851, from Mr. Faulkner to Mr. Howe.

Letter, dated October 27th, 1851, from Mr. Crerar to Mr. Howe.

Letter, dated 29th April, 1851, from Mr. Howe to Mr. Fairbanks.

Letter, dated 5th November, 1851, from Mr. Fairbanks to Mr. Howe.

(Appendix No. 8.)

The said Despatches, Papers, and Letters, were read, and ordered to lie on the Table.

Mr. McCully, the Chairman of the Committee to consider the arrangements for reporting and publishing the Debates of this House in the present Session, reported that the Committee had performed that duty, and that as it was supposed the Session would be but of short continuance, the Committee had agreed to employ the same persons who were employed during the last Session, and to remunerate them pro rata.

Com. on Reporting, &c. report.

Ordered, That the said Report be received and adopted.

On motion made and seconded, the House adjourned until Monday, at one o'clock.

Adjourn.

Monday, 10th November, 1851.

The House met pursuant to adjournment.

P R E S E N T—

The Hon. MICHAEL TOBIN, President.

The Hon. HUGH BELL,
STAYLEY BROWN,
ALEXANDER McDougall,
MATHER B. ALMON,
EDWARD KENNY,

The Hon. JAMES D. HARRIS,
WILLIAM A. BLACK,
JONATHAN McCULLY,
WILLIAM GRIGOR.

PRAYERS.

The Minutes of Friday were read.

There being no business before the House, on motion made and seconded, the House adjourned until Wednesday, at 2 o'clock.

Adjourn.

Wednesday,

Wednesday, 12th November, 1851.

The House met pursuant to adjournment.

P R E S E N T—

The Hon. MICHAEL TOBIN, President.

The Hon. JOHN MORTON,
HUGH BELL,
ALEXANDER McDougall,
MATHER B. ALMON,

The Hon. EDWARD KENNY,
JAMES D. HARRIS,
WILLIAM A. BLACK,
JONATHAN McCULLY.

PRAYERS.

The Minutes of Monday were read.

Pet. of T. Robson.

Mr. McCully presented the Petition of Thomas Robson, praying for Letters Patent for a Horizontal Windmill—which was read, and ordered to lie on the Table.

Robson's Patent
Bill read 1st time.

Mr. McCully presented a Bill to enable Thomas Robson to obtain Letters Patent for a Horizontal Windmill—which was read a first time.

Ordered, That the said Bill be read a second time at a future day.

Adjourn.

On motion made and seconded, the House adjourned until Monday, at 2 o'clock.

Monday, 17th November, 1851.

The House met pursuant to adjournment.

P R E S E N T—

The Honorable MICHAEL TOBIN, President.

The Hon. HUGH BELL,
ALEXANDER McDougall,
MATHER B. ALMON,
EDWARD KENNY,
JAMES D. HARRIS,

The Hon. ALEXANDER KEITH,
JOHN E. FAIRBANKS,
JONATHAN McCULLY,
WILLIAM GRIGOR.

PRAYERS.

The Minutes of Wednesday were read.

Robson's Patent Bill
read 2nd time,

A Bill, entitled, An Act to enable Thomas Robson to obtain Letters Patent for a Horizontal Windmill, was read a second time.

And ord. to Com.

Ordered, That the said Bill be committed to a Committee of the whole House at a future day.

Adjourn.

On motion made and seconded, the House adjourned until Wednesday, at 2 o'clock.

Wednesday,

Wednesday, 19th November, 1851.

The House met pursuant to adjournment.

P R E S E N T—

The Honorable MICHAEL TOBIN, President.

The Hon. HUGH BELL,
ALEXANDER M'DOUGALL,
MATHER B. ALMON,
EDWARD KENNY,

The Hon. ALEXANDER KEITH,
WILLIAM A. BLACK,
JOHN E. FAIRBANKS,
JONATHAN M'CULLY.

PRAYERS.

The Minutes of Monday were read.

On motion made and seconded, the House adjourned until Friday, at 2 o'clock. Adjourn.

Friday, 21st November, 1851.

The House met pursuant to adjournment.

P R E S E N T—

The Honorable MICHAEL TOBIN, President.

The Hon. HUGH BELL,
ALEXANDER M'DOUGALL,
MATHER B. ALMON,
EDWARD KENNY,
JAMES D. HARRIS,

The Hon. ALEXANDER KEITH,
WILLIAM A. BLACK,
JOHN E. FAIRBANKS,
JONATHAN M'CULLY,
WILLIAM GRIGOR.

PRAYERS.

The Minutes of Wednesday were read.

On motion, the House was adjourned during pleasure, and put into a Committee on Bills.—After some time the House was resumed, and Mr. Bell reported that the Committee had made some progress. Com. on Bills.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to enable Thomas Robson to obtain Letters Patent for a Horizontal Windmill, and had agreed to the same without any amendment. Report Robson's Patent Bill without amdt.

Ordered, That the said Bill be engrossed and read a third time.

Resolved unanimously, That the Standing Order of this House, Number 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the said Bill. S. O. suspended.

The said Bill was then read a third time, and the question was put by the President, Whether this Bill shall pass? Bill read 3d time,

It was resolved in the affirmative. Agreed to,

A Message was sent to the House of Assembly by the Clerk, To carry down the said Bill, and desire their concurrence thereto. And sent to H. A.

Leave of absence to Mr. Morton.	On motion of Mr. Harris, <i>resolved</i> , that Mr. Morton have leave of absence for the remainder of the Session, to return home on urgent private business.
Courts Bill,	A Message was brought from the House of Assembly by Mr. Whidden, with the following Bill : A Bill, entitled, An Act relative to the Sittings of certain Courts, and proceedings thereat.
Read 1st time,	To which Bill they desired the concurrence of this House. The said Bill was read a first time.
S. O. suspended.	<i>Ordered</i> , That the said Bill be read a second time. <i>Resolved unanimously</i> , That the Standing Order of this House, No. 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the said Bill.
Read 2d time, And ord. to Com.	The said Bill was read a second time. <i>Ordered</i> , That the said Bill be committed to a Committee of the whole House presently.
Committed.	On motion, the House was adjourned, during pleasure, and put into a Committee on the said Bill.—After some time the House was resumed, and Mr. Bell reported that the Committee had gone through the said Bill, and had agreed to the same without any amendment.
Rep. without amdt.	<i>Ordered</i> , That the said Bill be read a third time.
Read 3d time,	The said Bill was read a third time, and the question was put by the President, Whether this Bill shall pass ?
Agreed to,	It was resolved in the affirmative.
And sent to H. A.	A Message was sent to the House of Assembly by the Clerk, To return the said Bill, and acquaint them that this House has agreed to the same, without any amendment.
Adjourn.	On motion made and seconded, the House adjourned until Monday, at one o'clock.

Monday, 24th November, 1851.

The House met pursuant to adjournment.

P R E S E N T —

The Hon. MICHAEL TOBIN, President.

The Hon. HUGH BELL,
ALEXANDER McDougall,
MATHER B. ALMON,
EDWARD KENNY,
ALEXANDER KEITH,

The Hon. WILLIAM A. BLACK,
JOHN E. FAIRBANKS,
JAMES M'NAB,
JONATHAN McCULLY,
WILLIAM GRIGOR.

PRAYERS.

The Minutes of Friday were read.

H. E. comes to
Council Chamber.

At three of the clock P. M., His Excellency Lieutenant-General Sir JOHN HARVEY, Knight Commander of the Most Honorable Military Order of the Bath, Knight Commander of the Royal Hanoverian Guelphic Order, Lieutenant-Governor and Commander in Chief in and over Her Majesty's Province of Nova-Scotia and its Dependencies, &c. &c. &c., came to the Council Chamber, attended as usual, and, being seated, the Gentleman

Gentleman Usher of the Black Rod, received His Excellency's command to let the House of Assembly know, "It is His Excellency's will and pleasure they attend him immediately in this House"—who being come, with their Speaker, His Excellency was pleased to give his assent to a Bill, entitled,

H. A. attend.
H. E. assents to
Courts Bill.

An Act relative to the Sittings of certain Courts, and proceedings thereat.

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

H. A. withdraw,
H. E. retires.

Mr. McDougall presented a Bill to Naturalize Hans Peter Burke, Lewis F. Anderson, and Charles T. Lee—which was read a first time.

Burke and al. Nat.
Bill read 1st time.

Ordered, That the said Bill be read a second time at a future day.

On motion made and seconded, the House adjourned until To-morrow, at one o'clock.

Adjourn.

Tuesday, 25th November, 1851.

The House met pursuant to adjournment.

P R E S E N T—

The Honorable MICHAEL TOBIN, President.

The Hon. HUGH BELL,
ALEXANDER M'DOUGALL,
MATHEW B. ALMON,
EDWARD KENNY,
JAMES D. HARRIS,

The Hon. ALEXANDER KEITH,
WILLIAM A. BLACK,
JOHN E. FAIRBANKS,
JAMES McNAB,
WILLIAM GRIGOR.

PRAYERS.

The Minutes of yesterday were read.

A Message was brought from the House of Assembly by Mr. Whidden, with the following Bills:

A Bill, entitled, An Act to make provision for the construction of a Trunk Railway through British North America.

Trunk Railway, and

A Bill, entitled, An Act for raising, by way of Loan, a sum not exceeding One Million of Pounds Sterling, for the construction of a Trunk Railway through British North America.

Loan for Railway
Bills,

To which Bills they desired the concurrence of this House.

The said Bills were read a first time.

Read 1st time,

Ordered, That the said Bills be read a second time at a future day.

A Bill, entitled, An Act to naturalize Hans Peter Burke, Lewis F. Anderson, and Charles T. Lee—was read a second time.

Burke and al. Nat.
Bill read 2d time,

Ordered, That the said Bill be committed to a Committee of the whole House at a future day.

And ord. to Com.

On motion made and seconded, the House adjourned until To-morrow, at 1 o'clock.

Adjourn.

Wednesday,

Wednesday, 26th November, 1851.

The House met pursuant to adjournment.

P R E S E N T —

The Honorable MICHAEL TOBIN, President.

The Hon. HUGH BELL,
ALEXANDER M'DOUGALL,
MATHER B. ALMON,
EDWARD KENNY,
ALEXANDER KEITH,

The Hon. WILLIAM A. BLACK,
JOHN E. FAIRBANKS,
JAMES M'NAB,
JONATHAN M'CULLY,
WILLIAM GRIGOR.

PRAYERS.

The Minutes of yesterday were read.

Railway Bill read 2d
time,

A Bill, entitled, An Act to make provision for the construction of a Trunk Railway through British North America, was read a second time.

And ord. to Com.

Ordered, That the said Bill be committed to a Committee of the whole House.

Railway Loan Bill
read 2d time,

A Bill, entitled, An Act for raising, by way of Loan, a sum not exceeding One Million of Pounds Sterling, for the construction of a Trunk Railway through British North America, was read a second time.

And ord. to Com.

Ordered, That the said Bill be committed to a Committee of the whole House.

S. O. suspended.

Resolved unanimously, That the Standing Order of this House, Number 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the first Bill.

Com. on Bills.

On motion, the House was adjourned during pleasure, and put into a Committee on Bills.—After some time the House was resumed, and Mr. Keith reported that the Committee had made some progress.

Adjourn

On motion made and seconded, the House adjourned until To-morrow, at 12 o'clock.

Thursday, 27th November, 1851.

The House met pursuant to adjournment.

P R E S E N T —

The Hon. MICHAEL TOBIN, President.

The Hon. HUGH BELL,
ALEXANDER M'DOUGALL,
MATHER B. ALMON,
EDWARD KENNY,
ALEXANDER KEITH,

The Hon. WILLIAM A. BLACK,
JOHN E. FAIRBANKS,
JAMES M'NAB,
JONATHAN M'CULLY,
WILLIAM GRIGOR.

PRAYERS.

The Minutes of yesterday were read.

Com. on Bills.

On motion, the House was adjourned, during pleasure, and put into a Committee on Bills.—After some time the House was resumed, and Mr. Keith reported that the Committee had made some progress.

A Message was brought from the House of Assembly by Mr. Whidden, with the following Bills :

Crown Land Dep.
and
Lands Cos. Bills,

A Bill, entitled, An Act relative to the Crown Land Department.

A Bill, entitled, An Act for the Incorporation of Land Companies.

To which Bills they desired the concurrence of this House.

The said Bills were read a first time.

Read 1st time,

Ordered, That the said Bills be referred to a Select Committee, to examine and report upon.

And ref. to Sel. Com.

Ordered, That Mr. Bell, Mr. Almon, and Mr. M'Dougall, be a Committee for that purpose.

Committee.

On motion made and seconded, the House adjourned until To-morrow, at 1 o'clock.

Adjourn.

Friday, 28th November, 1851.

The House met pursuant to adjournment.

P R E S E N T —

The Honorable MICHAEL TOBIN, President.

The Hon. HUGH BELL,
ALEXANDER M'DOUGALL,
MATHER B. ALMON,
EDWARD KENNY,
ALEXANDER KEITH,

The Hon. WILLIAM A. BLACK,
JOHN E. FAIRBANKS,
JAMES M'NAB,
JONATHAN M'CULLY,
WILLIAM GRIGOR.

PRAYERS.

The Minutes of yesterday were read.

On motion, *resolved*, that a Committee be appointed to take into consideration the Contingent Expenses of this House for the present Session.

Com. on Con. Ex-
penses.

Ordered, That Mr. Bell, Mr. Almon, and Mr. Grigor, be a Committee for that purpose.

Committee.

On motion, *resolved*, that a Committee be appointed to prepare an Address to His Excellency the Lieutenant Governor, to inform him of the absence of several Members of this House, and requesting His Excellency to ascertain, during the recess, if those gentlemen intend to resume their seats in and attend with punctuality to the duties of this House, or if not to have their vacancies supplied in conformity with Her Majesty's gracious instructions.

Com. to prepare Ad-
dress to H. E. rel.
to absent members.

Ordered, That Mr. McDougall, Mr. McCully, and Mr. Almon, be a Committee for that purpose.

Committee.

Mr. Bell, the Chairman of the Committee to whom

A Bill, entitled, An Act relative to the Crown Land Department, and

Commit. on Crown
Land Dep. and
Land Comy. Bills,

A Bill, entitled, An Act for the incorporation of Land Companies,

Were referred, reported that the Committee had examined the said Bills, and recommended them to the favorable consideration of the House.

Report.

The said Bills were read a second time.

Bills read 2d time,

Ordered, That the said Bills be committed to a Committee of the whole House.

And ord. to Com.

On motion, the House was adjourned, during pleasure, and put into a Committee on Bills.—After some time the House was resumed, and Mr. Keith reported that the Committee had made some progress.

Com. on Bills.

Report Trunk Railway Bill without amendment.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to make provision for the construction of a Trunk Railway through British North America, and had agreed to the same without any amendment.

Ordered, That the said Bill be read a third time.

Report loan for Railway Bill without amendment.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act for raising, by way of loan, a sum not exceeding One Million of Pounds sterling, for the construction of a Trunk Railway through British North America, and had agreed to the same without any amendment.

1st motion to recommit Bill,

Whereupon Mr. Almon moved, that the said Bill be recommitted to a Committee of the whole House for the purpose of amending the same, by substituting the following clause for the Seventh Clause of the said Bill :

“ The City of Halifax shall take Stock to the amount of £100,000 currency, in any undertaking which may be commenced either by the Government of this Province or by any responsible Company for the purpose of constructing Railways eastwardly to Pictou and westwardly to Windsor, and in order to raise funds for the purpose the City is hereby authorized to borrow the money required by Debentures, to be issued by the Corporation, and the City shall be entitled to participate in the profits of such Railways in proportion to the amount so subscribed, but the City shall not be obliged to subscribe for such Stock till the main Trunk Line from the City of Halifax to Quebec be completed as far as Amherst.

Which being seconded, and the question being put, there appeared for the motion three ; against the motion, eight :

For the motion—

Mr. Almon,
“ Black,
“ Keith,
“

Against the motion—

Mr. Kenny, Mr. Bell,
“ McNab, “ Grigor,
“ Fairbanks, “ McDougall,
“ McCully, The President.

Negatived.

So it passed in the negative.

2d motion to recommit Bill,

Mr. McCully then moved that the said Bill be recommitted for the purpose of amending the Seventh Clause, by adding the following Proviso at the end thereof :

“ But the provisions of this Clause shall not go into operation unless the City of Halifax be a Terminus of the said Railway.”

Which being seconded, and the question being put, there appeared for the motion, four ; against the motion, seven :

For the motion—

Mr. Kenny,
“ McCully,
“ Almon,
“ Keith.

Against the motion—

Mr. McNab, Mr. Black,
“ Fairbanks, “ McDougall,
“ Bell, The President.
“ Grigor,

Negatived.

So it passed in the negative.

3d motion to recommit Bill,

Mr. Almon then moved that the said Bill be re-committed, for the purpose of amending the seventh clause, by adding the following words at the end thereof :

“ Whenever the City of Halifax shall be called upon to contribute the sum of £100,000 to the stock of the Railroad, then the Mayor of Halifax shall be ex officio one of the five Commissioners appointed under the provision of the Act to make provision for the construction of a Trunk Railway through British North America.”

Which being seconded, and the question being put, there appeared for the motion, four ; against the motion, seven :

For

For the motion—

Mr. McCully,
 “ Almon,
 “ Black,
 “ Keith,

Against the motion—

Mr. Kenny, Mr. Grigor,
 “ McNab, “ McDougall,
 “ Fairbanks, The President.
 “ Bell,

So it passed in the negative.

Negatived.

Ordered, That the said Report be received, and the said Bill be read a third time.

Resolved unanimously, That the Standing Order of this House, No. 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the said Bills.

S. O. S.

The said Bills were read a third time, and the question was put by the President on each Bill,

Bills read 3d time,

Whether this Bill shall pass?

It was resolved in the affirmative.

Agreed to,

A Message was sent to the House of Assembly by the Clerk,

To return the said Bills, and acquaint them that this House has agreed to the same, without any amendment.

And sent to H. A.

Mr. McDougall, the Chairman of the Committee of this House appointed to prepare an Address to His Excellency the Lieutenant Governor, relative to the absent Members of this House, reported the draft of an Address, which he read in his place, and afterwards delivered to the Clerk, who read the same as follows :

Com. to prepare Ad. dress to His Ex. rel. to ab. mem. report Address.

To His Excellency Lieutenant-General

SIR JOHN HARVEY,

Knight Commander of the Most Honorable Military Order of the Bath, Knight Commander of the Royal Hanoverian Guelphic Order, Lieutenant-Governor and Commander in Chief, in and over Her Majesty's Province of Nova-Scotia and its Dependencies, &c. &c. &c.

The Address of the Legislative Council.

MAY IT PLEASE YOUR EXCELLENCY—

The Legislative Council deem it proper to inform Your Excellency that the Honorables William Rudolf, Robert M. Cutler, Alexander Campbell, David Crichton, Henry G. Pineo, William Stairs, and William McKeen, have been absent during the whole of the present Session, and two of them, the Honorables Mr. Cutler and Mr. Crichton have not been in attendance since the Session of 1850.

Address.

The Legislative Council respectfully request Your Excellency to ascertain if it is the intention of these gentlemen to resume their seats and attend with punctuality to the duties of this House, or if not, to have their vacancies supplied in conformity with Her Majesty's gracious instructions.

Ordered, That the said Address be received and adopted.

Adopted.

Ordered, That the Committee who prepared the said Address be a Committee to present the same to His Excellency the Lieutenant Governor.

Com. to present.

Resolved unanimously, That the Standing Order of this House, Number 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the Bills before the Committee.

S. O. S.

On

Committee on Bills,	On motion, the House was adjourned during pleasure, and put into a Committee on Bills.—After some time the House was resumed, and Mr. Keith reported that the Committee had made some progress.
Report	The Chairman also reported that the Committee had gone through
C. Land Dep. and Land Com. Bills, without amendmt.	A Bill, entitled, An Act relative to the Crown Land Department ; also, A Bill, entitled, An Act for the Incorporation of Land Companies, And had agreed to the same without any amendment.
S. O. S.	<i>Ordered</i> , That the said Bills be read a third time.
Bills read 3d time,	<i>Resolved unanimously</i> , That the Standing Order of this House, Number 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the said Bills.
Agreed to,	The said Bills were read a third time, and the question was put by the President, on each Bill, Whether this Bill shall pass ?
And sent to H. A.	It was resolved in the affirmative. A Message was sent to the House of Assembly by the Clerk, To return the said Bills and acquaint them that this House has agreed to the same without any amendment.
Committee on Con. Expenses report.	Mr. Bell, the Chairman of the Committee of this House appointed to consider the Contingent Expenses for the present Session, made his report, which he read in his place, and afterwards delivered to the Clerk, who read the same as follows :
Report.	The Committee appointed to consider of and report to the House the amount required for the Contingent Expenses of the present Session, beg leave to report, that there is required the sum of Two hundred and fifty-eight pounds for such Contingencies.

H. BELL,
M. B. ALMON,
W. GRIGOR.

Committee Room, November 28, 1851.

STATEMENT.

For the Clerk,	£80 0 0
Law Clerk and Clerk of Parliament,	60 0 0
Gentleman Usher of the Black Rod, and Sergeant at Arms,	30 0 0
Chaplain,	10 0 0
Messengers, viz.: 1st Messenger,	16 0 0
2nd Do.	6 0 0—22 0 0
Reporter,	20 0 0
To pay R. Nugent, publishing Debates,	8 0 0
English & Blackadar, publishing Debates,	8 0 0
For Contingencies,	20 0 0
	<hr/>
	£258 0 0

Report received.

Ordered, That the said Report be received and adopted.

Conference on gen. state of the Province, relative to.

On motion, *resolved*, that a Conference be desired, with the House of Assembly, by Committee, on the General State of the Province, and that the Committee of this House do communicate to the Committee of the House of Assembly the amount required to defray the Contingent Expenses of this House for the present Session.

A

- A Message was sent to the House of Assembly by the Clerk,
To desire the said Conference. Conference asked.
- A Message was brought from the House of Assembly by Mr. Whidden,
To inform the House that the House of Assembly agreed to the Conference desired Agreed to.
by this House on the general state of the Province.
- Ordered*, That Mr. Bell, Mr. Almon, and Mr. Grigor, be a Committee of this House Committee.
to manage the said Conference.
- And the Managers went to the Conference, and being returned, the Chairman re- Report.
ported that the Committee had held the said Conference, and that he had communi-
cated his instructions to the Committee of the House of Assembly.
- On motion, *resolved*, that Mr. Grigor, Mr. McCully, Mr. McDougall, Mr. Almon, Library Com.
and Mr. Keith, be a Committee to take charge of the Library of this House.
- On motion made and seconded, the House adjourned until To-morrow, at 12 o'clock. Adjourn.

Saturday, 29th November, 1851.

The House met pursuant to adjournment.

P R E S E N T —

The Hon. MICHAEL TOBIN, President.

The Hon. HUGH BELL,
ALEXANDER McDUGALL,
MATHER B. ALMON,
EDWARD KENNY,
ALEXANDER KEITH,

The Hon. WILLIAM A. BLACK,
JOHN E. FAIRBANKS,
JAMES M'NAB,
JONATHAN McCULLY,
WILLIAM GRIGOR.

PRAYERS.

The Minutes of yesterday were read.

A Message was brought from the House of Assembly by Mr. Whidden, with the following Resolutions :

Resolved, That the sum of One pound per day be granted and paid to every Mem- Members' pay.
ber of the House of Assembly, for his attendance in General Assembly during the pre-
sent Session, to be paid on the Certificate of the Speaker—also the travelling charges
as heretofore.

Resolved, That the sum of Five hundred and six pounds seventeen shillings and £506 17 3 Contin-
three pence be granted and placed at the disposal of the Clerk of the House of Assem- gencies of H. A.
bly, to defray the Contingent Expenses of that Branch of the Legislature during the
present Session.

Resolved, That the sum of Two hundred and fifty-eight pounds be granted and £258 do. of Council.
paid to the Clerk of the Legislative Council, to defray the expenses of that Branch of
the Legislature during the present Session.

Resolved, That the sum of One hundred and fifty pounds be granted and placed at £150 Reporting.
the disposal of the Governor, to be applied under the directions of the Committee on
Reporting, in paying for the expences incident to the Reporting of the Debates during
the present Session.

To which Resolutions they desired the concurrence of this House.

The said Resolutions were read a first time, and, by order, the same were read a Read 1st and 2d
second time, and the question was put by the President on each Resolution, time,
Whether this Resolution be agreed to?

- Agreed to, It was resolved in the affirmative.
A Message was sent to the House of Assembly by the Clerk,
- And sent to H. A. To return the said Resolutions, and acquaint them that this House has agreed to the without any amendment.
- Com. to present Address to H. E. rel. to absent Members report. Mr. McDougall, the Chairman of the Committee appointed to present the Address of this House to His Excellency the Lieutenant-Governor, relative to the absent Members, reported that the Committee had performed that duty, and that His Excellency had been pleased to state he would attend to the request of this House.
- Com. on Bills. On motion, the House was adjourned during pleasure, and put into a Committee on Bills.—After some time the House was resumed, and Mr. Keith reported that the Committee had made some progress.
- Report Burke and al. Nat. Bill with amdt. The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to Naturalize Hans Peter Burke, Lewis F. Anderson, and Charles T. Lee, and had agreed to the same with amendments.
- Amdt. read, The said amendments were read by the Clerk as follows :
In the Title and Clause leave out the words " Charles T. Lee."
- And agreed to. And the said amendments being read a second time were agreed to by the House.
Ordered, That the said Bill be engrossed and read a third time.
- S. O. suspended. *Resolved unanimously*, That the Standing Order of this House, No. 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the said Bill.
- Bill read 3d time, The said Bill, now entitled, An Act to Naturalize Hans Peter Burke, and Lewis F. Anderson, was read a third time, and the question was put by the President,
Whether this Bill shall pass ?
- Agreed to, It was resolved in the affirmative.
A Message was sent to the House of Assembly by the Clerk,
- And sent to H. A. To carry down the said Bill, and desire their concurrence thereto.
- Message from H. A. agreeing to Bill. A Message was brought from the House of Assembly by Mr. Whidden,
To inform the House that the House of Assembly agreed to a Bill, entitled, An Act to Naturalize Hans Peter Burke, and Lewis F. Anderson, without any amendment.
The Messenger also brought up the following Bill :
- With Appropriation Bill, A Bill, entitled, An Act for applying certain monies for the services therein specified.
To which Bill they desired the concurrence of this House.
- Asking Conference on Gen. State of Province. The Messenger also informed the House that the House of Assembly desired a Conference with this House, by Committee, on the General State of the Province.
Conference agreed to, On motion, *resolved*, that the said Conference be agreed to.
And message to H. A. A Message was sent to the House of Assembly by the Clerk,
To inform them that this House agrees to the Conference desired by them on the General State of the Province.
- Com. of Conference. *Ordered*, That Mr. Bell, Mr. Almon, and Mr. McCully, be a Committee of this House, to manage the said Conference.
- Appropriation Bill read 1st time, A Bill, entitled, An Act for applying certain monies for the services therein specified, was read a first time.
Ordered, That the said Bill be read a second time.
- S. O. suspended, *Resolved unanimously*, That the Standing Order of this House, Number 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the said Bill.
- Read 2d time, The said Bill was read a second time.

Ordered,

Ordered, That the said Bill be committed to a Committee of the whole House presently. And ord. to Com.

On motion, the House was adjourned, during pleasure, and put into a Committee on the said Bill.—After some time the House was resumed, and Mr. Keith reported that the Committee had gone through the said Bill, and had agreed to the same without any amendment. Committed.

Ordered, That the said Bill be read a third time presently. Read 3d time,

The said Bill was read a third time, and the question was put by the President, Whether this Bill shall pass?

It was resolved in the affirmative. Agreed to,

A Message was sent to the House of Assembly by the Clerk,

To return the said Bill, and acquaint them that this House has agreed to the same without any amendment. And sent to H. A.

Mr. Bell, the Chairman of the Committee of this House, appointed to hold a Conference with a Committee of the House of Assembly on the General State of the Province, reported that the Committee had held the said Conference, and that the Chairman of the Committee of the House of Assembly had delivered to him the following written paper : Report of Com. of Conference.

In the House of Assembly, November 29, 1851.

Resolved, That a Conference be desired with the Legislative Council, by Committee, on the General State of the Province.

Resolved, That at such Conference the Committee of this House do request the Legislative Council will join this House in an Address to Her Majesty, upon the subject of the construction of the Trunk Railway from Halifax to Quebec.

JOSEPH WHIDDEN, Clerk.

On motion, *resolved*, that a further Conference be desired with the House of Assembly, by Committee, on the General State of the Province. Further Conference. asked by Council

Resolved, That at such Conference the Committee of this House do inform the Committee of the House of Assembly, that this House will join the House of Assembly in an Address to Her Majesty, upon the subject of the construction of the Trunk Railway from Halifax to Quebec. Instructions to Com.

A Message was sent to the House of Assembly by the Clerk, To desire the said Conference. Message asking Conference,

A Message was brought from the House of Assembly by Mr. Whidden, To inform the House that the House of Assembly agreed to the further Conference desired by this House, on the General State of the Province. Agreed to,

Ordered, That the Committee who managed the last Conference do manage the present Conference. Committee,

And the Managers went to the Conference, and being returned, Mr. Bell reported that the Committee had held the said Conference, and that he had communicated his instructions to the Committee of the House of Assembly. Report.

A Message was brought from the House of Assembly by Mr. Whidden,

To inform the House that the House of Assembly had appointed the Honorable the Provincial Secretary, Mr. Wilkins, and Mr. Stewart Campbell, to be a Committee of the House of Assembly, to join a Committee of the Legislative Council in preparing an Address to Her Majesty, upon the subject of the construction of the Trunk Railway from Halifax to Quebec. Message from H. A. with Com. to prepare Address to H. M. on Railway.

On motion, *resolved*, that Mr. Bell, Mr. Almon, and Mr. McCully, be a Committee of this House to join the Committee of the House of Assembly in preparing an Address Com of Council to prepare Address.

to Her Majesty, on the subject of the construction of the Trunk Railway from Halifax to Quebec.

Message to H. A.

A Message was sent to the House of Assembly by the Clerk,
To inform them of the appointment of such Committee.

Com. report Address
to H. M. on Rail-
way.

Mr. Bell, the Chairman of the Committee of this House, appointed to join a Committee of the House of Assembly in preparing an Address to Her Majesty, on the subject of the construction of the Trunk Railway from Halifax to Quebec, reported the draft of an Address, which he read in his place, and afterwards delivered it to the Clerk, who read the same as follows :

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 :

Address.

We, Your Majesty's dutiful and loyal subjects, the Legislative Council and House of Assembly of Nova-Scotia, in Provincial Parliament assembled, beg leave to thank Your Majesty for the gracious offer made to the North American Provinces, in the letter addressed by the Under Secretary of State to the Delegate from Nova-Scotia on the 10th of March last.

The construction of Trunk Lines of Railway through these Provinces must advance their material prosperity—multiply their commercial and social advantages, in tranquil times, and greatly strengthen them should the peace of this Continent be broken.

Strongly impressed with the high political and industrial interests involved in the completion of these great Highways, the Legislature of Nova-Scotia have not only cheerfully made provision for that part of the Main Trunk Line which crosses this Province, but, with a view to relieve a Sister Colony have also pledged the Public Revenues for the extension of that Line far into the bosom of New Brunswick.

While we have done this, and while we have felt deeply sensible of the substantial service to be rendered to the Colonies by the interposition of Imperial credit, we will not disguise from Your Majesty that a very strong feeling prevails that the great interests at stake upon this Continent would warrant some direct aid from the Imperial Treasury.

The same policy which secured the Highlands of Scotland from disquiet, which has bridged the Ocean with noble Steamships, would seem to justify direct aid to a great national work, that, however desirable, the Provinces are scarcely able to accomplish.

This Railway will, we trust, before many years, be extended across this Continent, securing to the Mother Country, upon British soil, and under the protection of the National Flag, and of the Queen's own Subjects, easy and rapid communication not only with the rising Communities upon the Pacific, but with the rich and populous Provinces, and Nations which lie beyond.

With entire confidence in the wisdom of Our Sovereign, and the liberality of the Imperial Parliament, we commend this great subject to their care, having given to it all the aid which can be justified by the limited resources of our Country.

Adopted.

Unanimously Ordered, That the said Address be received and adopted.

Report Address to
H. E.

The Chairman also reported the draft of an Address to His Excellency the Lieutenant-Governor, which he read in his place, and afterwards delivered it to the Clerk, who read the same as follows :

To His Excellency Lieutenant-General

SIR JOHN HARVEY,

*Knight Commander of the Most Honorable
Military Order of the Bath, Knight
Commander of the Royal Hanoverian
Guelphic Order, Lieutenant-Governor
and Commander in Chief, in and over
Her Majesty's Province of Nova Scotia
and its Dependencies, &c. &c. &c.*

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

May it please Your Excellency :

The Legislative Council and House of Assembly have passed the accompanying Address to Her Most Gracious Majesty, on the subject of the magnificent project of connecting Her Majesty's Possessions bordering on the Atlantic with the fertile Countries of Canada and the far West, and they respectfully request Your Excellency to forward their Address to Her Majesty, with Your Excellency's most favorable recommendation. Address.

Ordered, That the said Address be received and adopted. Adopted.

Ordered, That the President be a Committee to present the said Address to His Excellency the Lieutenant-Governor. Com. to present.

A Message was brought from the House of Assembly by Mr. Whidden, with the following Resolution :

Resolved unanimously, That His Excellency the Lieutenant-Governor be authorized and respectfully requested to cause some appropriate Testimonial to be erected over the remains of the late Herbert Huntington, whose loss to his country and his family this House sincerely deplore. Res. for Monument
to Mr. Hunting-
ton.

To which Resolution they desired the concurrence of this House.

The said Resolution was read a first time, and by order the said Resolution was read a second time, and the question was put by the President, Read 1st and 2d
time,

Whether this Resolution be agreed to ?

It was resolved in the affirmative unanimously. Agreed to unan.

A Message was sent to the House of Assembly by the Clerk,

To return the said Resolution, and acquaint them that this House has unanimously agreed to the same without any amendment. And sent to H. A.

On motion, *resolved,* that Mr. Grigor, Mr. McCully, Mr. McDougall, Mr. Almon, and Mr. Keith, be a Committee to take charge of the Council Chamber and its furniture, during the recess. Com. to take charge
of C. Chamber.

At three o'clock, P. M., His Excellency Lieutenant-General Sir JOHN HARVEY, K. C. B. and K. C. H., Lieutenant-Governor and Commander in Chief in and over Her Majesty's Province of Nova-Scotia, and its Dependencies, &c. &c. &c. came to the Council Chamber, attended as usual, and being seated, the Gentleman Usher of the Black Rod received His Excellency's command to let the House of Assembly know, "It is His Excellency's will and pleasure they attend him immediately in this House"—who being come, with their Speaker, His Excellency was pleased to give his assent to six Bills, entitled as follows : H. E. comes to C.
Chamber.

An Act to make provision for the construction of a Trunk Railway through British North America. H. A. attend.
H. E. assents to
Bills, viz :
Trunk Railway,

Loan for Railway,

An Act for raising, by way of Loan, a sum not exceeding One Million of Pounds Sterling, for the construction of a Trunk Railway through British North America.

Crown Land Dep.

An Act relative to the Crown Land Department.

Land Companies,

An Act for the Incorporation of Land Companies,

Nat. of Burke & al.

An Act to naturalize Hans Peter Burke, and Lewis F. Anderson.

and
Appropriation Bills.

An Act for applying certain monies for the services therein specified.

After which His Excellency was pleased to close the Session with the following Speech :

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

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

Never, during my long administration of Colonial Governments, did I close a Legislative Session with more pride, and more entire satisfaction, than I feel at this moment.

Having served in all the Provinces which you have labored to unite by bands of peace, and mutual co-operation, I know their value, and highly estimate their vast resources.

At the close of a long life, nearly thirty years of which have been passed in the North American Colonies, in peace and war, the great measure in which you have been engaged, assures me that, more firmly set, and beaming with higher lustre, they are yet to remain the brightest Jewels in the British Crown.

The moderation and elevated spirit which have pervaded the deliberations of both Branches, will ever honorably distinguish the present Session.

In returning to your homes I beg you to be assured that the high powers which you have conferred, and the grave responsibilities that you have imposed upon my Government, will but increase my vigilance and care, to carry out the measures you have perfected in the spirit in which they have been conceived.

Then the President of the Council, by His Excellency's command, said,

GENTLEMEN,

Prorogation.

“It is the pleasure of His Excellency the Lieutenant-Governor, that this General Assembly be prorogued to Tuesday the Thirtieth day of December next; and this General Assembly is accordingly prorogued to Tuesday the Thirtieth day of December next, to be then here held.”

H. A. withdraw,
H. E. retires.

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

JOHN C. HALLIBURTON,
Clerk of the Legislative Council.

APPENDICES

TO THE

JOURNALS

OF THE

LEGISLATIVE COUNCIL

OF THE

PROVINCE OF NOVA-SCOTIA.

1851.

APPENDICES
TO THE
JOURNALS
OF THE
LEGISLATIVE COUNCIL.

APPENDIX No. 1.

No. 274.

Downing Street, July 4, 1851.

SIR—

An Act passed by the Legislature of Nova Scotia in April last, entitled, "No. 3031, An Act to divide the County of Cape Breton, and to regulate the Representation thereof," having been referred by the Queen in Council to the Lords of the Committee of Privy Council for Trade, that Committee have reported to Her Majesty in Council their opinion that the said Act ought to be specially confirmed and finally enacted.

I transmitted herewith an Order of Her Majesty in Council approving that Report.
I am, Sir,

Your most obedient Servant,

GREY.

The Officer Administering the Government of Nova Scotia.

At the Court at Buckingham Palace, the 25th day of June, 1851.

PRESENT—

THE QUEEN'S MOST EXCELLENT MAJESTY,

&c. &c. &c.

Whereas the Lieutenant Governor of Her Majesty's Province of Nova Scotia, with the Council and Assembly of the said Province, did in the Month of April 1851, pass an Act, which has been transmitted, entitled as follows, viz :

No. 3031. An Act to divide the County of Cape Breton, and to regulate the Representation thereof.

And Whereas the said Act has been referred to the Committee of the Lords of Her Majesty's Most Honorable Privy Council, appointed for the consideration of all matters relating to Trade and Foreign Plantations, and the said Committee have reported, as their opinion to Her Majesty, that the said Act should receive Her Majesty's special confirmation, Her Majesty was thereupon this day pleased, by and with the advice of Her Privy Council, to declare her special confirmation of the said Act, and the same is hereby specially confirmed, ratified, and finally enacted accordingly—whereof the

the Governor, Lieutenant Governor, or Commander in Chief for the time being, of Her Majesty's Province of Nova Scotia, and all other persons whom it may concern, are to take notice, and govern themselves accordingly.

W. L. BATHURST.

APPENDIX No. 2.

No. 275.

Downing Street, July 4, 1851.

SIR—

An Act passed by the Legislature of Nova-Scotia in the month of April last, entitled, "No 3032, An Act to extend the Elective Franchise," having been referred by the Queen in Council to the Lords of the Committee of Privy Council for Trade, that Committee have reported to Her Majesty their opinion that the said Act should be left to its operation.

I transmit herewith an Order of Her Majesty in Council approving that Report.

I am, Sir

Your most obedient Servant,

GREY.

The Officer Administering the Government of Nova Scotia.

At the Court at Buckingham Palace, the 25th day of June, 1851.

PRESENT—

THE QUEEN'S MOST EXCELLENT MAJESTY,
&c. &c. &c.

WHEREAS the Lieutenant Governor of Her Majesty's Province of Nova Scotia, with the Council and Assembly of the said Province, did in the Month of April 1851, pass an Act which has been transmitted, entitled as follows, viz : No. 3032, An Act to extend the Elective Franchise, and whereas the said Act has been referred to the Committee of the Lords of Her Majesty's most Honorable Privy Council, appointed for the consideration of all matters relating to Trade and Foreign Plantations, and the said Committee have reported as their opinion to Her Majesty that the said Act should be left to its operation, Her Majesty was thereupon this day pleased, by and with the advice of Her Privy Council, to approve the said Report—whereof the Governor, Lieutenant Governor, or Commander in Chief for the time being of Her Majesty's Province of Nova Scotia, and all other persons whom it may concern, are to take notice and govern themselves accordingly.

W. L. BATHURST.

APPENDIX No. 3.

No. 278:

Downing Street, 13th of August, 1851.

SIR—

I have had under my consideration the Act of Nova Scotia 13 Victoria, Cap. 19, "Concerning School Lands and the appointment of Trustees therefor."

2. It appeared to me, on first perusing this Act, that it was open to the same objection which induced Lord John Russell to advise the disallowance of the former Act of 1838 on the same subject. In his despatch to Sir Colin Campbell of 23rd September, 1839, His Lordship stated that the Society for the Propagation of the Gospel had, in the opinion of Her Majesty's Government, established an equitable claim "to that portion of the School Lands which was already occupied and improved." On this ground chiefly the Act was disallowed, and His Lordship recommended the appointment of a Commission to distinguish those lands upon which the care and the funds of the Society has been bestowed from those which were simply unimproved, with a view to future legislation. No such enquiry, however, appears to have taken place, unless I am to understand that the Report of the Commissioner of Crown Lands of 16th March, 1849, was intended to answer the purpose.

3. The Act now before me, though different in many of its details, was apparently open to the same objection, that it made no discrimination between these classes of lands. I therefore, by my despatch of 5th October, 1850, required a further report on the subject. This was received from the Attorney General of Nova Scotia, with Sir J. Harvey's despatch, No. 207, of the 8th November, 1850.

4. The Attorney General, however, fails to obviate the difficulty. He states that the Act merely confirms the power of appointing Trustees, already vested in the Governor by the Act of 1766; but it appears to me that under the latter Act, Trustees of these lands attached to the principles of the Society had been established for a series of years, and that part of the lands had been improved by the Society on the faith of the continuance of the trusts then established; that a power to appoint at once new Trustees, with the ulterior directions given by the present Act to such Trustees, to render to the Executive a full report of the condition of the lands in their possession, "in order that the Legislature might adopt measures for their future appropriation," did in fact empower and apparently point to the alienation of all such lands without distinction between improved and unimproved, to purposes different from those hitherto pursued by the Society, and that the latter body could not be expected to acquiesce in the general assurance of the Attorney General, not confirmed by any words in the Act that, "where the Church had required rights, they were to be respected."

5. For these reasons, and feeling the force of the representations which have been made to me on behalf of the Society, I have felt it my duty to advise Her Majesty to disallow this Act.

6. Provided only the enjoyment of the lands improved at the expense of the Society or its lessees is secured to Schools in connection with that body, I have no objection to the Legislature making such arrangements as it may think fit with regard to the lands still unimproved. You will therefore distinctly understand, that I have no intention whatever to throw any difficulties in the way of the adoption of such measures for the promotion of education, as the Provincial Legislature may consider to be the best adapted to the state of Society in the Colony, or to object to their making such arrangements as may seem best to them for the disposal of the unimproved lands for this purpose, by altering the provisions of the existing laws respecting them. It is only from consideration for the principle that vested interests in lands actually occupied and improved, (the whole amount of which I find stated at only 2350 acres, and it is at all events very moderate,) should be respected, that I find it necessary to require that a more carefully drawn Act should be passed before Her Majesty can be advised to assent to it.

I am, Sir,

Your most obedient Servant,

GREY.

The Officer Administering the Government of Nova Scotia.

Appendix

APPENDIX No. 4.

No. 279.

Downing Street, 13th August, 1851.

SIR—

With reference to the Act passed in the last Session of the Legislature of Nova Scotia for withdrawing the annual grant from King's College, Windsor, I transmit to you the copy of a memorial which I have received against it from the Society for promoting Christian knowledge.

2. While I regret the decision of the Legislature to withdraw the grant hitherto made for the support of the College, I cannot but recognize the full right of that body to object to the continuance of such a grant from the Revenue of the Province, if the Institution is not regarded as producing advantages to the public equivalent to the cost incurred for it.

3. I am therefore not prepared to advise Her Majesty to withhold Her assent from the measure in question, provided it can be shewn that due regard has been paid to vested interests.

4. But I have to call your attention to a statement in the memorial from the College, transmitted to me in Sir John Harvey's despatch of 14th May last, to the effect that the President and one at least of the Professors have been induced to leave other situations on the faith of the continuance of that permanent provision which the Act of 1787 appeared to have guaranteed.

5. If this statement is well founded, it would be my duty to advise Her Majesty to disallow the Act, unless it were amended by making some provision for the President and existing Professors during their lives, or while they continue to discharge the duties of their office.

I am, Sir,

Your most obedient Servant,

GREY.

The Officer Administering the Government of Nova Scotia.

 (Copy.)

To the Right Honorable Earl Grey, Her Majesty's Principal Secretary of State for the Colonies.

THE MEMORIAL OF THE SOCIETY FOR PROMOTING CHRISTIAN KNOWLEDGE.

RESPECTFULLY SHEWETH :—

That when his late Majesty King George the Third was pleased, in the year 1787, to found the first Colonial Bishopric in the British Dominions, by erecting the Province of Nova Scotia into an Episcopal See, it was thought essential to the object of that foundation that provision should be made towards procuring the blessings of a sound Religious and general Education within the Province, and accordingly the attention of the Lieutenant Governor was immediately called to the subject by special instructions from the Crown. That in compliance with these instructions, measures were adopted for the establishment of King's College, Windsor, Nova Scotia, aid was generously afforded by the Provincial Legislature, and in the year 1789 an Act was passed by the local Government securing by law an annual payment of Four hundred pounds sterling to be made yearly and every year, for the permanent endowment and effectual support of the College, as expressly declared by the said Act. This annual sum has been

been regularly paid since the year 1790, but in the present year this grant has been repealed by the local Legislature, and the existence of the College thereby endangered.

That in reliance on the permanence of the said grant, as guaranteed by the State, large pecuniary assistance has from time to time been rendered to the College by Societies and individuals; and that the Society for promoting Christian knowledge has made considerable grants in proportion to its means for that object.

That all efforts which have thus been made for the promotion of the designs for which the College was instituted will be in vain, unless the Act now passed by the local Legislature be disallowed by Her Majesty.

That the institution has continued during successive years to answer the purposes of its foundation. Religious education according to the principles and discipline of the Established Church having always been afforded within the walls of King's College, where most of the Episcopal Clergy of the Province, and many now faithfully labouring in other places, have been diligently instructed, and that there can be no reasonable hope of providing a supply of men equally prepared for their important work to succeed them in the ministry if the present means of support be withheld from the College.

Considering therefore the importance of this object to the best interests of the Colony, your memorialists earnestly and humbly pray that Her Majesty will be graciously pleased to disallow the said Act.

(Signed) J. B. CANTOUR.
President of the Society for promoting Christian knowledge.

APPENDIX No. 5.

No. 280.

Downing Street, 13th August, 1851.

SIR—

Referring to my despatch No. — of this date, I have the honor to transmit herewith an order of Her Majesty in Council, dated the 9th instant, disallowing the Act passed by the Legislature of Nova-Scotia in the month of March last, concerning School Lands, and the appointment of Trustees therefor.

I am, &c. GREY.

The Officer administering the Government of Nova-Scotia.

At the Court at Buckingham Palace, the 7th day of August, 1851.

PRESENT—

THE QUEEN'S MOST EXCELLENT MAJESTY,
&c. &c. &c.

Whereas the Lieutenant-Governor of Her Majesty's Province of Nova-Scotia, with the Council and Assembly of the said Province, did, in the month of March, 1850, pass an Act, which has been transmitted, entitled as follows, viz :

No. 2987. An Act concerning School Lands, and the appointment of Trustees therefor.

And whereas the said Act has been referred to the Committee of the Lords of Her Majesty's Most Honorable Privy Council, appointed for the consideration of all matters relating to Trade and Foreign Plantations, and the said Committee have reported, as

their opinion to Her Majesty, that the said Act should not receive Her Majesty's Royal confirmation; Her Majesty was thereupon this day pleased, by and with the advice of Her Privy Council, to declare her disallowance of the said Act, and the same is hereby disallowed accordingly,—whereof the Governor, Lieutenant-Governor, or Commander in Chief for the time being, of Her Majesty's Province of Nova-Scotia, and all other persons whom it may concern, are to take notice and govern themselves accordingly.

C. GREVILLE.

APPENDIX No. 6.

No. 282.

Downing Street, 14th August, 1851.

SIR—

Thirty-five Acts passed by the Legislature of Nova-Scotia in the months of March and April last, having been referred by the Queen in Council, to the Lords of the Committee of Privy Council, for Trade and Foreign Plantations, that Committee have reported to Her Majesty in Council their opinion that the said Acts should be left to their operation.

I have the honor to transmit to you herewith an order of Her Majesty in Council, dated the 9th instant, approving that Report.

I am,

Sir,

Your most obedient Servant,

GREY.

The Officer Administering the Government of Nova-Scotia.

At the Court at Buckingham Palace, the 7th day of August, 1851.

PRESENT—

THE QUEEN'S MOST EXCELLENT MAJESTY,

&c.

&c.

&c.

Whereas the Lieutenant-Governor of Her Majesty's Province of Nova-Scotia, with the Council and Assembly of the said Province, did, in the months of March and April, 1851, pass thirty-five Acts, which have been transmitted, entitled as follows, viz :

No. 3033. An Act for applying certain monies therein mentioned for the service of the year One thousand eight hundred and fifty-one, and for other purposes.

No. 3034. An Act to provide for the erection of a Court House in Halifax.

No. 3035. An Act for the regulation of the Town Marsh at Annapolis.

No. 3036. An Act in amendment of an Act to enable the Halifax Water Company to construct a Reservoir on the Common of Halifax.

No. 3037. An Act to continue and further amend the Act to incorporate the Dartmouth Water Company.

No. 3038. An Act to amend the Act to incorporate the Kerosene Gas Light Company.

No. 3039. An Act to incorporate the Lequille Mills and Manufacturing Company.

No. 3040. An Act to amend the Act to incorporate the Pictou Gas Light Company.

No. 3041. An Act to authorize a Provincial Loan.

No. 3042. An Act to postpone the next Easter Term and Sittings for Trial of the Supreme Court at Halifax.

No.

No. 3043. An Act to provide for extending the Eastern Shore Road in the County of Halifax.

No. 3044. An Act to regulate the publication of the Revised Statutes and of the Private and Local Acts.

No. 3045. An Act to amend the Act for the encouragement of Education.

No. 3046. An Act to alter certain Electoral Districts in the County of Colchester.

No. 3047. An Act to incorporate the Nova-Scotia Electric Telegraph Company.

3048. An Act to authorize the assessment of the City of Halifax for the relief of Thomas Shea, and Charles S. Wallis.

No. 3049. An Act to incorporate the Halifax and Annapolis Steam Navigation Company.

No. 3050. An Act to incorporate the Diocesan Church Society of Nova-Scotia.

No. 3051. An Act to provide for the removal of obstructions from Jordan River.

No. 3052. An Act to legalize proceedings taken in the Lock's Island Poor District.

No. 3053. An Act to incorporate the Sydney Steam Boat Company.

No. 3054. An Act to incorporate the Pictou Fishing and Trading Company.

No. 3055. An Act to authorize the granting of Letters Patent to Moore R. Fletcher for a Marine Alarm Bell.

No. 3056. An Act to incorporate the Avon Marine Insurance Company.

No. 3057. An Act to naturalize Mahlon Vail, Ferdinand Traunweiser, and Joel Thompson.

No. 3058. An Act respecting Fire Engines at Dartmouth.

No. 3059. An Act in further amendment of the Acts incorporating the Bank of Nova-Scotia.

No. 3060. An Act to extend the provisions of the Act to incorporate the Roman Catholic Bishop in Halifax.

No. 3062. An Act to amend the Act to incorporate the St. Peter's Canal Company.

No. 3063. An Act for the incorporation of certain bodies connected with the Wesleyan Methodist Church.

No. 3064. An Act to continue certain Acts of the General Assembly.

No. 3065. An Act to incorporate the Lunenburg Temperance Hall Company.

No. 3066. An Act to provide for the removal of obstructions from Salter's and Wentworth's Brooks on Port Medway River.

No. 3067. An Act to alter the government of Acadia College.

No. 3068. An Act to incorporate the Grand Division and Subordinate Divisions of the Order of the Sons of Temperance of Nova-Scotia.

And whereas the said Acts have been referred to the Committee of the Lords of Her Majesty's Most Honorable Privy Council, appointed for the consideration of all matters relating to Trade and Foreign Plantations, and the said Committee have reported as their opinion to Her Majesty, that the said Acts should be left to their operation, Her Majesty was thereupon this day pleased, by and with the advice of Her Privy Council, to approve the said Report—whereof the Governor, Lieutenant-Governor, or Commander in Chief for the time being of Her Majesty's Province of Nova-Scotia, and all other persons whom it may concern, are to take notice, and govern themselves accordingly.

C. GREVILLE.

APPENDIX No. 7.

5, Sloane Street, London, 4th April, 1851.

SIR—

I have now the honor to make to you my final report, for the information of the Lieutenant-Governor.

Mr. Hawes's letter to me bears date the 10th of March. I could have left in the Steamer of the 15th had I believed that no further steps were prudent or necessary. But, being quite aware of the obstructions which might be presented, and the delays which jarring elements on the other side of the water might occasion, I thought it best not to leave England without placing Nova-Scotia in a position to show to her Sister Provinces the practicability and wisdom of the policy to which I had given my sanction, but to act independently of them should that policy not be approved.

Looking to the sparse population of New-Brunswick, and to the absolute impossibility of that Province executing, unaided, and within a reasonable time, either or both of the two important lines projected across her territory, I deemed it to be my first duty to satisfy my own mind that a systematic plan of Colonization could be superinduced upon the gradual construction of the Railways, so that, by the time that serious liability was incurred, her population and revenues should be correspondingly increased. The way having been previously cleared for conducting the enquiries and forming the connexions which I deemed desirable, I trust I shall be prepared to shew to His Excellency that while, by accepting the generous and advantageous proposition of the British Government, New-Brunswick would obtain two Railroads, for a trifle more than one, made with her own resources would cost, she would, by falling into the general scheme, run but little risk, and throw into her wilderness lands, in a very short time, at least half a million of people.

Into the details of the measures which I have prepared myself to propose, or the extent of the resources which can be brought to bear upon the waste territory which, it is wise policy to people, I do not think it necessary here to enter.

Two or three simple facts will shew that I did not attach too much importance to this branch of the subject. The terms upon which the British Government is content to aid the Provinces, are not less favorable than those given to the proprietors of the Incumbered Estates in the Mother Country. These parties pay for £100 Sterling 6½ per cent. for 22 years, which extinguishes the debt, paying in full principal and interest. Those who wish us to make our Railroads with American capital and contractors, propose that we should give our debentures, redeemable in 25 years, and bearing interest at 6 per cent. If we did this it is quite clear that we should make a ruinous and unnecessary sacrifice, paying in interest alone a sum nearly equal to the whole amount borrowed by either mode, and then having to repay the principal besides. However profitable such an operation might prove to the Attorneys and Contractors who appear to have been pressing this policy upon the Province ever since the Convention was held at Portland, it would, in my judgment, now that we have the credit of the British Government at our back, and the treasures of London at our disposal, be one that would forever stamp us as inferior in practical sagacity and shrewdness to the astute neighbors who tempted us to make, for their advantage, such a ridiculous bargain.

But I do not believe that 6 per cent. is all that Provincial Companies, without the guarantee of the Colonial and Imperial Governments, will have to pay when once public works are commenced with insecure and insufficient resources. Our own experience of one such experiment ought to be sufficient for Nova-Scotia. A modern illustration should convey a significant warning to all the Provinces.

The City of Montreal naturally desirous to aid a work in which it had a deep interest gave to the contractors upon the Montreal and Portland Railroad a large amount of

Debentures

Debentures to enable them to go on. These were sold here recently. A gentleman of the highest mercantile character thus describes the value, in the London money market, of the credit of the first City in British America, unsupported by the Provincial or Imperial Government: "I understand that the agents of Blackwood & Co. (American Contractors) who accepted as part payment of their work on the St. Lawrence and Atlantic Railroad, £125,000, 6 per cent. City of Montreal Bonds at par, sold them lately in London at the price of £75 per £100. They mature at various dates, averaging, I believe, from 10 to 15 years."

In this case, (and so it will be in all others where haste makes waste, or cupidity outruns resources) it is clear that the Canadians will pay not only high interest upon their Debentures, but will have to redeem them at short periods, at an enormous sacrifice. If, then, the Provinces can, by mutual co-operation, secure funds to complete their great lines at about one half what money has cost in all the adjoining States, and what it must cost them without the aid of the British Government,—and if, while the money is being expended, their population and resources can be increased so as to make the risks they run merely nominal, I am well assured, however timid statesmen may shrink from the responsibility, or interested speculators may advocate a different policy—that sound views will ultimately prevail, and that the sacrifices which precipitancy may occasion to either Province, will ultimately afford instruction to them all.

Nova-Scotia having lead the way to the adoption of an enlarged and enlightened policy, and having discharged towards her Sister Provinces, in a fair and generous spirit the obligations which her prompt adoption of that policy imposed, it did not appear to me that I should leave her dependant upon their appreciation of her exertions, for the easy and successful completion of her internal improvements, in the event of no common action being attainable in respect to national or inter-colonial lines.

Looking to the developement of her internal resources alone, Nova-Scotia must have a common trunk line of Railroad, extending in a northerly direction from her capital, and branching east to the Pictou Coal Mines, and west to her most populous rural districts a large portion of the trade of which now flows across the Bay of Fundy. Her clear interest is to make these lines without delay, should any thing retard an inter-colonial enterprize. She may make fifteen, perhaps thirty miles, and then turn east or west as circumstances may determine; or she may complete the trunk and continue the branches, for the accommodation of her own trade and people, by regular and safe gradations.

Entertaining these opinions, I could not leave England without providing for the independant execution of our own internal improvements, under any and every possible contingency. I shall be prepared, therefor, to submit to his Excellency, propositions by which any amount of funds which we may require can be obtained, on our Provincial credit alone, at 5 and 6 per cent. from Banks, and individuals of the highest respectability, who will dispose of our Debentures on the most favourable terms—and I shall be prepared to submit the offers of capitalists, and contractors, who have made one third of all the Railroads in the United Kingdom, and who will complete working plans at their own expense, lodge Thirty thousand pounds in the Provincial Treasury as a pledge of their good faith, and construct either Nova-Scotia's own lines (should the Provinces not agree) or all the lines contemplated by Mr. Hawes's letter of the 10th of March, on terms much more favorable than any Railroads have been or can be completed with Colonial or American funds.

I have, &c.,

[Signed]

JOSEPH HOWE.

WM. H. KEATING, Esq., Depy. Secy.

(Copy.)

Government House, Toronto, 1st May, 1851.

SIR—

24th April.

Earl Grey to the
Earl of Elgin, No.
569, 4th March,
1851.(See Assembly Jour.
1851, Appendix p.
169.)

I have the honor to enclose herewith the copy of a Minute of the Executive Council of this Province which has reference to a Despatch from Earl Grey to me, the number and date of which is given in the margin, on the subject of the proposed Railway between Halifax and Quebec, the copy of which has, I understand, been furnished by his Lordship to your Excellency. Earl Grey has suggested that deputations from the Executive Councils of the two Lower Provinces should proceed to the Seat of Government in Canada, in order to confer with me and my Council on the proposition which he has submitted; and if you should see fit, after communicating with Sir E. Head, to act on this suggestion, I shall be glad to hear from you at what time I may expect the deputation from your Council to reach Toronto.

I have the honor to be,

Sir,

Your Excellency's

Most obedient

Humble Servant,

[Signed]

ELGIN & KINCARDINE.

Lieutenant-Governor Sir JOHN HARVEY, &c. &c. &c.

Extract from a Report of a Committee of the Honorable the Executive Council on Matters of State, dated 24th April, 1851, approved by His Excellency the Governor General in Council, on the same day.

On the Despatch of Earl Grey to your Excellency dated 14th March ultimo, No. 69, stating that Her Majesty's Government are prepared, on certain conditions, to recommend to Parliament that Imperial credit should be employed to enable Provinces of Canada, New-Brunswick and Nova-Scotia, to raise upon advantageous terms the funds necessary for the construction of the Halifax and Quebec Railway, the Committee of Council are respectfully of opinion that the suggestion of Earl Grey that a deputation from the Executive Council 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 purposes of coming to some agreement on this subject, which, after being approved by the Legislature of the several Provinces, might be submitted, for the sanction of Parliament, should be adopted. The great work, in the construction of which the Imperial Government is disposed to lend its powerful aid, has already been sanctioned to a certain extent by the Canadian Parliament. Any new proposition from the Imperial Government is entitled to the fullest and most respectful consideration; and the Committee of Council entertain no doubt that the respective Governments of Nova-Scotia and New-Brunswick will be prepared on the invitation of your Excellency to send deputations to consult with your Excellency, in this City, without unnecessary delay.

(Certified.)

[Signed]

J. JOSEPH, C. E. C.

Copy

(Copy.)

Government House, Halifax, May 17th, 1851.

SIR—

I have the honor to enclose copies of a Despatch and Minute of Council, which were received from His Excellency the Governor General yesterday. I shall be prepared to despatch a member of my Council to represent this Province at the Conference proposed, whenever I shall be apprised by your Excellency of the concurrence of your Government, and of the time which may be most convenient. 1st May, 1851.

I have, &c.

[Signed]

J. HARVEY.

His Excellency Sir EDMUND H. HEAD, Bart. &c. &c. &c. }
 Fredericton. }

*At a Council held at the Government House, at Halifax, on the 19th day of
 May, A. D. 1851.*

PRESENT—

HIS EXCELLENCY THE LIEUTENANT-GOVERNOR,
 &c. &c. &c.

His Excellency calls the attention of the Council to a Despatch from the Right Honorable the Governor General, dated Toronto, May 1st, 1851, inclosing an extract from a Report made by a Committee of Council on the 24th of April.

Whereupon the Lieutenant-Governor is advised to depute the Honorable Joseph Howe to proceed to Canada to confer with the Governor General on Matters of State, and with full powers to accept, on the part of Nova-Scotia, the terms proposed by the Imperial Government for the construction of Inter-Colonial Railways.

(Copy.)

Government House, Fredericton, May 20, 1851.

SIR—

I have the honor to acknowledge your Excellency's Letter of the 17th inst.

At a meeting of my Executive Council held yesterday, it was resolved that a member of that body should be deputed to proceed to Toronto; and it is thought that some day between the 10th and 15th of June would be a convenient time for his arrival there.

On receiving a reply from your Excellency stating this time would meet the convenience of the Delegate from Nova-Scotia, I will immediately communicate with Lord Elgin on the subject.

I have, &c.

[Signed]

EDMUND HEAD.

His Excellency Sir JOHN HARVEY, K. C. B. K. C. H.

Copy

(Copy.)

Government House, Halifax, May 21st, 1851.

MY LORD—

I had the honor to receive your Lordship's Despatch, dated the 1st instant, together with the Minute of Council which accompanied it, and immediately transmitted copies of both to His Excellency Sir Edmund Head. That no time might be lost, I also directed a communication to be sent by Telegraph to the Secretary of New-Brunswick. A message was received through that officer, by which I learnt that the Honorable Edward Chandler has been selected to represent the Government of New-Brunswick, and that he will be prepared to leave for Toronto on the 1st of June. I have therefore instructed Mr. Howe to meet him on that day, and both gentlemen will probably reach Toronto on the 7th.

I have the honor to enclose copies of the Minutes of Council which refer to Mr. Howe's appointment.

I have, &c.

[Signed]

J. HARVEY.

The Right Honorable The Earl of ELGIN & KINCARDINE, }
Governor General, Toronto. }

(Copy.)

Government House, Halifax, 24th May, 1851.

SIR—

I have had the honor to receive your Lordship's Despatch of the 20th inst., and beg to enclose copies of Minutes of Council passed here on the 19th May. Mr. Howe has been instructed to meet Mr. Chandler at Dorchester on the 1st of June.

I have, &c.

[Signed]

J. HARVEY.

His Excellency Sir EDMUND HEAD, Bart. }
Lieutenant-Governor, Fredericton, N. B. }

(Copy.)

PROVINCE OF NOVA-SCOTIA.

By His Excellency Lieutenant-General

SIR JOHN HARVEY,

Knight Commander of the Most Honorable Military Order of the Bath, Knight Commander of the Royal Hanoverian Guelphic Order, Lieutenant-Governor and Commander in Chief, in and over Her Majesty's Province of Nova-Scotia and its Dependencies, &c. &c. &c.

L. S.

J. HARVEY.

To all to whom these Presents shall come.

GREETING:

I do by these Presents certify and make known that by and with the advice and consent of Her Majesty's Executive Council, I have thought fit to depute and commission, and do by these Presents depute and commission the Honorable Joseph Howe, a Member of the said Council, and a Representative for the County of Halifax, in the General Assembly of this Province, to proceed to Canada, and confer with the Right Honorable

Railway.
Currency.Railway.
Currency.

Honorable the Governor General and Council of that Province, for the purpose of settling the terms of an agreement between the Provinces of Canada, New-Brunswick and Nova-Scotia, to be approved by the Legislatures of those Provinces, on the subject of the proposed Railway, for connecting the Maritime Provinces with Canada and the United States.

And I do by these Presents give and grant to the said Joseph Howe, all powers and authorities requisite in this behalf, and authorise him on the part of the Government of Nova-Scotia, to accept the terms proposed by the Imperial Government for the construction of Inter-Colonial Railways.

In testimony whereof I have caused the Great Seal of the said Province to be hereunto affixed. Witness my Hand, at Halifax, this twenty-ninth day of May, in the fourteenth year of Her Majesty's Reign, A. D. 1851.

By His Excellency's Command,

WILLIAM H. KEATING, Deputy Secretary.

(Copy.)

MEMORANDUM.—The Honorables Joseph Howe, of Nova-Scotia, and E. B. Chandler, of New-Brunswick, having in accordance with the invitation of the Governor General, proceeded to Canada, in order to confer with His Excellency and with his Executive Council, on the subject of the projected Railroad between Quebec and Halifax, and having had opportunities in the presence of His Excellency of explaining their views most fully, and of hearing those entertained by the Canadian Government, it is proposed to reduce to writing the conclusion which have been arrived at. It is admitted by all the parties that the work is one of great national importance, and that the three Provinces would be much benefitted by its construction. It seems scarcely probable that money can be obtained on more favorable terms than those on which the Imperial Government has offered to aid in procuring it; and it is therefore the anxious desire of all parties to this Conference that the obstacles which present themselves to the success of the enterprise may not prove insurmountable. The most important of these seems to be the determination of the two Houses of the New-Brunswick Legislature not to assume any greater liability than that already agreed to, and which amounts to a concession of the right of way and stations of ten miles of vacant land on either side, and a grant of £20,000 Currency per annum for twenty years.

It seems then desirable to offer as many distinct propositions as possible for the consideration of New-Brunswick; and to urge upon the Government of that Province to take the responsibility of submitting some one of them to the Legislature for its sanction.—The following propositions might, it is conceived, be sanctioned by Canada and Nova-Scotia :

First—That each Province should be responsible for the cost of the portion of the road passing through its own territory.

SECOND—That New-Brunswick should make a distinct and separate agreement for the construction of its portion of the line with private contractors, who might possibly be induced to undertake the work on liberal terms.

THIRD—That the line between Halifax and Quebec should be undertaken on the joint account of the three Provinces, and that the Crown Lands lying five miles on each side of the line should be conceded by each Province for the benefit of the Road, and that, until the payment of the cost of construction and interest, the receipts should be common property, after which each Province to own that portion of the Road which passes over its own territory.

Should the Lower Provinces determine to aid in constructing the Railway from Halifax to Quebec upon either of the plans suggested, it is more than probable that, with as little delay as possible, the line will be extended from Quebec to Hamilton, from whence a Railway is being constructed through British territory to Windsor, opposite Detroit, at which place it will connect with a line projected across Michigan to Chicago, and through the State of Wisconsin to the head waters of the Mississippi, at Galena, the continuous line through the British Provinces stretching for 1340 miles, and through British and American territory for 1700.

(Signed)

JOS. BOUDRET, P. C.
JOSEPH HOWE.

Toronto, 21st June, 1851.

Amherst, July 20th, 1851.

SIR—

The negotiations, which I was charged to conduct with the Governments of Canada and New Brunswick, having been brought to a close, in a final Conference held with the Delegate from the latter Province this afternoon, I lose no time in submitting, for the information of His Honor the Administrator of the Government, a Report of my proceedings under the Commission and Instructions with which I was honored by His Excellency Sir John Harvey.

You are aware that His Excellency Sir Edmund Head had selected the Hon. Edward B. Chandler to represent the Government of New Brunswick at Toronto, and that it had been arranged that I was to meet him at Dorchester on the 1st of June.

As I had to pass through the County of Cumberland, where the Bill, pressed so earnestly on the Legislature at its last Session, originated; and as it was more than probable that public opinion in New Brunswick would be largely influenced by the decision of that County against the measure, and in favor of the proposition made by Her Majesty's Government, I deemed it to consist with my duty to invite in the Shire Town, the most ample discussion of the whole subject. I therefore addressed a Letter to the Custos Rotulorum of Cumberland, acquainting him with my intention to attend any meeting that might be called for that purpose.

On reaching Amherst I found that a meeting had been convened, and that a very numerous and respectable body of the leading men of Cumberland crowded the Court House. The result of an animated discussion, which extended over several hours, was an almost unanimous decision to sustain the views and policy of the Government.

At Amherst I received invitations to attend two meetings in the County of Westmoreland, New-Brunswick, and another in the County of Kent: the former I accepted, as the places named lay upon my route—the latter I was compelled to decline. The unanimity

unanimity of feeling displayed at Dorchester, and at the Bend of Peticodiac, convinced me that the rural population of New-Brunswick only required information; and that, when the subject came to be fully discussed, their support would be given to any fair modification of the terms which the Legislature had rejected.

An experiment on the City of St. John appeared to offer less assurance of success. The Office Bearers and Agents of the Portland Company resided there, and formed with their friends, Clients and Stockholders, an organised combination. A large portion of the press had taken its tone from these Gentlemen; and for many weeks, the propositions contained in Mr. Hawes's letter, and the general policy of this Government, had been discussed in a spirit, which was certainly not calculated to ensure me a very cordial reception. When I entered the City I was assured that there would not be three exceptions to the unanimity with which the offers of Her Majesty's Government would be rejected and condemned. The result of the discussion which ensued, at a public meeting to which I was invited by the Citizens, may be gathered from the altered tone of a very influential portion of the press, and from the fact that the promoters of the Portland Company have postponed further proceedings until the 20th of August. "It is evident," says the Editor of the Freeman, (a journal originally hostile—still doubtful, but faithfully interpreting the prevailing sentiment of the community,) "that the public mind is excited by the magnificent proposal of Earl Grey, as interpreted by Mr Howe and others."

Having attended three meetings within His Excellency's Government, I deemed it but respectful to proceed to Fredericton and explain to Sir Edmund Head the reasons by which I had been influenced, and the general views which I entertained. These explanations were regarded as satisfactory, and I received from His Excellency very gratifying marks of confidence and consideration.

On reaching St. Andrews, on my way to the United States, I was met by a Deputation, with a request that I would address a public meeting at that place on the following day. Though apprehensive that the interest which the people of St. Andrews naturally felt in the success of their own Railroad, might place them in hostility to the inter-colonial lines, I consented to attend the meeting, and received, at its close, the most satisfactory assurances, from a very large assemblage of all ranks and classes, that no mere local interests, or predilections would induce St. Andrews to place herself in opposition to a great scheme of inter-colonial policy and improvement.

The charge having been frequently made, that the Government of Nova-Scotia had broken faith with the Portland Convention, and much pains having been taken to persuade the people of that city that the North American and European line had been abandoned, it appeared very desirable that the conduct of this Government should be vindicated, and its policy clearly explained to the leading men of this friendly and very interesting community. Mr. Chandler and myself spent nearly a day at Portland, on our way to Canada. John A. Poor, Esquire, one of the most active members of the Convention, rejoined us at Toronto, and we exchanged frank explanations with, and received much courtesy from that gentleman and his friends, on our return. Misconceptions, previously entertained, were dispelled by these friendly conferences. Mr. Hawes's letter of the 10th March—Earl Grey's despatch of the 14th, addressed to the Governor General, with copious extracts from the correspondence between the Imperial and Colonial Governments, have been published and extensively circulated in the State of Maine. Assuming that the policy explained to them will be acted upon in good faith, and "that the Provinces of New Brunswick and Nova Scotia will, in some mode or other, most agreeable to themselves, carry out the plan of a continuous line of Railway from the boundary of Maine to the eastern shores of Nova Scotia," all opposition to our policy has been wisely withdrawn by the people of Portland, who are now appealing to the Legislature and Citizens of Maine, to come promptly forward and

and supply the means to complete that portion of the line which is to extend from Bangor to the boundary of New-Brunswick.

Mr. Chandler and myself reached Toronto on the 15th June, and, during our stay at the seat of government, received from His Excellency the Governor General—from the Speakers of the two Houses of Parliament—from the Members of Administration, and from the Mayor and Citizens of Toronto generally, such marks of distinction and courtesy as assured us of the very high estimation in which the Provinces we represented were held.

Invited to take seats in Council on the 16th, we were at once assured of the cordial co-operation of the Government of Canada—of the readiness of the Administration to accept the terms offered by the Imperial Government, and to unite with Nova Scotia in meeting the difficulties presented in New Brunswick, by such fair modification of those terms as would enable Mr. Chandler to secure the co-operation of that Province. It is due to that gentleman to state, that he made no importunate demands—explained the position of his government, and the prevailing sentiment of the country, frankly, and then left it to the discretion and good feeling of the Conference to determine to what extent the peculiar aspects of New Brunswick should be considered, and aid given to that Province, in the construction of one of her great lines, to enable her to complete them both.

If New Brunswick maintained an antagonistic position, it was clear that neither the line to the St. Lawrence nor that to Portland could be accomplished, the proposition of the British Government would in that case have to be rejected, and the three Provinces be driven, in bad temper, and at ruinous rates of interest, to carry on their internal improvements without mutual sympathy or co-operation.

To obviate this state of things appeared to all parties most desirable; and, at length Mr. Chandler was empowered to invite the co-operation of his Government, upon these terms, it being understood that the Governments of Canada and Nova Scotia were to be bound by them if New Brunswick acquiesced:

That the line from Halifax to Quebec should be made, on the joint account and at the mutual risk of the three Provinces, ten miles of Crown Land along the line being vested in a joint Commission, and the proceeds appropriated towards the payment of the principal and interest of the sum required.

That New Brunswick should construct the Portland line, with the funds advanced by the British Government, at her own risk.

That Canada should, at her own risk, complete the line from Quebec to Montreal, it being understood that any saving which could be effected within the limits of the sum which the British Government are prepared to advance, should be appropriated to an extension of the line above Montreal.

That, on the debt contracted, on the joint account of the three Provinces, being repaid, each should own the line within its own territory.

It was also understood that Canada would withdraw the general guarantee, offered for the construction of Railways in any direction, and that her resources should be concentrated upon the main Trunk Line, with a view to an early completion of a great Inter-colonial Highway, on British Territory, from Halifax to Hamilton: from whence to Windsor, opposite to Detroit the Great Western Company of Canada have a line already in course of construction.

This policy having been arranged, it became very desirable that Mr. Chandler should return promptly to New Brunswick, to submit it to his Colleagues—and to assure himself that, in the event of the Administration assuming the responsibility which it involved, they would be sustained by a majority of the Legislature. Allowing a sufficient time for a deliberate review of the whole ground, and for a final decision, a meeting was arranged with Mr. Chandler at Dorchester, on my return. I rejoined him

him this afternoon, and was happy to receive from him the assurance that the Government of New Brunswick will be prepared to submit the policy agreed upon to the Legislature of that Province, with the whole weight of its influence, so soon as the Government of Nova-Scotia intimates that it is prepared to co-operate on the terms proposed.

The final adoption of this great scheme of Inter-colonial policy now rests with the people of Nova-Scotia, to whom, it is probable, that it will be submitted by a dissolution of the Assembly at an early day. I have pledged the Government to it beyond recall. I have staked, upon the generous and enlightened appreciation of their true interests by my countrymen, all that public man holds dear. Having done my best to elevate Nova Scotia in the eyes of Europe, and of the surrounding Colonies, I have no apprehension that she will repudiate the pledges which I have given.

Her clear interest demands the prompt acceptance of the proposition,

1st. Because it secures to her, within very few years a Railway communication of 1400 miles, extending through the noble territory of which she forms the frontage, and with which her commercial, social and political relations, must be very important in all time to come.

2d. Because it gives to her, almost at once, connection with 8000 miles of Railway lines already formed, in the United States—makes her chief seaport the terminus for ocean steam navigation, and her territory the great highway of communication between America and Europe.

3d. Because, on the extinction of the debt, she will possess a Road with which there can be no competition within the Province—a road towards which two great streams of traffic must perpetually converge, and the tolls upon which must become a source of revenue, increasing with each succeeding year.

4th. Because, the completion of these great lines of communication will give to all the North American Provinces a degree of internal strength and security, and consideration abroad, which will far transcend any pecuniary hazards which may be incurred.

5th. Because the completion of these lines will draw into the Province much of the surplus labour and capital of Europe.

6th. Because the line from the Seaboard once completed to Canada, there cannot be a doubt that it will soon be extended into the fertile and almost boundless country beyond; being followed, at every advance, by a stream of Emigration, and ultimately, and in our own time, reaching the shores of the Pacific.

It may be argued that we ought not to risk anything beyond the limits of our own frontier. But I regard the risk as involving a very slight liability beyond what we have already cheerfully assumed.

All our calculations have been based upon the presumption that our Roads will cost £7000 currency per mile. From the best information which we could obtain in Canada and in the United States, and we gathered the opinions of the chief promoters of the Vermont, Great Western, Portland, and St. Andrews Roads, there is every reason to believe, if the Provinces avail themselves of the most modern experience, and of the present low price of iron, that, with the money in hand, and large contracts to offer, the work need not cost much more than £5000 currency per mile. Should this be the case, the sum which was originally contemplated will probably cover the whole expenditure for which Nova Scotia will be liable; and, if it does not, with her present low Tariff, and annually increasing consumption, the deficiency may be soon supplied.

But, after a careful examination of the country traversed by American and Canadian Railroads, and of the general testimony borne by their promoters and officers, that in all cases the money with which they have been constructed has cost from 7 to 12 per cent, I have brought my mind to the conclusion that a Railway built with money

ney at $3\frac{1}{2}$ per cent. will pay almost immediately, even if made through a wilderness, provided the land be good, water power and wood abundant; and provided that there are formed settlements at either side, to furnish pioneers, and local traffic with them, when they are scattered along the line. We have other resources, beyond our own limits, in associations of the industrious and enterprising, who are prepared to come into the Provinces the instant these great works are commenced, and who, within the limits at least of the lands dedicated to this enterprize, will soon form a continuous street, through that portion of the territory between our frontier and the St. Lawrence, which appears to present any really serious hazard.

In estimating the relative risks and advantages which this scheme involves, it should also be borne in mind, that while Nova-Scotia has but little Crown land left along her portion of the line (and this has been frankly explained) the lands which Canada and New Brunswick are prepared to grant are extensive and valuable. They will probably amount to 3,000,000 of acres, which, if sold at 5s. an acre, (and with a Railroad running through them they will soon command a much higher price,) would form a fund out of which to pay the interest on the whole capital expended for the first three or four years.

I cannot close this report without some notice of the very enthusiastic and honorable treatment that I received during short visits to Quebec and Montreal. In both Cities, men the most distinguished for social positions, commercial and intellectual activity, and commanding influence, vied with each other in recognizing the importance and value of the maritime Provinces. Among all ranks and classes the Railroads seemed to be regarded as indispensable agencies by which North Americans would be drawn into a common brotherhood—inspired with higher hopes—and ultimately elevated, by some form of political association, to that position, which, when these great works have prepared the way for union, our half of this Continent may fairly claim in the estimation of the world.

I have the honor to be,

Sir,

Your very obedient Servant,
JOSEPH HOWE.

WM. H. KEATING, Esq. Depy. Secy. &c.

[Approved by the Administrator of the Government, in Council, at Halifax, this 26th July, 1851.]

At a Council held at the Government House, Halifax, on the 26th day of July, 1851.

PRESENT—

HIS HONOR LIEUTENANT COLONEL JOHN BAZALGETTE, ADMIN-
ISTRATOR OF THE GOVERNMENT,

&c. &c. &c.

With reference to the Minute of the 19th May, relating to the Provincial Secretary's Mission to Canada, the following documents are read and considered—

(Mr. Howe's Report, dated 20th July, 1851.)

(Memorandum dated at Toronto 21st June, 1851.)

Whereupon the said Report being approved, and it being deemed highly important that the question of the construction of the Railroad on the terms proposed should be presented for the decision of the Country and the Legislature at the earliest convenient period, His Honor, agreeably to the advice of the Board, is pleased to order the
publication

publication of the said Report in a Gazette Extraordinary this day, and further, that Proclamation be forthwith issued in the usual form dissolving the present General Assembly and that writs to bear teste the 29th inst. and be returnable on Saturday the 21st day of September do issue for calling a new General Assembly.

(Copy.)

Government House, Halifax, July 26th, 1851.

MY LORD—

I have the honor to enclose, for your Lordship's information, a copy of a Report just made to me by the Honorable Joseph Howe, and I beg to acquaint your Lordship that I have, with a view to an early decision upon the policy agreed upon at Toronto, this day dissolved the House of Assembly of this Province.

I have &c.,

[Signed]

JOHN BAZALGETTE,
Administrator.

The Honorable the Earl of ELGIN & KINCARDINE, }
Governor General, &c. &c. &c. }

(Copy.)

Government House, Halifax, July 26th, 1851.

SIR—

I have the honor to enclose, for your Excellency's information, a copy of a Report just made to me by the Honorable Joseph Howe, and I beg to acquaint Your Excellency, that I have, with a view to an early decision upon the policy agreed upon at Toronto, this day dissolved the House of Assembly of this Province.

I have, &c.

(Signed)

JOHN BAZALGETTE,
Administrator.

His Excellency Sir EDMUND HEAD, Fredericton.

(Copy.)

NEW BRUNSWICK.

Memorandum in regard to the Railway policy of the Provincial Government.

That the proposals made by the Secretary of State for the Colonies, as expressed in Mr. Hawse's letter, under date of 10th March, 1851, upon the subject of Railways in this Province, shall be accepted in full, so far as the amount necessary is concerned, and upon the propositions specified in Mr. Howe's Report to his Government on his return from the Deputation to Canada, or on terms not less favorable; and upon such better modification of the terms specified in Mr. Hawes's letter respecting the securities to be offered by the Province as can be obtained, it being distinctly understood that the Government will not accept any proposals for building the Great Trunk Line which shall not embrace in an equally favorable and explicit manner the European and North American Railway—the liability for the latter line being solely confined to the Province.

It is also understood that the Government will urge upon the Imperial Government the propriety of obtaining Imperial aid, in addition to the guarantee, in consideration

of

of the valuable lands which will be conceded by New Brunswick along both lines for Emigration purposes, and of the great national importance of the undertaking.
Fredericton, Aug. 1, 1851.

(Copy.)

No. 8.

Government House, Halifax, August 4th, 1851.

MY LORD—

20th July, 1851.

Referring to your Lordship's despatch of the 14th of March, (No. 569) addressed to the Governor General, I have now the honor to enclose a copy of the Report made to this Government by Mr. Howe, the Delegate selected to attend the Conference at Toronto, held under your Lordship's instructions.

The important measure matured at that Conference seeming to depend on the Legislative action of the Provinces interested, and the spirit, if not the letter of the Law rendering an appeal to the constituencies of Nova-Scotia indispensable before the Session could be held, I deemed it to consist with my duty to dissolve Parliament by Proclamation on the 26th day of July.

In taking this step I have been sustained by the unanimous opinion of the Executive Council, and trust that it will meet with your Lordship's approval.

The Elections will be held on the 28th of August, and the Writs are returnable on the 20th of September.

I have &c.

[Signed] JOHN BAZALGETTE,
Administrator.

The Right Hon. EARL GREY, &c. &c. &c.

Provincial Secretary's Office, September 13th, 1851.

SIR—

I have it in command from His Honor the Administrator of this Government, to acquaint you, for the information of His Excellency Sir Edmund Head, that His Honor will be prepared to call an extra Session of the Legislature of this Province, to consider the subject of Inter-colonial Railways, whenever the Legislature of New Brunswick has decided to accept the terms described in my report of the 20th of July, for the construction, in three equal portions, of the Trunk Line from Halifax to Quebec.

His Honor commands me to say that his Government will be prepared to submit such a measure, and to carry it through the Legislature, whenever His Honor is assured, that the Government of New Brunswick adhere to the Minute of Council, dated at Fredericton, on the 1st of August, and is prepared to confirm, or has confirmed by Legislation, the policy embodied in that Minute.

I have &c.

(Signed) JOSEPH HOWE.

The Honorable J. R. PARTELOW, Fredericton.

(Copy.)

Secretary's Office, Fredericton, 22nd September, 1851.

SIR—

I had the honor, on the 20th instant, to lay before His Excellency the Lieutenant-Governor in Council, your communication of the 13th instant, on the subject

ject of Railways, together with the report of the Committee of Council thereon, and I herewith transmit to you a copy of their report, as approved by His Excellency, for the information of your Government.

I have, &c.

[Signed]

J. R. PARTELOW.

The Hon. JOSEPH HOWE, Provincial Secretary, Halifax.

(Copy.)

In Committee of Council, 19th September, 1851.

The Committee of Council having had under consideration the letter of the Provincial Secretary of Nova-Scotia of the 13th Sept. inst., unanimously concur in the opinion that they cannot advise His Excellency to convene the Legislature at a special Session, to take into consideration the subject of Colonial Railways, until the decision of the Legislature of Nova-Scotia shall have been first obtained on the propositions made at the Conference at Toronto.

The Committee have less hesitation in arriving at this conclusion, as they conceive it to be in strict accordance with the understanding hitherto subsisting with the Government of Nova-Scotia.

The Committee regret that a private Memorandum of August 1st, (a paper drawn up solely for the guidance of individual members of this Government,) should have been inadvertently treated by the Government of Nova-Scotia, as a document officially in their possession.

At the same time the Committee of Council see no reason to doubt that the proposition referred to in the Memorandum, as existing in Mr. Howe's report of 20th July, 1851, would be acquiesced in by the Provincial Legislature, and such proposition will be supported by the Executive Council.

[Approved by His Excellency the Lieutenant-Governor in Council, this 20th day of September, 1851.]

(Extract from the Minutes.)

[Signed]

R. FULTON,
Acting Clerk, E. C.

Provincial Secretary's Office, Halifax, 8th October, 1851.

SIR—

I am commanded by the Lieutenant-Governor to acquaint you, for the information of the Right Honorable the Governor General, that the Legislature of this Province will be convened on the 4th day of November next, and that a Railway measure, based upon the propositions made at the Conference at Toronto, will be submitted to both Houses, with every prospect of a favorable result.

I have, &c.

[Signed]

JOSEPH HOWE.

The Honorable J. LESLIE, &c. &c. &c. Quebec.

Provincial Secretary's Office, Halifax, 8th October, 1851.

SIR—

I am commanded by the Lieutenant-Governor to acquaint you, for the information of His Excellency Sir Edmund W. Head; that the Legislature of this Province will be convened on the 4th day of November next, and that a Railway measure, based upon

upon the propositions made at the Conference at Toronto, will be submitted to both Houses, with every prospect of a favorable result.

His Excellency commands me to express his regret that the character of the Memorandum to which reference is made in the Minute of Council, which accompanied your Letter of the 22d September, should have been misconceived.

I have, &c.

[Signed]

JOSEPH HOWE.

The Honorable J. R. PARTELOW, Fredericton.

APPENDIX No. 8.

Provincial Secretary's Office, Halifax, May 7, 1851.

SIR—

I am commanded by the Lieutenant-Governor to request that you will, with as little delay as possible, report to me for His Excellency's information, your opinion of the most suitable point of intersection for Railroads intended to connect the Eastern and Western Counties with the Capital of the Province.

I have, &c.

[Signed]

JOSEPH HOWE.

WILLIAM FAULKNER, Esq. &c. &c. &c.

Lower Steviacke, June 2, 1851.

SIR—

In obedience to His Excellency the Lieutenant-Governor's commands, contained in your Letter of 7th ult., requesting me to report on the most suitable point of intersection for Railroads intended to connect the Eastern and Western Counties with the Capital of the Province, I beg leave to submit for the information of His Excellency, the following Report, accompanied by a Plan:—

The limited period of time allotted for this service, and my previous engagements with Government, precluded the possibility of a more than hasty run over the extended surface of Country necessary to form an accurate judgment on this important matter.

It appears, however, that *three points* of intersection present themselves, any one of which might be adopted without great sacrifice of time in travelling.

1st.—The line as surveyed by Mr. Wightman in 1849, direct from Halifax to Windsor, and fully described in that gentleman's Report. The point of intersection with the Great Trunk Line as laid down by Capt. Henderson, R. E., is near Fultz's Inn, or about 12 miles from Halifax and 38 miles from Windsor.

2nd.—The point F on the Plan, and westwardly of the Grand Lake, about 23 miles from Halifax, and say 36 miles from Windsor, is the next intersection. The line from F towards Windsor will pass over a broken rocky barren for 6 miles to E, at the head waters of the River Hebert, thence following the valley of this River until it intersects the Halifax and Windsor Line at A, near Chambers's, Newport. From E to about a mile below Barron's mills, the country is rocky and barren, and the course of the valley of the River is circuitous, and the banks in places high and steep, composed of rock and clay, and will probably be very expensive. From the latter point the valley is more open. This line is marked No. 2 on the plan.

3rd.—The next point of departure from the trunk line as laid down is at the Horn Settlement, on the Shubenacadie River, and about two miles from the outlet of the Grand Lake by this River, and is marked T. This point is distant thirty miles from Halifax, and about thirty-seven miles from Windsor. The line from T will pass through a broad valley for three miles to the summit level at U. From the summit at U, three miles will carry to the crossing the Nine Mile River at Sandy Point, near John

Grant's

Grant's; thence following up the valley of the Nine Mile River to its source near the lake which forms Withrow's Mill Pond, near L; thence by the mill stream (Glen Brook) to the back road, so called; thence along the north side of Mehan's hill into a broad and open valley to B on the River Hebert, seven miles from Chambers', near A.

This line is marked No. 3, and is designated by a green line.

The distances respectively from Halifax to Windsor by these routes will be as follows:

No. 1.—By Sackville and Meander Rivers, per Mr. W's. survey, 50 miles.

No. 2.—By the valley of the River Hebert, 59 miles.

No. 3.—By Horn's Settlement and the Nine Mile River, 67 miles.

The distances to make of Railroad between the Trunk Line and Windsor will be about,

No. 1.—By Wightman's Line, 38 miles.

No. 2.—By line from F by River Hebert, 36 miles.

No. 3.—By Horn's and Nine Mile River, 37 miles.

The summit levels on these three lines appear to be as follows, viz:

No. 1.—Near Cockscomb Lake, 464 feet above the Sea.

No. 2.—At E by the Valley of River Hebert, or 120 feet lower than No. 1, 344 feet ditto.

No. 3.—At L about $\frac{1}{2}$ mile eastwardly of Withrow's Mills, 500 feet ditto.

Assuming the heights at E and L to be correct, as taken from Mr. Wightman's barometrical readings in connection with the Windsor Railroad Survey, and the heights at the Grand Lake and Horn's, to be also correct by the Canal Surveys, and which there is no means of proving except by a very extended Survey, which time will not at present admit of, the annexed results will follow:

From T at Horn's, on the Shubenacadie, to the summit at U, a distance of 3 miles, the rise is 96 feet, or 32 feet per mile; from thence to Sandy Point at the crossing of the Nine Mile River, near John Grant's, is $2\frac{3}{4}$ miles, with a descent of 35 feet, or 15 feet per mile; from thence to within a short distance of the Beaver Bank Road is 7 miles, with an average rise of 37 feet per mile, and then to the summit near L, will be 3 miles, at about 60 feet per mile, with a cut of 15 to 20 feet for no great distance to Withrow's Mill Pond. From this point the line descends the Mill Stream (Glen Brook) for 2 miles to the bridge at Carter's on the back road; thence skirting the north side of Mehan's Hill to near Mrs. Knowles' Farm, at which point it enters a broad and open valley, running to K, near Tanner's, a distance in all of six miles, with a fall of 300 feet, or an average of 50 feet per mile. From thence to B on the River Hebert, and along said River to A (near Chambers's) a distance of 10 miles, the grades need not exceed 20 to 30 feet per mile, and would probably be rather under this.

The advantages to be derived from the adoption of this line will be, that of passing for the whole distance through a country capable of cultivation, a large proportion on the Nine Mile River being alluvial soil, and in a progressive state of improvement.

From the most careful inquiry it has been ascertained that there are at present over 600 families residing within 5 miles on each side of the proposed Line between Chambers', in Newport, and the Horn Settlement, on Shubenacadie River.

This line passes through the middle of Newport, Rawdon, and the Nine Mile River Settlement, and will open up to the line a large tract of excellent land, now being settled towards the valley of the Shubenacadie River, and without the limits above named.

A line of five miles in width on each side of the proposed line will give 198,400 acres of land, and deducting therefrom one-fifth for barren, unfit for culture, we have 158,720 acres of land suited for agricultural purposes, and allowing fifty acres for the support of a family, this tract of land is capable of taking 3,174 families, assuming that

that each of these families should use the line for two trips to the capital per annum, for the purpose of marketing, &c., at 10s. per trip it will give £3,174, and further that each family transport by Rail one ton of produce annually, at 10s. per ton, £1,587—making in way traffic the sum of £4,761 per annum. These calculations are, however, far below what the way traffic would probably come up to, and are actually much under what every family expends annually for travel and transport to and from the Capital by the present mode of travelling.

This Line will also possess the advantage of passing almost directly through the Slate Quarries of Rawdon, which might at a future day add materially to the business of the road.

There is no doubt that Coal exist, in great abundance, on what is called the Gore Mountain, at a distance not exceeding five miles from the proposed line, and not more than forty-two miles by this line to Halifax.

Limestone and Gypsum or Plaister, are to be found in places along the line, both of good quality and in great abundance, particularly the latter, which is plenty at Sandy Point, a distance of not more than 36 miles from the Capital.

As Railroads must depend in a great measure on the local traffic for support and maintenance, consequently a line run through an Agricultural Country, susceptible of a high state of cultivation, and having in its immediate proximity the materials to constitute hereafter an immense trade with the Capital in those highly necessary articles, such as Slate, Coal, Lime, and Gypsum, the advantages of such a line over one laid down through a barren, rocky country, are immediately apparent, and the extra distance to be run would be more than over balanced by the benefits to be derived in the first case.

I am, however, decidedly of opinion, that the line No. 3 by Horn's is the more preferable one, for the reasons given, although perhaps the grades may not be as favorable as those of No. 2, yet the surface material of the country is of a much more favorable character for grading, being very free from rocks, and will probably turn out a less expensive line to construct.

I much regret that more time was not at my disposal, in order that a more accurate Survey might have been made, and more full information afforded, by which a decision might be arrived at on the subject.

I have the honor to be, Sir,

Your most obedient Servant,

WILLIAM FAULKNER.

The Hon. the Provincial Secretary, Halifax.

Pictou, October 27, 1851.

SIR—

I have the honor to submit the result of an exploratory survey, in which I have been engaged, under your instruction, with a view to the discovery of a line favorable for a Railway around the base of that range commonly called the Cobequid Mountains.

From the Bay of Verte in the direction of the southern shore of the Straits of Northumberland, to French River of Tatamagouche, in the County of Colchester, the line is uniformly level, from thence to west branch of River John, in the County of Pictou, skirting the base of the Earltown Mountains, there is a gradient of one in three hundred and fifty or fifteen feet in the mile; thence to the summit level along said River, there is a gradient of one in two hundred and forty or twenty-two feet to the mile; thence along the east side of Salmon River, passing Truro to the southward about one half mile, at a gradient of about one in four hundred and twenty-five, or about twelve feet in the mile, and joining Major Robinson's line five miles to the southward of Truro.

This

This line will be about fourteen miles longer than that of Major Robinson's over the Cobequid Mountains by the Folly Pass.

Adopting the line thus described, a branch of about twenty five miles, would connect the Albion Mines with the trunk line, and the town of Pictou will be within twenty miles of it.

The line I have described is the red line on the accompanying Map.

The dotted line marked on the Map would pass within three miles of the Mines, and over a lower elevation (between the Middle River of Pictou and the Stewiacke River) than the summit level between River John and Salmon River, but will increase the distance or length of the Railroad about fifteen miles additional. The land on the whole course of both the lines I have marked on the plan or Map, is fit for cultivation, not rocky, and easily worked, and the curves may be made easy, invariably not less than three quarter miles radias.

I would observe that to encounter a gradient of from sixty to seventy feet in the mile, requires the power of three Engines to do the same work that one would overcome, on the highest gradient, on the lines I have pointed out. It will therefore be a question whether the expense of the additional power always required to overcome Major Robinson's gradient, make it preferable at once to incur the additional expense of constructing the fourteen miles of road I have referred to, particularly when it is considered how much more cheaply the road can be cut on the line proposed by me than at the Folly Pass.

There is a Railroad from South Pictou to the Albion Mines, and if the Trunk Line be connected with a branch of the Mines, it would not only be a great benefit to Pictou, but would add very materially to the profit of the road, as Coals in immense quantities would pass over it to Halifax for shipment during the winter, when the navigation of the Gulf is closed, and would afford most advantageous employment to the Railroad. I submit this as a very cogent reason, in addition to the other advantages, for the preference of the line above recommended.

I have the honor to remain,

Your Obedient Servant,

PETER CRERAR.

Hon. Joseph Howe, &c. &c. &c.

Provincial Secretary's Office, Halifax, 29th April, 1851.

SIR—

Having understood from you that you entertain the opinion that the point of intersection for Railroads intended to connect the eastern and western Counties with the capital of this Province, lies somewhere in the vale of the Shubenacadie, I have it in command from the Lieutenant Governor to request that you will report, with as little delay as possible, for His Excellency's information, the grounds of that opinion.

I have, &c.

[Signed] JOSEPH HOWE.

CHARLES W. FAIRBANKS, Esq.

Halifax, 5th November, 1851.

SIR—

Having carefully submitted the Rawdon ridge to the rigid test of the spirit level, I have the honor to report for your information the result of my trial surveys, to ascertain the proper point of junction in the valley of the Shubenacadie River, for the lines of Railways to connect the Eastern and Western Counties with the Capital of this Province. Supposing the Eastern line or main trunk to be located as shewn on the plan made by Major Robinson, it was necessary to determine the position of the western line, or the west route through the County of Hants towards Windsor. To decide the proper or most suitable line, I instructed my assistant, Mr. Wm. McKay, to commence a trial survey at McPhee's bridge on the Nine Mile River. The height at this point above the level of medium high tides, Halifax Harbor, having been taken in 1835 by George Baldwin, Esquire, by order of my father, and to run a line of levels on the road leading northward to the road called the Indian road, near Robert Roulston's, from thence eastward to the summit height in Temple's valley, and westward to W. Withrow's mills. The result of these surveys and levels proved the summit heights in Temple's valley to be 310 feet—in Scott's valley 387 feet, and at a point on the road east of Wm. Withrow's mills 546 feet above tide level. The distance by Temple's valley is about two miles longer than by Scott's, and there are some curves in this route which may be overcome by a detailed survey. I am of opinion that the western line should join the main trunk line below Hall's bridge, at a height of 60 feet above tide, and run in nearly a strait line through Scott's or Temple's valley, thence on the north side of the Rawdon hills to, at or near the low ground near Thos. Tanner's house, from thence to the River Hebert, near Stephens', and from thence keep the valley of the Hebert River on the north or south side of the river, as may hereafter be considered best, to at or near the outlet of the Meander River—from thence it can go via the route laid down by Mr. George Wightman, in his printed plan, or it may keep near the line of the new road into Windsor. I object to the line shewn on Mr. Wightman's plan, from the foot of the Grand Lake, on the south side of the Nine Mile River, via Withrow's mills, for these reasons: 1st—It passes over the highest land in the County over which a Railroad may be made. 2d.—It is too near the Whinstone rocks. 3d.—It is in every respect inferior to any of the other routes in every point in which it can be viewed. The routes proposed by me are coloured red on the plan. The survey and levels taken by me began at W. Withrow's mills, and terminated at the tide level in the Kennetcook River, near the west line of land of Benjamin Smith, Esquire. My levels checked, and proved to be correct those taken by Mr. McKay, and shew the height of the land on part of the north side of the Rawdon hills. From the sections it may be seen that the grades on the route proposed by me may be less than 40 feet to a mile. The land on this line is all granted—is well settled, and is of the best quality—scarcely an acre being unfit for cultivation.

The plan annexed to this Report is not very correct, as it is a compilation from various plans—many new roads are not laid down, and the courses of the Rivers are very imperfect. It is, however, as good a plan as can be made, without a survey, from the materials I have at my disposal. The sections and profiles of the roads and streams are correct and valuable. A moderate expenditure would have made a fair survey of the Townships of Windsor, Newport, Rawdon, and Douglas, from which information of the most useful kind might be obtained. An examination by a Geologist of the Coal formation on the north side of the Rawdon ridge, the Salt Springs, Slate Quarries, and Freestone Rocks, might be expedient. Facts enough have been gathered to demonstrate that a Railway may be constructed from the main trunk line westward

westward to Annapolis of the best and most approved kind—the cost per mile should not exceed £6000 cy. not including the cost of a bridge over the Avon at Windsor.—Light trains are supposed to be used—iron sleepers are being used in England, and iron bridges in the United States—the cost would be greatly increased if iron structures are extensively used in the formation of Railways in this Province, unless we can manufacture iron for our own use at a cheap rate. I can see no reason why we should not do so. The western line will require but few bridges of importance, but many farm bridges will be required. The charge for land and fences will be a large item of the cost. Materials to form the road bed, bridges, culverts, &c., are to be had on all sides of the best kind. Slate is the hardest kind of rock to be found on the route, and this is not expensive to excavate; and should a good strata of this rock be cut into, the transport of it alone on the Railway would produce a very great Revenue. The reason the quarries are not worked at the present time in Rawdon is the great cost of truckage to the tide water. It must be remembered that the summit grade may be greatly reduced by a deep cut or tunnel. The cost of a tunnel in slate rock is not expensive, and should the experiment to cut a tunnel by steam power through the Housac Mountains succeed, it may be advisable to tunnel the Rawdon ridge, and thus reduce the grades and shorten the distance.

My estimate is for a single track with turnouts, narrow cuttings, and embankments, but I would build all the bridges for a double track, including also some few locomotives and cars. The road bed would be raised to get rid of the snow whenever this could be effected. The cost of iron rails at the present time landed at Halifax would be £7 10 Currency. For my estimate I can form one from the main trunk to Victoria Beach on the best principles now known to Engineers, using light trains and engines. Speed for passenger trains 30 to 40 miles per hour—goods trains 10 to 15 miles per hour, and with grades not to exceed 35 or 40 feet per mile. This line would pay interest and expenses as soon as its traffic is fully developed. Other routes to the westward of the one now proposed may be found over the Rawdon ridge. I did not explore with a line of levels the four valleys to the west of the Little River or Scott's valley. The best information I could obtain, joined with my own judgment, induced me to try Scott's and Temple's valleys. It would have cost a larger sum of money to cut through the woods in the other valleys than I felt justified or authorized to expend. The chances are against a good line being found except a very deep cut or tunnel be used at the summit height. I do not include in this estimate any part of the main trunk line. The distance to Windsor from Halifax is 63 miles.

From the rapid, singular, and regular slope of the Rawdon ridge, it is extremely easy to grade and curve the Line of Railway which may be constructed over, under or around it. Temple's valley permits the best grades through it, as shewn by the section to be 25 or 30 feet per mile. It has very high land on each side. The rock on the west mountain is all slate. I believe the rocks on the east side to belong to the coal formation. Both of the routes proposed are good as regards grades. It would require much consideration and an exact survey to decide which should be used. Taking the same height near McPhee's bridge, one hundred feet for both routes, to begin the ascent over the summits, we have, say $6\frac{1}{2}$ miles, with grades of not more than 30 per mile for Temple's valley, and grades of not over 40 feet per mile for $7\frac{1}{2}$ miles for Scott's valley, the summit heights being cut to 290 and 330 feet above medium high tides in Halifax Harbour.

The profile of the road from Taggart's brook to Wm. Withrow's mills, plainly shows that the Lines of Railway may be carried with good grades up the four other valleys to the westward of those I have explored, as far as this road. It is plain that the line will be shorter via any of the other valleys than by those chosen for a trial survey. The most direct line would be that explained by Mr. Wightman, but it would
have

have grades of 36 feet per mile for thirteen miles, to ascend to the summit at Withrow's mills. The other routes only have grades of 30 to 35 feet, for six or seven miles. It must be remembered that I could not examine every route. Any of these routes are to be preferred to the line from the head of the Basin to Windsor, as surveyed by Mr. Wightman. They would have grades superior, cost less per mile, in a more fertile part of the Province. The stream which flows from Wm. Withrow's Mill Pond is one of the best water powers I have seen in this Country—the fall being about 350 feet in five miles, and equal to 500 horse power. Owing to the shape of the Rawdon hills, the streams which flow from them are subject to heavy and rapid freshets, which must be guarded against in all Railway operations.

Now to sum up the advantages of the route proposed—we have a better and more fertile soil, more population, a better position as regards the Railway wants of the whole country, more traffic, descending grades in a mineral producing part of the country,—expected to cost less per mile than any other route, greater speed, and many other minor benefits too numerous to mention. Now the only objection that can be named by those not seeing the matter in its true light is, that the distance to Windsor is about fifteen miles longer than by the proposed line. Many facts are wanted, but enough has been gathered to enable a correct and decided opinion to be given that this Railway west to Windsor and Annapolis must join the main trunk east to Amherst in the valley of the Shubenacadie River, at a point distant 25 miles from Halifax, in preference to a junction near the head of Bedford Basin.

I have, the honor to be,

Your obedient Servant,

CHARLES W. FAIRBANKS,

Civil Engineer.

The Hon. JOSEPH HOWE, Provincial Secretary.

INDEX
TO THE
JOURNALS
OF THE
LEGISLATIVE COUNCIL.
1851.

A.

- Address to Her Majesty relative to Railroad, (vide Railway.)
To His Excellency, in answer to Speech moved, and read 1st time, 9; read 2d time, committed, read 3d time, and agreed to, Committee to ascertain when H. E. will receive, and presented, 10, 11; Reply, 11.
Relative to absent Members, (vide Council.)
Railroad, (vide Railway.)
Appropriation Bill brought from H. A., 24; read 1st time, S. O. suspended, read 2d time, committed, read 3d time, agreed to, and sent to H. A., 24, 5; assent, 28.
Assembly, House of, directed to choose Speaker, Speaker presented, approved of, and claim of privileges, 8.

C.

- Companies, Land; Bill for Incorporation of, brought from H. A., read 1st time, and ref. to Sel. Com., 19; report, read 2d time, 19; committed, S. O. suspended, read 3d time, agreed to, and sent to H. A., 22; assent, 28.
Conferences on General State of the Province, (vide Railway Address.)
Council; Committee to take charge of Chamber, 27.
Library, 23.
Of Privileges, 10.
On Reporting, 10; Report, 13.
Contingent Expenses; Committee to consider, 19; Report and Statement, adopted, and Conference on General State of Province, asked and held, 22, 3; vote for, 23, 4.
Members; leave of absence to, 16.
Absent; Committee to prepare Address to H. E., 19; Address reported and adopted and Committee to present, 21; Report, 24.
Courts; Bill relative to Sittings of certain, brought from H. A., read 1st time, S. O. suspended, read 2d time, committed, read 3d time, agreed to, and sent to H. A., 16; assent, 17.

Crown Land Department; Bill relative to, brought from H. A., read 1st time, and ref. to Sel. Com., 19; Report, read 2d time, and ord. to Com., 19; committed, S. O. suspended, read 3d time, agreed to, and sent to H. A., 22; assent, 28.

H.

Huntington, Mr.; vote for Monument to, 27.

M.

Messages from H. E. with Despatch and Order in Council allowing Division C. Breton Bill, do. Elective Franchise Bill, 11; Despatch relative to School Land Act, do. King's College Grant Act; Despatch and Order in Council disallowing School Land Act; Despatch and Order in Council allowing 35 Acts; Despatches relative to Railway, 12; with Letters relative to intersection of Eastern and Western Railway, 13.

N.

Naturalize Burke, Anderson, and Lee; Bill to, presented and read 1st time, 17; read 2d time and ord. to Com., 17; amended, S. O. suspended, read 3d time, agreed to, and sent to H. A., 24; H. A. agree to Bill, 24; assent, 28.

P.

Petition of T. Robson, 14.
Prorogation, 28.

R.

Railway to Quebec; Message with Despatches relative to, 12, 13.

Letters relative to East and West, 13.

Trunk, through B. N. America; Bill to make provision for construction of, brought from H. A. read 1st time, 17; read 2d time and ord. to Com., 18; committed, 20; S. O. suspended, read 3d time, agreed to, and sent to H. A., 21; assent, 28.

Loan of One Million for; Bill for raising, brought from H. A. and read 1st time, 17; read 2d time, and ord. to Com., 18; committed, reported without amdt. 3 motions to re-commit Bill neg., S. O. suspended, read 3d time, agreed to, and sent to H. A., 21; assent, 28.

Addresses relative to—

H. A. ask Conference on Gen. State of Province, agreed to, and Committee, 24; Report, 25; further Conference asked by Council and held, 25; Message from H. A. with Committee to prepare Address, Committee of Council, 25, 6; Addresses to Her Majesty and His Excellency reported, adopted, and Committee to present, 26, 7.

Reply, His Excellency's to Address, 11.

Robson, T; Patent for Windmill; Bill for, presented and read 1st time, 14; read 2d time, and ord. to Com. 14; committed, S. O. suspended, read 3d time, agreed to, and sent to H. A., 15.

Petition of, 14.

S.

Speaker, (vide Assembly.)

Speech, His Excellency's, at opening of Session, 8; reported, 9; (vide Address.)
At close of Session, 28.

V.

Votes, for Members' pay, 23, 4; Contingencies of H. A., 23, 4; Contingencies of Council, 23, 4; Reporting, 23, 4; Monument to Mr. Huntington, 27.