

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.

- 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:

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 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 checked="" type="checkbox"/>	<input type="checkbox"/>									
12x		16x		20x		24x		28x		32x	

10
2576

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



From the 9th February to the 9th April 1860.
Being the Fourth Session of the Eighteenth General Assembly.

FREDERICTON, NEW BRUNSWICK.
JOHN SIMPSON, PRINTER TO THE QUEEN'S MOST EXCELLENT MAJESTY.
1860.



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

J. H. T. MANNERS-SUTTON.

A PROCLAMATION.

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

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

By His Excellency's Command.

S. L. TILLEY.



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

J. H. T. MANNERS-SUTTON.

A PROCLAMATION.

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

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

By His Excellency's Command.

S. L. TILLEY.



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

J. H. T. MANNERS-SUTTON.

A PROCLAMATION.

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

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

By His Excellency's Command.

S. L. TILLEY.



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

J. H. T. MANNERS-SUTTON.

A PROCLAMATION.

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

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

By His Excellency's Command.

S. L. TILLEY.



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

J. H. T. MANNERS-SUTTON.

A PROCLAMATION.

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

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

By His Excellency's Command.

S. L. TILLEY.



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

J. H. T. MANNERS-SUTTON.

A PROCLAMATION.

WHEREAS the General Assembly of this Province stands prorogued to Thursday the twenty second day of December instant, I have thought fit further to prorogue the said General Assembly, and the same is hereby prorogued accordingly to Thursday the nineteenth day of January next.

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

By His Excellency's Command.

S. L. TILLEY.



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

J. H. T. MANNERS-SUTTON.

A PROCLAMATION.

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

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

By His Excellency's Command.

S. L. TILLEY.

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

FOURTH SESSION OF THE EIGHTEENTH GENERAL ASSEMBLY.
ANNO VICESIMO TERTIO VICTORIÆ REGINÆ.

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

At Fredericton in the Province of New Brunswick.

LEGISLATIVE COUNCIL CHAMBER, Thursday, 9th February, 1860.

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

PRESENT:

THE HON.

Mr. Black, President.

Mr. Saunders,
Mr. Minchin,
Mr. Harrison,
Mr. Wark,
Mr. Seely,

Mr. Robertson,
Mr. Hazen,
Mr. Odell,
Mr. Steeves,
Mr. Robinson.

PRAYERS.

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

Who being come—

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

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

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

66 **I** AM happy to be able to congratulate you on the condition of the Province. The Harvest of the last season was, by the blessing of Providence, abundant; the

the price of, and the demand for, our Staple Export have improved; our Fisheries have been successful; and the increase which the Revenue of the past year exhibits, when compared with that of preceding years, is a gratifying proof of the revival of our Commerce and of the general prosperity of the people.

" Her Majesty's approval of the Act of last Session, entitled 'An Act to establish the University of New Brunswick,' has not, as yet, been notified to me, but it affords me satisfaction to be able to state that I have been informed that the Order in Council confirming this Act will shortly be transmitted to me.

" Her Majesty's Government recently placed at my disposal, for the use of the Militia of this Province, 3,000 stand of Enfield Rifles, and I have thus been enabled to arm, without expense to the Province, several Companies of Militia, whose offers to volunteer for drill and exercise, I have felt pleasure in accepting. I have reason to believe that similar offers will be received by me from many more Companies of Militia; and you will, I am sure, share the satisfaction which I feel at this proof of the undiminished spirit of the people, and of their wise determination to adopt those precautionary measures of self-defence, which are additional safeguards for the maintenance of Peace.

" The progress which has been made in the construction of the Railway from Saint John to Shediac, gives me reason to hope that, in the course of next Summer, the whole line will be open for traffic.

" The interest manifested by the Agricultural population in the selection of Members of the Provincial Board of Agriculture augers well for the future usefulness of the Board, whose labours will, I trust, fully realize the expectations of the people.

" It cannot be doubted that intending Settlers on Wild Lands derive much advantage from combining together in their applications for Land: Tracts of Land suited for Settlements of this description will be surveyed in different parts of the Province, and Roads will be laid out.

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

" I have given directions that the Accounts of the Receipts and of the Expenditure, of the past year, should be laid before you.

" You will observe with satisfaction that, placing out of consideration the proceeds of the Provincial Debentures and the Expenditure for Railway Works, the Revenue of the year exhibits an excess over the Expenditure during the same period.

" Estimates also of the Revenue and Expenditure of the current year will be submitted to you.

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

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

" The adoption in Canada and in Nova Scotia of the decimal system of computation, will probably induce you to consider whether this system can be introduced with advantage in this Province.

" I have, in accordance with the desire expressed to me last Session by the House of Assembly, appointed Commissioners to prepare a measure for facilitating settlements between Debtors and Creditors. The Report of the Commissioners has not as yet been laid before me, but its presentation will not, I am informed, be long deferred, and, when it is received, I shall submit it for your consideration.

" It

“ It has been usual to take a Census of the Population at decennial periods. I recommend you to consider what Legislative enactments may be requisite to facilitate a Census next year, and to ensure its correctness.

“ The conflicting claims of the Lessees of the Crown and of the Owners of the Soil, for many years impeded or prevented the development of the Mineral resources of the Province. These impediments have been removed, and I recommend you to consider whether it would be expedient to institute a more searching enquiry into the real character and extent of these resources in different parts of the Province.

“ I fervently hope that your deliberations will, by the favour of Providence, conduce to the honor and welfare of the Province.”

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

The Honorable the President reported His Excellency's Speech.

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

ORDERED, That the same be taken into consideration to-morrow.

ORDERED, That the Journals of this House be printed daily, and that three hundred copies thereof be furnished.

Adjourned until To-morrow at 12 o'clock.

FRIDAY, 10th February, 1860.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Robertson,
Mr. Minchin,
Mr. Harrison,
Mr. Wark,
Mr. Seely,*

*Mr. Chandler,
Mr. Peters,
Mr. Hazen,
Mr. Odell,
Mr. Steeves,
Mr. Robinson.*

PRAYERS.

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

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

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

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

MAY IT PLEASE YOUR EXCELLENCY,

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

We

We cordially respond to Your Excellency's congratulations on the condition of the Province. We feel grateful to Divine Providence for the abundant Harvest of the past Season, as well as for the success of our Fisheries. We are gratified to learn that the Market for our Staple Export has improved; and that there is such an increase of our Revenue as affords a gratifying proof of the revival of our Commerce, and the general prosperity of the People.

We thank Your Excellency for the information, that the Act to establish the University of New Brunswick is about to be confirmed by Her Majesty.

We rejoice to find that already a portion of the loyal people of this Province, have, by volunteering for drill and exercise, evinced their appreciation of the paternal care of Her Majesty's Government, in sending out so valuable a supply of Enfield Rifles; and that there is a prospect of many more Companies of our Militia following their example; and we share with Your Excellency in the satisfaction you feel at this proof of the undiminished spirit of the people, and of their wise determination to take those precautionary measures of self defence, so well calculated to insure the maintenance of Peace.

We are pleased to learn that the progress made in the construction of the Railway from Saint John to Shediac, gives reason to hope that in the course of next Summer it will be open for traffic.

We trust that the labours of the Board of Agriculture, in advancing the important Interest which it will be their duty to watch over and foster, will prove so successful as fully to realize the expectations of our Agricultural population.

It is desirable that every available facility should be given for the settlement of our vacant Crown Lands. The judicious laying out of Roads, and the survey of Tracts of Land suitable for Settlement, will, we trust, afford encouragement to persons desirous of engaging in Agricultural pursuits, to combine for the formation of new Settlements.

We shall willingly apply ourselves to the consideration of the Decimal system of computation, with the view of promoting uniformity between this and the neighbouring Provinces.

Any measure for facilitating settlements between Debtor and Creditor, shall, when laid before us, receive our careful consideration.

We shall give our attention to any legislation which may be deemed necessary to procure a correct Census of the Province.

We are glad to find that, by the settlement of conflicting claims of Lessees of Mines and the Owners of the Soil, some impediments to the development of our Mineral resources have been removed. We shall willingly take into consideration the expediency of a more searching enquiry into the character and extent of these resources in different parts of the Province.

We cordially unite with Your Excellency in the fervent hope, that our deliberations may, by the favour of Providence, conduce to the honor and welfare of the Province.

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

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

Adjourned until To-morrow at 12 o'clock.

SATURDAY, 11th February, 1860.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Peters,
Mr. Hazen,
Mr. Odell,
Mr. Seely,*

*Mr. Chandler,
Mr. Minchin,
Mr. Harrison,
Mr. Steeves,
Mr. Robinson.*

PRAYERS.

Adjourned until Monday next at 12 o'clock.

MONDAY, 13th February, 1860.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Peters,
Mr. Harrison,
Mr. Wark,
Mr. Gordon,
Mr. Robinson.*

*Mr. Botsford,
Mr. Minchin,
Mr. Hazen,
Mr. Odell,
Mr. Steeves,
Mr. Seely,*

PRAYERS.

Adjourned until To morrow at 12 o'clock.

TUESDAY, 14th February, 1860.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Peters,
Mr. Harrison,
Mr. Wark,
Mr. Gordon,
Mr. Robinson,*

*Mr. Botsford,
Mr. Minchin,
Mr. Hazen,
Mr. Odell,
Mr. Steeves,
Mr. Seely,
Mr. Earle.*

PRAYERS.

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

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

And being returned,

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

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

“ I request you to receive my hearty thanks for this Address. It is at all times my sincere wish to co-operate with you in promoting the welfare of the Province.”

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

From Thomas Main and others, for Act of Incorporation: and

From Saint John Fire Insurance Company, for amendment to Act of Incorporation.

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

Adjourned until To-morrow at 12 o'clock.

WEDNESDAY, 15th February, 1860.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Peters,
Mr. Harrison,
Mr. Wark,
Mr. Gordon,
Mr. Earle.*

*Mr. Botsford,
Mr. Minchin,
Mr. Hazen,
Mr. Odell,
Mr. Steeves,
Mr. Robinson,*

PRAYERS.

Adjourned until To-morrow at 12 o'clock.

THURSDAY, 16th February, 1860.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Peters,
Mr. Odell,
Mr. Steeves,
Mr. Robinson,*

*Mr. Botsford,
Mr. Minchin,
Mr. Harrison,
Mr. Wark,
Mr. Gordon,
Mr. Earle.*

PRAYERS.

On

On motion—

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

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

The Honorable Mr. Earle, by leave, presented a Petition from James Kerr and others, praying that a certain Road may be placed on the Great Road establishment of this Province.

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

Adjourned until To-morrow at 12 o'clock.

FRIDAY, 17th February, 1860.

PRESENT:

THE HON.

Mr. Black, President.

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

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Davidson,
Mr. Wark,
Mr. Robinson,*

PRAYERS.

Adjourned until To-morrow at 12 o'clock.

SATURDAY, 18th February, 1860.

PRESENT:

THE HON.

Mr. Black, President.

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

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Davidson,
Mr. Wark,
Mr. Gordon,
Mr. Earle.*

PRAYERS.

Adjourned until Monday next at 12 o'clock.

MONDAY, 20th February, 1860.

PRESENT :

THE HON.

Mr. Black, President.

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

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Davidson,
Mr. Wark,
Mr. Gordon,
Mr. Earle.*

PRAYERS.

A Message was brought from the Assembly by Mr. Williston, with a Bill in amendment of an Act intituled "An Act to incorporate the South West Boom Company;" to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. Kerr, with a Bill to amend an Act intituled "An Act for establishing and maintaining a Police Force in the Town of Chatham, in the County of Northumberland;" to which they desire the concurrence of this House.

The said Bill was read a first time.

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

On motion—

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

ORDERED, That the Honorable Messieurs Botsford, Chandler, and Kinnear, be the said Committee.

The Honorable Mr. Steeves, a Member of Her Majesty's Executive Council, by command of His Excellency, laid before the House the Report of the Railway Commissioners for the year 1859, with an Appendix, containing Report of Chief Engineer and Report by the Superintendent.

Adjourned until To-morrow at 12 o'clock.

TUESDAY, 21st February, 1860.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Minchin,
Mr. Harrison,*

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Davidson,*

Mr.

Mr. Odell,
Mr. Steeves,
Mr. Robinson,

Mr. Wark,
Mr. Gordon,
Mr. Earle.

PRAYERS.

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

A Bill in amendment of an Act intituled “An Act to incorporate the South Bay Boom Company :” and

A Bill to amend an Act intituled “An Act for establishing and maintaining a Police Force in the Town of Chatham, in the County of Northumberland.”

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

The Honorable Mr. Kinnear presented to the House the following Bills intituled—
An Act to repeal certain Sections of an Act regulating Marriage and Divorce : and
An Act in addition to and in amendment of certain Chapters of the Revised Statutes.

The said Bills were severally read a first time.

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

A Message was brought from the Assembly by the Honorable Mr. Mitchell, with a Bill to repeal an Act intituled “An Act to make further provisions for the support of Buoys and Beacons in the Bay and Harbour of Miramichi;” to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The Honorable Mr. Steeves, a Member of Her Majesty’s Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House the Report of the Auditor General for the past year.

Adjourned until To-morrow at 2 o’clock.

WEDNESDAY, 22nd February, 1860.

PRESENT :

THE HON.

Mr. Black, President.

Mr. Saunders,
Mr. Chandler,
Mr. Minchin,
Mr. Davidson,
Mr. Wark,
Mr. Robinson,

Mr. Botsford,
Mr. Kinnear,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Earle.

PRAYERS.

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

A Bill intituled "An Act in addition to and in amendment of certain Chapters of the Revised Statutes:"

A Bill intituled "An Act to repeal certain Sections of an Act regulating Marriage and Divorce:" and

A Bill to repeal an Act intituled "An Act to make further provisions for the support of Buoys and Beacons in the Bay and Harbour of Miramichi."

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

A Message was brought from the Assembly by the Honorable the Attorney General, with a Bill to empower the County Council of the County of York to raise a sum of money for Agricultural purposes; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by the Honorable Mr. Gray, with a Bill to provide for the attendance and examination on oath of Witnesses before the Legislature or Committees thereof; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

On motion—

Pursuant to the Standing Order, the House was called over.

The Honorable	Mr. Black,	Present.
"	Mr. Saunders,	do.
"	Mr. Botsford,	do.
"	Mr. Chandler,	do.
"	Mr. Robertson,	Absent.
"	Mr. Kinnear,	Present.
"	Mr. Minchin,	do.
"	Mr. Peters,	Absent.
"	Mr. Hazen,	do.
"	Mr. Harrison,	Present.
"	Mr. Davidson,	do.
"	Mr. Odell,	do.
"	Mr. Wark,	do.
"	Mr. Steeves,	do.
"	Mr. Ryan,	Absent.
"	Mr. Hamilton,	do.
"	Mr. Gordon,	do.
"	Mr. Todd,	do.
"	Mr. Seely,	do.
"	Mr. Rice,	do.
"	Mr. Robinson,	Present.
"	Mr. Earle,	do.

The Honorable Mr. Chandler, by leave, presented a Petition from Mariner Wood and others, praying for Legislative aid.

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

The

The Honorable Mr. Earle, by leave, presented a Petition from the Maduxnikik Boom Company, for continuance of their Act of Incorporation.

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

Adjourned until To-morrow at 12 o'clock.

THURSDAY, 23rd February, 1860.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Minchin,
Mr. Davidson,
Mr. Wark,
Mr. Rice,
Mr. Earle.*

*Mr. Botsford,
Mr. Kinnear,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Robinson,*

PRAYERS.

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

A Bill to empower the County Council of the County of York to raise a sum of money for Agricultural purposes: and

A Bill to provide for the attendance and examination on oath of Witnesses before the Legislature or Committees thereof.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to amend an Act intituled "An Act for establishing and maintaining a Police Force in the Town of Chatham, in the County of Northumberland."

The Honorable Mr. Davidson took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill intituled "An Act to repeal certain Sections of an Act regulating Marriage and Divorce."

The Honorable Mr. Chandler took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House.

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

Pursuant

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill intituled "An Act in addition to and amendment of certain Chapters of the Revised Statutes."

The Honorable Mr. Chandler took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

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

A Bill to provide for an Alms House and Work House for the Parish and Town of Woodstock, in the County of Carleton: and

A Bill to continue the several Acts relating to the Maduxnikik Boom Company.

The said Bills were severally read a first time.

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

The Honorable the President laid before the House a Communication from the Provincial Secretary of New Zealand, accompanying a Compilation of Statistics of that Colony for the year 1857.

Adjourned until To-morrow at 12 o'clock.

FRIDAY, 24th February, 1860.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Minchin,
Mr. Davidson,
Mr. Wark,
Mr. Gordon,
Mr. Rice,
Mr. Earle.*

*Mr. Botsford,
Mr. Kinnear,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Seely,
Mr. Robinson,*

PRAYERS.

Pursuant to the Order of the Day, the Bill intituled "An Act to repeal certain Sections of the Act regulating Marriage and Divorce," was read a third time and passed.

ORDERED, That the Title of the said Bill be—

An Act to repeal certain Sections of the Act regulating Marriage and Divorce.

ORDERED, That Mr. Dibblee do carry the said Bill down to the Assembly, and acquaint that House that the Legislative Council have passed the same, and desire the concurrence of the Assembly thereto.

Pursuant to the Order of the Day, the Bill to amend an Act intituled "An Act for establishing and maintaining a Police Force in the Town of Chatham, in the County of Northumberland," was read a third time and passed.

ORDERED

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

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

A Bill to continue the several Acts relating to the Maduxnikik Boom Company: and
A Bill to provide for an Alms House and Work House for the Parish and Town of Woodstock, in the County of Carleton.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to empower the County Council of the County of York to raise a sum of money for Agricultural purposes.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to repeal an Act intituled "An Act to make further provision for the support of Buoys and Beacons in the Bay and Harbour of Miramichi."

The Honorable Mr. Davidson took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill intituled "An Act in addition to and in amendment of certain Chapters of the Revised Statutes."

The Honorable Mr. Chandler took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House with an amended Title.

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

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

A Bill to amend the Act relating to Highways, so far as relates to the Parish of Portland, in the City and County of Saint John; and

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

The said Bills were severally read a first time.

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

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

The said Bill was read a first time.

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

The Honorable Mr. Kinnear presented to the House a Bill intituled "An Act in amendment of the Law relating to Summary Convictions."

The said Bill was read a first time.

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

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

The Report of the Chief Commissioner of the Board of Works for the past year.

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

From William Wright and others, praying for relief in certain Railway Contracts: and

From the Saint John Gas Company, against the Bill for inspection and sealing of Gas Metres.

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

Adjourned until To-morrow at 12 o'clock.

SATURDAY, 25th February, 1860.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Minchin,
Mr. Davidson,
Mr. Wark,
Mr. Hamilton,
Mr. Seely,
Mr. Robinson,*

*Mr. Botsford,
Mr. Kinnear,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Rice,
Mr. Earle.*

PRAYERS.

Pursuant to the Order of the Day, the Bill intituled "An Act in addition to and in amendment of certain Chapters of the Revised Statutes," was read a third time and passed.

ORDERED, That the Title of the said Bill be—

An Act in amendment of the Law relating to the Courts of Probate.

ORDERED, That Mr. Dibblee do carry the said Bill down to the Assembly, and acquaint that House that the Legislative Council have passed the same, and desire the concurrence of the Assembly thereto.

Pursuant

Pursuant to the Order of the Day, the Bill to empower the County Council of the County of York to raise a sum of money for Agricultural purposes, was read a third time and passed.

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

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

A Bill intituled "An Act in amendment of the Law relating to Summary Convictions :"

A Bill to explain an Act intituled "An Act to amend an Act intituled 'An Act to authorize the draining of German Town Lake, in the County of Albert :'"

A Bill to amend the Act relating to Highways, so far as relates to the Parish of Portland, in the City and County of Saint John : and

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

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into further consideration the Bill to repeal an Act intituled "An Act to make further provisions for the support of Buoys and Beacons in the Bay and Harbour of Miramichi."

The Honorable Mr. Davidson took the Chair.

After some time the House resumed.

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

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

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

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

Adjourned until Monday next at 12 o'clock.

MONDAY, 27th February, 1860.

PRESENT :

Mr. Black, President.

THE HON.

Mr. Saunders,

Mr. Chandler,

Mr. Minchin,

Mr. Davidson,

Mr. Wark,

Mr. Ryan,

Mr. Gordon,

Mr. Rice,

Mr. Botsford,

Mr. Kinnear,

Mr. Harrison,

Mr. Odell,

Mr. Steeves,

Mr. Hamilton,

Mr. Seely,

Mr. Robinson

PRAYERS.

PRAYERS.

Pursuant to the Order of the Day, the Bill to repeal an Act intituled "An Act to make further provisions for the support of Buoys and Beacons in the Bay and Harbour of Miramichi," was read a third time and passed.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to explain an Act intituled "An Act to amend an Act intituled 'An Act to authorize the draining of German Town Lake, in the County of Albert.'"

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

A Message was brought from the Assembly by the Honorable Provincial Secretary, with the following Bills, to which they desire the concurrence of the Assembly :—

A Bill to provide for the prompt payment of all demands upon the Treasury : and

A Bill to incorporate the New Brunswick Freestone Company.

The said Bills were severally read a first time.

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

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

The said Bill was read a second time.

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

A Message was brought from the Assembly by Mr. Tibbits, with a Bill to alter the division Line between the Parishes of Grand Falls and Saint Leonard, in the County of Victoria ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill intituled "An Act in amendment of the Law relating to Summary Convictions."

The Honorable Mr. Chandler took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House.

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

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

A Bill relating to the settlement and support of the Poor of the Province: and
A Bill to amend an Act to incorporate the Chatham Gas Light Company.

The said Bills were severally read a first time.

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

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

The said Bill was read a second time.

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

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

From the Mayor, Aldermen and Commonalty of the City of Saint John, against the
passing of a Bill for the erection of a Bridge across the Harbour of Saint John:

From the same, for the enactment of the following Bills:—

For the enclosure and improvement of King's and Queen's Squares in Carleton:
For the extension of the operation of Cap. 61, Revised Statutes, and explanation
of 22 Vic. c. 39:

For the prevention of Lotteries in the City:

For the inspection and sealing of Gas Metres in the City:

In relation to the City Court and the examination of confined Debtors:

For the extension of the Breakwater, and laying down Moorings in the Harbour:

For the appointment of additional City Surveyors: and

For an improved system of Sewerage and Water Supply.

From A. Balloch and one hundred and twenty one others, for the repeal of the
"Medical Act of the Province of New Brunswick.

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

Adjourned until To-morrow at 12 o'clock.

TUESDAY, 28th February, 1860.

PRESENT:

Mr. Black, President.

THE HON.

*Mr. Botsford,
Mr. Kinnear,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Hamilton,
Mr. Seely,
Mr. Robinson.*

*Mr. Chandler,
Mr. Minchin,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Rice,*

PRAYERS.

Pursuant to the Order of the Day, the Bill intituled "An Act in amendment of the
Law relating to Summary Convictions," as engrossed, was read a third time and passed.

ORDERED, That the Title be—

An Act in amendment of the Law relating to Summary Convictions.

ORDERED, That Mr. Dibblee do carry the said Bill down to the Assembly, and acquaint that House that the Legislative Council have passed the same, and desire the concurrence of the Assembly thereto.

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

A Bill to provide for the prompt payment of all demands upon the Provincial Treasury :

A Bill to alter the division line between the Parishes of Grand Falls and Saint Leonard, in the County of Victoria: and

A Bill relating to the settlement and support of the Poor of this Province.

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

A Message was brought from the Assembly by Mr. End, with a Bill to incorporate the Bathurst Mining Company; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The said Bill was read a second time.

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

A Message was brought from the Assembly by Mr. M'Adam, with a Bill to continue an Act for the better and more effectual securing the navigation of the River Saint Croix, in the County of Charlotte; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

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

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

J. H. T. MANNERS-SUTTON.

His Excellency the Lieutenant Governor lays before the Legislative Council, copies of Correspondence relative to the Joint Address to Her Majesty of the Legislative Council and House of Assembly of the 9th April 1859, viz :—

1. Despatch from the Lieutenant Governor to the Secretary of State, dated 12th April 1859, No. 18.

2. Despatch from the Secretary of State to the Lieutenant Governor, dated 4th August 1859, No. 7, with Enclosures.

February 27th, 1860.

J. H. T. M-S.

RECIPROCITY OF TRADE AND REGISTRY OF SHIPS.

(Copy)—No. 18.

Government House, Fredericton, New Brunswick, April 12th, 1859.

SIR,—I have the honor to transmit to you, with the request that it may be laid at the foot of the Throne, the enclosed Joint Address of the Legislative Council and House of Assembly to Her Majesty.

The subject to which this Address refers, has been so frequently discussed in all its different bearings, and is moreover one, in the consideration of which so few points (comparatively speaking) of local importance alone can be raised, that I feel it unnecessary for me to submit to you any lengthened remarks respecting it.

I may however observe, that the close proximity of the United States to this Province renders the exclusion of British Ships from the Coasting Trade of the United States a question of greater practical importance to the ship-owners of the Province than would otherwise be the case. And the same circumstance, especially when coupled with the fact (referred to in the Address,) that Ship-building is one of the most important branches of industry here, renders the exclusion of British built ships from Registration in the United States more injurious, in a practical point of view, to the Ship-builders and Ship-owners of the Province than it would be, if the Commercial relations of the Province with the United States were less intimate, the distance between the two Countries greater, and the people of the Province less extensively engaged in the business of Ship-building.

An Address from the House of Assembly, on the same subject as that referred to in the Joint Address of the Legislative Council and House of Assembly to Her Majesty, was presented to me at the same time that the last mentioned Address was placed in my hands to be forwarded to you. I have the honor to forward to you a copy of this Address, and of my reply to it.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

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

(Copy)—No. 7.

Downing Street, 4th August, 1859.

SIR,—I have received your Despatch, No. 18, of the 12th April last, transmitting a Joint Address to the Queen from the Legislative Council and House of Assembly of New Brunswick, on the effects on that Province of the repeal of the Navigation Laws.

Her Majesty having been pleased to command that this Address should be referred for the consideration of the Lords of the Committee of Privy Council for Trade, I transmit a copy of their Lordship's answer, which, with the documents therein enclosed, I shall be glad if you will communicate to the Legislative Council and House of Assembly, as containing Her Majesty's answer to their representations.

I have, &c.

(Signed)

NEWCASTLE.

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

(Copy)

(Enclosure.)

Office of Committee of Privy Council for Trade, Whitehall, 18th July, 1859.

SIR,—The Lords of the Committee of Privy Council for Trade, have had under their consideration Mr. Elliot's Letter of the 17th May, transmitting for their opinion, by direction of Secretary Sir E. B. Lytton, a copy of a Despatch from the Lieutenant Governor of New Brunswick, enclosing an Address from the Legislature of the Province to the Queen, on the subject of the effects of the repeal of the British Navigation Law.

This Address states that the repeal of the restrictions upon Foreign Shipping in the Foreign and Colonial Trades of the United Kingdom in 1850, and in the Coasting Trade in 1854, exposed British Shipowners to all the evil consequences of unequal competition with the shipping of most Foreign Countries, and that in New Brunswick this grievance has been most severely felt.

It goes on to disclaim any desire on the part of the Provincial Legislature, for any alteration in the general Commercial policy of the British Empire, but it adverts to the retaliatory powers vested in Her Majesty by the 324th and 325th Sections of the 16th and 17th Vic. c. 107, and prays that measures may be adopted by Her Majesty in relation to this subject which will enforce reciprocal concessions from those Foreign Countries which still withhold them from British Shipping.

With

With reference to Sir E. B. Lytton's desire to receive my Lords opinion as to the course which Her Majesty's Government may properly adopt in this matter, I am to request that you will inform the Duke of Newcastle, that the effects of the recent changes in the British Navigation Laws, both upon the British Shipping interest and upon the policy of Foreign Countries, were made the subject of careful enquiry by this Board, on the occasion of an Address to Her Majesty of the 22nd December last, from the owners of British ships and others, of a similar purport to that under consideration, and I am to enclose to you, to be laid before His Grace, a copy of a letter from this Board to the Home Department, of the 10th March last, containing the results of that enquiry, and the views of my Lords upon the subject.

I am to add, that in the particular case of New Brunswick, which Colony is stated in the present Address to have suffered most severely from unequal competition with the Shipping of Foreign Countries, it appears to my Lords from an examination of the Shipping Accounts of New Brunswick in their possession, that the only Foreign Country whose Shipping commands an important share in the Colonial Trade is the United States of America, and that so far as those States are concerned, the remedial measures indicated in the Address are not applicable.

My Lords are not aware of any privilege affecting Shipping, in respect of which complete reciprocity does not exist between the United States of America and the Province of New Brunswick, the coasting trade being withheld in both from all but National Shipping except on the conditions of National Registry, which in New Brunswick allow of Ships built in the United States being registered as British, but do not allow of Ships built in New Brunswick being registered in the United States.

The retaliatory Sections of the 16th and 17th Vic. c. 107, to which the Address refers, and which are the only provisions of Imperial Law under which Her Majesty can impose countervailing restrictions on the Shipping on non-reciprocating countries, enable Her Majesty to place such restrictions only in respect of the voyages in which such Shipping may engage, and the goods which they may carry.

It would not therefore be competent for Her Majesty under the present Law of the United Kingdom, to exclude Ships built in the United States from the British Registry.

I subjoin Returns of the Trade and Shipping of New Brunswick, which although they extend over too limited a period to enable this Board to express a conclusive opinion upon the point, do not appear to them to exhibit any very marked symptoms of permanent and progressive decline in the Shipping interests of the Province.

I have, &c.

(Signed)

J. EMERSON TENNENT.

H. Merivale, Esquire, C. B., &c. &c. &c., Colonial Office.

NEW BRUNSWICK.

Number and Tonnage belonging to New Brunswick in each Year, from 1854 to 1857.

Years.	Vessels.	Tons.
1854	878	141,454
1855	866	138,292
1856	892	164,226
1857	857	160,508

Number and Tonnage of Vessels built in New Brunswick in each Year, from 1850 to 1857.

Years.	Vessels.	Tons.
1850	86	30,356
1851	99	49,595
1852	118	58,399
1853	122	71,438
1854	135	99,426
1855	95	54,561
1856	129	79,907
1857	148	71,989

Number and Tonnage of Vessels built in New Brunswick and Registered in the United Kingdom in each Year, from 1853 to 1857.

Years	Vessels.	Tons.
1853	20	17,245
1854	23	21,316
1855	17	13,038
1856	14	8,433
1857	8	5,599

Statistical Department, Board of Trade, June 6th, 1859.

Tonnage of British, American, and other Foreign Vessels, Entered and Cleared at Ports in New Brunswick in each of the Years 1856, 1857, (not obtainable for previous years.)

Nationality of Vessels.	ENTERED.		CLEARED.		TOTAL.	
	1856	1857	1856	1857	1856	1857
British, viz:—	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
United Kingdom,	97,835	82,652	111,801	95,303	209,636	177,955
Colonial,	250,500	228,239	302,310	293,356	552,810	521,595
American, (U. S.)	286,204	252,249	279,082	245,955	565,286	498,204
Other Foreign Countries,	11,217	24,455	10,956	4,663	22,173	29,118
Total,	645,756	587,595	704,149	639,277	1,349,905	1,226,872

Total value of the Imports and Exports of New Brunswick in each Year, from 1840 to 1857.

Years.	Imports.	Exports.
1840	£1,336,317	£753,036
1841*	1,002,058	495,629
1842	540,307	487,479
1843	639,686	538,592
1844	850,099	598,837
1845	1,084,151	787,684
1846	1,036,016	886,763
1847	1,125,328	696,399
1848	629,408	639,199
1849	693,927	601,462
1850	813,531	658,018
1851	980,300	772,024
1852	1,110,601	796,335
1853	1,716,108	1,072,491
1854	2,068,773	1,104,215
1855	1,431,330	826,381
1856	1,521,178	1,073,351
1857	1,418,943	917,775

* The value for 1841 is only for 9 months ending 30th September.

American and British Tonnage Entered and Cleared at Ports in the United States, from or to other British Possessions in North America, than Canada.

Years ending	UNITED STATES TONNAGE.		BRITISH TONNAGE.	
	Entered from other British North American Provinces than Canada.	Cleared to other British North American Provinces than Canada.	Entered from other British North American Provinces than Canada.	Cleared to other British North American Provinces than Canada.
30th June.				
	TONS.	TONS.	TONS.	TONS.
1849	120,867	122,641	314,805	408,727
1850	55,587	79,430	334,223	527,121
1851	62,458	103,235	361,561	572,407
1852	63,887	122,809	337,050	526,796
1853	112,335	266,431	394,951	557,067
1854	121,105	295,781	357,945	513,556
1855	154,312	276,633	365,437	477,668
1856	187,754	326,647	402,355	464,803
1857	138,640	319,985	382,712	454,002
1858	171,024	242,407	389,396	469,200

NOTE.—Previously to 1849, Canada is included with the other N. A. Provinces in the Returns of the United States.

(Copy)

(Enclosure.)

Office of Committee of Privy Council for Trade, Whitehall, 10th March, 1859.

SIR,—I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 29th December, transmitting for their consideration, by direction of Mr. Secretary Walpole, an Address to the Queen, “from owners of British Ships and others interested “in the prosperity of British navigation, on behalf of the Shipping Interest, at various Ports of the “United Kingdom,” and I am to request you will submit to Mr. Secretary Estcourt the following observations upon the subject to which it relates.

The Address begins by representing to Her Majesty the ruinous state of depression into which the British Shipping is plunged; it proceeds to attribute this depression in some degree to the unequal competition to which the British Shipowner has been exposed since 1854 with the Shipping of every Foreign State; and it concludes by recommending that, as the admission of Foreign Ships to all the privileges of British Ships “has not induced the Governments of many Foreign States to admit British Shipping to equality of privileges with their own Ships,” the power of retaliation vested in the Crown by the 324th and 325th Sections of the 16th and 17th Victoria, Chapter 107, should be exerted against such Foreign States, by placing their vessels as nearly as possible on the same footing in British Ports as that on which British Ships are placed in the Ports of such Countries.

My Lords have given to this Address the careful attention to which it is entitled from the great importance of the interest concerned, and the character of the signatures affixed to it, and they have directed their inquiries both into the present state of the legislation of Foreign States with regard to British Shipping, and also into the condition and progress of British Shipping since the repeal of the restrictions upon Foreign Shipping in the Trade of the United Kingdom.

With regard to the first part of the inquiry, I am to observe that my Lords cannot but believe that some misapprehension exists on the part of the Memorialists as to the extent to which reciprocity in navigation has been withheld by the Governments of Foreign States.

So far as my Lords are aware, there are only three Foreign Governments which, as regards foreign or carrying trade, have not extended complete reciprocity to British Ships.

They refer to those of France, Spain, and Portugal, in which countries partial restrictions upon Foreign Ships are still maintained.

In France, under the Treaty of 1826, British and French Ships are placed on a footing of perfect equality in the direct trade between the two countries: but in the indirect Foreign trade, in the Colonial trade, and in the Coasting trade, British Ships still labour under serious disabilities. In

In Spain, British Ships were placed on a footing of absolute equality with Spanish Ships, as regards all Port and navigation dues, by a Royal Order of September 1852, having been previously subjected to heavy differential charges.

But an excess of 20 per cent. is still charged on goods imported in Foreign Ships in the indirect trade, and to this extent British navigation is still unfairly treated there.

Restrictions are also maintained in Portugal upon Foreign Ships in the indirect and Colonial trades.

In addition to the case of these three countries, it must also be mentioned that in Belgium there is still charged on salt, when imported in British vessels, a duty of 1s. 1 $\frac{1}{2}$ d. per 100 kilogrammes, while in Belgian and Sardinian Ships it is imported free.

In spite of this disability, the total tonnage of the two countries respectively, entered and cleared, with cargoes and in ballast, in the direct trade of the two countries, was in 1857—

British,	...	...	...	...	364,719
Belgian,	...	...	...	...	140,341
Excess in favour of British,					224,378

There is no doubt that the restrictive policy still pursued in the three above mentioned countries would fully justify Her Majesty in exerting the power of retaliation conferred on Her by the 16th and 17th Victoria, Chapter 107, in regard to their respective Shipping; but the results exhibited in the following Accounts appear to show that the trade which by such a measure could be transferred from Foreign to British Ships is comparatively so small, that it could neither operate as an inducement to the countries in question to relax their present system, nor afford any material addition to the field of employment for British Shipping.

Table shewing the total amount of French and Spanish Tonnage which Entered and Cleared in the United Kingdom in the indirect Trade, i. e. Trade with other Countries than France and Spain respectively, in each year from 1853 to 1857 inclusive.

—			Entered.	Cleared.	Total.
France	...	1853	23,554	85,052	108,606
"	...	1854	23,284	122,763	146,047
"	...	1855	24,094	55,164	79,258
"	...	1856	21,618	79,288	100,906
"	...	1857	36,401	125,775	162,176
Spain,	...	1853	11,606	20,085	31,691
"	...	1854	18,681	14,068	32,749
"	...	1855	6,180	8,883	15,063
"	...	1856	8,200	4,810	13,010
"	...	1857	12,720	10,373	23,093

Table shewing the total amount of British Tonnage which Entered and Cleared in French and Spanish Ports respectively in the indirect Trade, in each year from 1853 to 1857 inclusive.

—			Entered.	Cleared.	Total.
France	...	1853	35,160	23,367	58,527
"	...	1854	33,955	47,709	81,664
"	...	1855	104,147	127,630	231,777
"	...	1856	198,842	152,919	351,761
"	...	1857	66,845	46,383	113,228
Spain,	...	1853	24,967	109,591	134,558
"	...	1854	67,051	123,373	190,424
"	...	1855	91,416	105,166	196,582
"	...	1856	52,030	102,663	154,693
"	...	1857	—	—	—

Not only do these figures show the small extent to which the shipping of these countries engage in the indirect trade with the United Kingdom, but they also show that in spite of the unequal restrictions which they maintain on British Shipping, there is a larger amount of British tonnage employed in the indirect trade with those countries than of the tonnage of such countries respectively in the indirect trade of the United Kingdom, into which they are admitted on equal terms with British Ships.

The Portuguese accounts are so much in arrear that it is out of the power of my Lords to present corresponding tables of the relative employment of British and Portuguese Ships in the indirect trade of the two countries respectively; but the results which the accounts of the United Kingdom exhibit, are sufficient to afford conclusive evidence that the British flag in no respect suffers from the competition of Portugal.

The total tonnage of Portuguese Ships which entered and cleared in the direct and indirect trades of the United Kingdom in 1857, was 56,606 tons, while the British tonnage employed in the direct trade with Portugal alone, amounted in the same year to 234,423 tons.

If a comparison be made of the relative employment of British and French Tonnage in the whole trade of France and the United Kingdom respectively, direct as well as indirect, it will be found that in 1857 the total amount of British Tonnage in French Ports was equal to two-thirds of the French Tonnage in its own Ports, while in the same year the total French Tonnage in British Ports was, of course, in a very small proportion indeed to the amount of British Tonnage in British Ports, and considerably less than one-half of the amount of British Tonnage at French Ports.

Similar results are shown in the case of Spain.

Table showing the total amount of British Tonnage which Entered and Cleared at French and Spanish Ports during the years 1853, 4, 5, 6, and 7.

				Entered. Tons.	Cleared. Tons.	Total.
France	1853	741,513	732,244	1,473,757		
"	1854	749,884	736,000	1,485,884		
"	1855	1,093,580	1,071,679	2,165,259		
"	1856	1,274,799	1,246,987	2,521,786		
"	1857	1,184,210	1,225,219	2,409,429		
Spain	1853	217,893	169,189	387,082		
"	1854	222,179	204,871	427,050		
"	1855	251,278	235,406	486,684		
"	1856	255,864	196,121	451,985		
"	1857	—	—	—		

Table showing the total French and Spanish Tonnage which Entered and Cleared in the United Kingdom in the indirect Trade, in each year from 1853 to 1857 inclusive.

				Entered. Tons.	Cleared. Tons.	Total.
French	1853	356,617	380,445	737,062		
"	1854	405,397	423,910	829,307		
"	1855	314,707	322,000	636,707		
"	1856	366,519	386,542	753,061		
"	1857	492,765	493,286	986,051		
Spanish	1853	54,667	62,913	117,580		
"	1854	64,564	68,290	132,854		
"	1855	49,150	50,261	99,411		
"	1856	55,692	54,889	110,581		
"	1857	77,541	73,253	150,794		

It remains to consider the case of the Coasting Trade.

The Coasting Trade of the United Kingdom was opened to all Foreign Ships by the 18th and 19th Vict. cap. 7.

Previously to that measure British Ships were admitted on equal terms with national Ships in the Coasting Trade of the following Countries:—Hanover, Belgium, Oldenburg, Mecklenburg, Holland, Turkey, (except Foreign steamer for Bosphorus,) Monte Video, Paraguay, New Granada, China.

In consequence of that measure, the Coasting trade of the following additional Countries was open to British Ships on the same footing as national Ships:—Norway and Sweden, Denmark, Prussia, Sardinia, and Tuscany.

The Coasting trade of the following Countries is still withheld from British Ships, being reserved for the national flag:—France, Papal States, Two Sicilies, Russia, Austria, Spain, Portugal, Greece, U. States of America, (as regards goods,) Mexico, Peru, Chili, Brazil, LaPlata, Venezuela, and Hayti.

As in the case of the Foreign trade, Her Majesty might doubtless, with perfect justice, exclude the shipping of these Countries from the Coasting trade of the United Kingdom; but in this branch of trade, even more than in that of the Foreign trade, such a measure would be almost entirely valueless to the shipping of the United Kingdom.

The following Table shows the Ships and Tonnage of each Foreign State engaged in the Coasting Trade of the United Kingdom in the year 1857, from which it will be seen that the share of that trade enjoyed by Foreign Ships is absolutely insignificant, and that for all practical purposes it may be said to be still virtually monopolised by British Shipping.

Table showing the Number and Tonnage of Foreign Sailing and Steam Vessels of each Nation, Entered and Cleared Coastwise (with Cargoes only), at Ports in the U. Kingdom, in the year 1857.

Nationality of Vessels.	ENTERED.				CLEARED.			
	Sailing Vessels.		Steam Vessels.		Sailing Vessels.		Steam Vessels.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Russian,	4	1,603	...	...	5	1,729	...	...
Swedish,	22	3,755	...	...	22	3,630	...	...
Norwegian,	27	5,580	...	...	26	5,426	...	...
Danish,	85	9,633	...	...	85	9,692	...	...
Prussian,	50	9,953	...	...	44	9,043	...	...
Mecklenburg Schwerin,	} 17	3,600	...	...	19	4,400	...	...
Hanoverian,	30	2,176	...	...	36	2,448	...	...
Oldenburgh and Knyphausen,	} 4	330	...	...	4	451	...	...
Hamburg,	6	694	...	...	5	689	1	250
Bremen,	...	...	...	...	...	...	...	...
Lubeck,	...	...	...	...	...	...	...	...
Dutch,	47	535	2	336	40	4,143	...	...
Belgian,	4	593	...	...	3	337	5	840
French,	4	507	...	...	9	854	...	...
Spanish,	3	572	...	...	2	401	...	...
Portuguese,	...	...	...	...	1	95	...	...
Sardinian,	...	...	...	...	...	...	...	...
Tuscan,	...	...	...	...	...	...	...	...
Papal,	2	381	...	...	...	...	...	...
Two Sicilies,	3	615	...	...	5	1,080	...	...
Austrian,	1	387	...	...	4	1,002	...	...
Greek,	1	312	...	...	2	532	...	...
America, U. S.	7	4,797	...	...	12	5,883	...	...
	317	50,023	2	336	324	51,835	6	1090
	Vessels, 319—Tons, 50,359.				Vessels, 330—Tons, 52,925.			

It will be observed that, both in the Foreign trade and in the Coasting trade, the Countries which have reciprocated the liberal policy of the United Kingdom are those which have been most benefited by the repeal of our restrictions, while the Countries which maintain unequal restrictions upon British ships, and against which alone could any measure of retaliation be directed, will be found to be precisely those which have derived little or no advantage from the opening of our trade.

There is one other point to which my Lords desire to advert in considering the question of reciprocity, which, although not specifically referred to in the present Address, has nevertheless been made the subject of frequent and just complaint, viz. the exclusion of British Ships from the Trade between the Atlantic and Pacific Ports of the United States of America.

The Government of that Country has reserved this Trade to the national flag, on the ground of its being a Coasting Trade; and it must be admitted that this view is supported by the analogy of several other Countries under similar geographical conditions, *e. g.* :—

The Trades between the Atlantic and the Mediterranean Coasts of France and Spain.

Her Majesty's Government have, nevertheless, always contended in negotiations upon this question, that although the interoceanic trade of the United States might, in a strictly technical sense, be properly defined as a Coasting Trade, yet that on the broad ground of international equity it should rather be regarded as analogous to the trade between the United Kingdom and her distant dependencies, and that British ships are fairly entitled to participate in the former, in return for the complete assimilation of the United States to the British flag in the latter field of profitable employment.

Negotiations upon this subject have recently been renewed between the two Governments, and my Lords are not without hope that the Government of the United States may be induced before long to make this concession to British ships.

But if this hope should not be fulfilled, my Lords do not believe that any retaliatory measures could be adopted against the shipping of the United States which would be attended with any real advantage to the British shipping interest.

They are of opinion that with reference to the technical difficulty to which I have already referred, it would not be competent to Her Majesty, under the retaliatory clause of the 16th and 17th Victoria, Chapter 107, to exclude United States ships from any branch of the British trade except the Coasting trade of the United Kingdom, and they have already shown that the share of this trade enjoyed by United States ships is so small, that such a measure could neither injure the United States nor benefit British shipping.

But independently of this consideration, my Lords are inclined to think that the value of this branch of the American Coasting Trade has been greatly over-estimated.

In the first place, it is obvious that every year diminishes its importance, as it is not to be doubted that before long the bulk of the trade between the two seaboard of the North American Continent will be carried across the Isthmus of Panama, and will thus be placed at the disposal of British ships; but even during recent years it has never afforded employment to more than 200,000 tons even of American ships, as will be seen from the following Table, supplied by the British Consul at San Francisco.

Table showing the Arrivals of American Ships from Atlantic Ports of the Union in—

Years.	Tons.	Ships.
1853	260,045	128
1854	153,313	—
1855	144,434	—
1856	149,370	128
1857	189,525	—

The departures have been confined to four vessels for New York in 1854; six in 1855; eight in 1856; and twelve, measuring 16,814 tons, in 1857.

The admission of British Ships, therefore, to a participation in this trade, however desirable, cannot be regarded as a circumstance which could exercise any important influence on the Shipping interests of Great Britain.

My

My Lords desire also to remark, in reference to this question, that the reservation of the Coasting Trade to national vessels does not appear to apply to the carriage of passengers; and that Foreign vessels, so far as they are informed, lie under no disability in the transport of passengers coastwise from port to port of the United States of America.

It remains to inquire how far such depression can be attributed to the withdrawal of protection from British shipping, and to the consequent unrestricted competition with the shipping of other Countries.

It is only by an examination into general results that any satisfactory conclusions upon this question can be arrived at.

It is inseparable from the nature of all great changes of system that particular interests may occasionally suffer from causes which contribute to the general good, and in this instance it is probable that particular trades may have been injuriously affected, while the general interests of British shipping have been promoted.

My Lords are fully aware that the statistical accounts of the amount of tonnage employed at any given time afford a very imperfect test of the actual condition of the shipping interest, as it is probable that shipping is often employed with very inadequate remuneration; but this remark does not apply to periods of time extending over several years; and they conceive that the shipping returns of the nine years which have elapsed since the repeal of the Navigation Laws must be held to supply sufficient evidence of the influence which that measure has exercised upon the permanent interests of British shipping.

The following Table, prepared in this Department, shows the total aggregate tonnage of British and Foreign vessels respectively entered and cleared, with cargoes and in ballast, at Ports of the United Kingdom, in each year from 1842 to 1857 inclusive, a period which comprehends eight years before and eight years after the repeal of the British Navigation Laws, which came into force on the 1st January 1850:—

Table shewing the Total Amount of Tonnage of British and Foreign Vessels respectively, with Cargoes and in Ballast, Entered and Cleared in the United Kingdom, in each year from 1842 to 1857 inclusive.

Years.	British Tons.	Foreign Tons.	Total Tons.
1842	6,669,995	2,457,479	9,127,474
1843	7,181,179	2,643,383	9,824,562
1844	7,500,285	2,846,484	10,346,769
1845	8,546,090	3,531,215	12,077,305
1846	8,688,148	3,727,438	12,415,586
1847	9,712,464	4,566,732	14,279,196
1848	9,289,560	4,017,066	13,306,626
1849	9,669,638	4,334,750	14,004,388
1850	9,442,544	5,062,520	14,505,064
1851	9,820,876	6,159,322	15,980,198
1852	9,985,969	6,144,180	16,130,149
1853	10,268,323	8,121,887	18,390,210
1854	10,744,849	7,924,238	18,669,087
1855	10,919,732	7,569,738	18,489,470
1856	12,945,771	8,648,278	21,594,049
1857	13,694,107	9,484,685	23,178,792

It will be seen from this Table, that during the first period British tonnage advanced from 6,699,995 tons in 1842, to 9,669,638 tons in 1849, being an increase of 2,969,643 tons.

In the second period it advanced from 9,442,544 tons in 1850, to 13,694,107 tons in 1857, being an increase of 4,251,563 tons.

In the same period the progress in the employment of Foreign tonnage in the trade of the United Kingdom has been from 1842, 2,457,479 tons, to 1849, 4,334,750 tons; increase, 1,877,271 tons. From 1850, 5,062,520 tons, to 1857, 9,484,685 tons; increase, 4,422,165 tons. It

It must also be borne in mind that these Tables only show the state of the trades which before the repeal were completely open to British, and only partially open to Foreign ships, and that in order to estimate the full effect of the measure upon British shipping, it would be necessary to show the amount of employment of British ships in the trade of Foreign countries, which were before either closed or hampered with unequal restrictions.

The incomplete nature of the statistical accounts of Foreign countries at my Lords disposal prevents them from exhibiting this result; but it cannot be doubted that the reciprocal relaxations which have been made by Foreign States have largely added to the field of employment for British ships.

The next Table exhibits the number and tonnage of sailing and steam vessels built and registered in the United Kingdom in each of the same 15 years.

Table shewing the Total Number and Tonnage of Sailing and Steam Vessels built and registered in the United Kingdom, in each year from 1842 to 1857 inclusive.

Years.	Vessels.	Tons.	Years.	Vessels.	Tons.
1842	914	129,929	1850	689	133,695
1843	698	83,097	1851	672	149,637
1844	689	94,995	1852	712	167,491
1845	853	23,230	1853	798	203,171
1846	809	125,350	1854	802	196,942
1847	936	145,834	1855	1,098	323,200
1848	847	122,552	1856	1,150	244,578
1849	730	117,953	1857	1,278	250,472

From this it will be seen that the total of such tonnage was in—

1842,	...	...	...	...	...	129,929
1849,	...	...	...	...	...	117,953
Decrease,	...	...	...	...	...	<u>11,976</u>
1850,	...	...	...	...	...	133,695
1857,	...	...	...	...	...	250,172
Increase,	...	...	...	...	...	<u>116,777</u>

There are two features in this account which deserve special notice.

1. This account shows a larger relative increase than that of the previous accounts relating to the employment of tonnage, and it confirms the hypothesis that British Ships now find employment in the indirect trade of Foreign countries which does not in any way appear in the accounts of the United Kingdom.

While in the period of protection there was an actual decrease in the amount of tonnage built and registered, a large increase took place in the second period of open competition.

The next Account shows the number and tonnage of registered Sailing and Steam Vessels of the United Kingdom employed in the Home and Foreign Trades respectively, (excluding repeated voyages.)

Table

Table shewing the Number and Tonnage of Registered Sailing and Steam Vessels (exclusive of River Steamers) of the United Kingdom, employed in the Home and Foreign Trade respectively, in each year from 1849 to 1857 inclusive.

Employed in the Home Trade.			Employed in the Foreign Trade.		
Years.	Vessels	Tons.	Years.	Vessels.	Tons.
1849	9,610	719,815	1849	6,691	2,089,037
1850	9,150	721,153	1850	7,235	2,188,420
1851	9,266	764,461	1851	7,411	2,348,892
1852	9,134	768,409	1852	7,580	2,449,364
1853	8,851	774,813	1853	8,357	2,791,224
1854	8,778	748,714	1854	7,418	2,759,120
1855	8,590	748,543	1855	7,957	3,018,951
1856	9,707	787,476	1856	8,551	3,190,011
1857	10,064	860,406	1857	8,100	3,168,105
Employed partly in the Home and partly in the Foreign Trade.			Total number employed.		
1849	1,917	287,490	1849	18,221	3,096,342
1850	1,507	227,639	1850	17,892	3,137,212
1851	1,507	247,582	1851	18,184	3,360,935
1852	1,105	163,111	1852	17,819	3,380,884
1853	998	164,050	1853	18,206	3,730,087
1854	1,211	221,259	1854	17,407	3,729,093
1855	1,281	222,676	1855	17,828	3,990,170
1856	1,012	178,590	1856	19,270	4,156,077
1857	1,164	182,971	1857	19,328	4,211,482

Upon this account it is to be observed that there has been a greater progress in the employed tonnage engaged in the Foreign trade, where competition practically exists, than in the home trade, where that competition, although allowed by law, exists but to a trifling extent in practice, the latter having only advanced from 719,851 to 860,406 tons, while the former has advanced from 2,089,037 to 3,168,105.

It remains to consider the Shipping Accounts for 1858, which have just been completed.

These accounts exhibit a slight decline as compared with those of the preceding years, and to this extent give indications of the depression to which the Memorial refers.

Total Tonnage Entered and Cleared with Cargoes and in Ballast at Ports of the United Kingdom in 1857 and 1858 respectively.

—	British.	Foreign.	Total.
1857	13,694,107	9,484,685	23,178,792
1858	12,891,405	9,418,576	22,309,981

Number and Tonnage of Sailing and Steam Vessels built and registered in the United Kingdom in 1857 and 1858.

—	Vessels.	Tonnage.
1857	1,278	250,472
1858	1,000	208,080

The accounts of December 1858, and January 1859, if taken separately, show that a favourable reaction has already commenced, and that British Shipping is at the present moment recovering from the depression exhibited above; a fact which goes far to confirm the opinion which has been expressed of the temporary and accidental character of that depression.

Account of Total Tonnage of British Vessels Entered and Cleared with Cargoes, (including repeated Voyages) in the Months of December 1858 and January 1859, as compared with corresponding Months of 1856, 7, 8.

—	1856	1857	1858	1859
December, ...	848,762	853,619	970,174	—
January, ...	—	678,705	603,393	700,445

It seems to my Lords that the three accounts given above, when taken together, afford satisfactory evidence that down to the close of 1857 the progress of British shipping had suffered no check or reverse, and that the great development of the foreign tonnage employed in the trade of the United Kingdom during recent years is only partially attributable to the repeal of the Navigation Laws in 1849, the progress of foreign shipping in our trade having been not much less rapid in the period of eight years prior to that increase.

The fact undoubtedly is, that the employment of foreign tonnage has been steadily augmenting, independently of that measure, in consequence of the increasing requirements of British commerce, the interests of which, as distinguished from those of shipping, have of course been proportionately benefited.

The reason of the decline exhibited in the accounts for 1858 must, therefore, be sought from other causes; and it appears to my Lords that the commercial history of the last few years amply suffices to afford the required explanation.

The extraordinary development of the Foreign and Colonial Trades of the United Kingdom during the last ten years, is a matter of notoriety.

It is sufficient to refer, as an indication of this progress, to the fact that the exports of British produce have advanced in value in that period—

In the Foreign Trade, from 1847, £39,163,407, to 1857, £85,039,991.

In the Colonial Trade, from 1847, £13,686,038, to 1857, £37,115,257.

The commercial crisis, however, which occurred on both sides of the Atlantic at the close of 1857, necessarily operated injuriously upon the progress of our Trade, and consequently upon British Shipping.

It must also be borne in mind that the Russian War, and subsequently the disturbances in British India, created a large and abnormal demand for tonnage, which ceased with the termination of those temporary causes; and as tonnage employed exclusively in Government transport does not appear in the preceding account, it is probable that during the past year there has been a still greater check to the demand for tonnage than is expressed in those Accounts.

But

But this temporary depression is in no respect confined to the Shipping interests of Great Britain. My Lords believe that similar symptoms have manifested themselves in other maritime countries.

The Shipping Accounts of the United States of America, for the year ended 30th June 1858, show a corresponding decline in the employment of United States tonnage.

The total tonnage entered and cleared of United States ships in the two years 1856-7, 1857-8, having been—

1856-7	...	...	...	...	9,302,021 tons.
1857-8	...	...	...	...	8,885,675 tons.
Decrease	...	...	...	...	416,346 tons.

It is also a matter of public notoriety, that the competition of British shipping in steam navigation has been the subject of loud complaint in America.

It will be found, however, that the decline in the building and employment of British shipping in 1858 has not been so great in proportion as that which is indicated by the annual accounts of the imports and exports of the United Kingdom for that year.

—				1857.	1858.
Imports	...	...	...	£135,051,444	£115,218,811
Exports	...	...	...	122,066,107	116,614,331
				£257,117,551	£231,833,142
				231,833,142	
Decrease, 1858	...			£25,284,409	Decrease per cent. 9 4-5

Shipping (total Entered and Cleared in Cargo and Ballast.)

Years.				Total Tons.	British Tons.
1857,	...	...	...	23,178,792	13,694,107
1858,	...	...	...	22,309,981	12,891,405
Decrease, 1858,	...			868,811	802,702
Decrease per cent.	...			3 7-10	5 4-5

My Lords cannot close this portion of their remarks without adverting to one consideration, which, in the interest of British shipping, appears to them of great moment, with reference to the free supply of Foreign tonnage for the requirements of British trade.

If, during the exceptional circumstances of recent years, British commerce had been obliged to depend upon British shipping alone to the extent which was necessary before 1850, it is obvious that an artificial stimulus would have been given to the demand for British ships, which could not have been sustained, and the whole weight of the reaction would have fallen upon the British shipping interest, instead of being diffused, as it now is, amongst the whole tonnage employed in British Trade.

In conclusion, I am to state, that although my Lords, for the reasons given in the preceding part of this letter, cannot recommend a compliance with the prayer of the Address, and although they cannot attribute the present depression of British shipping to the effects of the increased competition of Foreign

Foreign shipping in consequence of the repeal of the Navigation Laws, yet that, considering the peculiar importance of the Shipping Interest in a national point of view, it is very desirable that all partial and unequal burdens to which the Shipping Interest is still subject, should be removed as soon as is practicable.

With this view, they think that the repeal of the differential duty upon Foreign timber as the raw material of shipbuilding, and the abolition of passing tolls and other local burdens which appear to be still maintained without any equivalent in the shape of services rendered to shipping, are questions which deserve the careful consideration of Her Majesty's Government.

I have, &c.

(Signed)

J. EMERSON TENNENT.

H. Waddington, Esq., Home Office.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to provide for an Alms House and Work House for the Parish and Town of Woodstock, in the County of Carleton.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

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

A Bill to authorize the enclosing and improving of King's and Queen's Squares in Carleton, in the City of Saint John :

A Bill relating to Taxation on the several Parishes of the City and County of Saint John : and

A Bill to authorize the appointment of one or more additional City Surveyors for the City of Saint John.

The said Bills were severally read a first time.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to continue the several Acts relating to the Maduxnikik Boom Company.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to amend an Act intituled "An Act for the establishing and maintaining a Police Force in the Parish of Portland, in the City and County of Saint John."

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

The

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

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

A Message was brought from the Assembly by Mr. Lewis, with a Bill to incorporate the Saint John and Albert Mining Company; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The said Bill was read a second time.

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

Adjourned until To-morrow at 12 o'clock.

WEDNESDAY, 29th February, 1860.

PRESENT:

Mr. Black, President.

THE HON.

*Mr. Botsford,
Mr. Kinnear,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Hamilton,
Mr. Todd,
Mr. Rice,*

*Mr. Chandler,
Mr. Minchin,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Seely,
Mr. Robinson.*

PRAYERS.

A Message was brought from the Assembly by Mr. Steadman, with a Bill to incorporate the Memramcook Freestone Company; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The said Bill was read a second time.

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

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

A Bill to continue the several Acts relating to the Maduxnikik Boom Company: and

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

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

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

A Bill to continue an Act for the better and more effectual securing the navigation of the River Saint Croix, in the County of Charlotte :

A Bill to authorize the enclosing and improving of King's and Queen's Squares in Carleton, in the City of Saint John :

A Bill relating to Taxation on the several Parishes of the City and County of Saint John : and

A Bill to authorize the appointment of one or more additional City Surveyors for the City of Saint John.

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

On motion—

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

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into Committee of the whole to take into further consideration the Bill to provide for an Alms House and Work House for the Parish and Town of Woodstock, in the County of Carleton.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received.

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

At A in Section 1, expunge the word "the," and insert the word "such."

At B insert the words "and also any vacancy occasioned by the death or removal of any Commissioner from the said Parish and Town of Woodstock."

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill in amendment of an Act intituled "An Act to incorporate the South West Boom Company."

The

The Honorable Mr. Davidson took the Chair.

After some time the House resumed.

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

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

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

From Charles Ward and others, for an Act to incorporate the LeTete Mining Company:

From Wilford Fisher, Cochran Craig, and ninety others, in relation to the Fisheries near Grand Manan: and

From Josiah Flagg, William Kendrick, and others, on the same subject.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill relating to the settlement and support of the Poor in this Province.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

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

A Bill to extend the provisions of Chapter 61, Title viii, of the Revised Statutes, "Of Fences, Trespasses and Pounds," to the City of Saint John: and

A Bill respecting the apprehension of Criminals escaping from any of Her Majesty's Provinces and Governments in North America into New Brunswick.

The said Bills were severally read a first time.

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

Adjourned until To-morrow at 12 o'clock.

THURSDAY, 1st March, 1860.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Hamilton,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

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

PRAYERS.

PRAYERS.

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

A Bill to provide for an Alms House and Work House for the Parish and Town of Woodstock, in the County of Carleton :

A Bill in amendment of an Act intituled “ An Act to incorporate the South West Boom Company :” and

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

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the first entered Bill with an amendment to which they desire the concurrence of the Assembly ; and that they had agreed to the two last entered Bills without any amendment.

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

A Bill respecting the apprehension of Criminals escaping from any of Her Majesty’s Provinces and Governments in North America into New Brunswick : and

A Bill to extend the provisions of Chapter 61, Title viii, of the Revised Statutes, “ Of Fences, Trespasses, and Pounds,” to the City of Saint John.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to provide for the prompt payment of all demands upon the Provincial Treasury.

The Honorable Mr. Rice took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to alter the division Line between the Parishes of Grand Falls and Saint Leonard, in the County of Victoria.

The Honorable Mr. Rice took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to continue an Act for the better and more effectual securing the Navigation of the River Saint Croix, in the County of Charlotte.

The Honorable Mr. Todd took the Chair.

After some time the House resumed.

The

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

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to authorize the enclosing and improving of King's and Queen's Squares in Carleton, in the City of Saint John.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to amend the Act relating to Highways, so far as relates to the Parish of Portland, in the City and County of Saint John.

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to provide for the attendance and examination on oath of Witnesses before the Legislature or Committees thereof.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

The Honorable Mr. Botsford, from the Committee appointed to take into consideration and report upon the Reporting and Publishing the Debates of this House during the present Session, submitted their Report, which was read by the Clerk, as follows:

The Committee appointed to take into consideration the subject of Reporting and Publishing the Debates of this House during the present Session, beg to report that they have attended to that duty, and having advertised for Tenders for such service both here and at Saint John, have received two several offers, which they beg to submit to the consideration of the House.

Respectfully submitted.

Committee Room, February 29, 1860.

A. E. BOTSFORD, *Chairman.*

ORDERED, That the Report be received.

The Honorable Mr. Seely, by leave, presented a Petition from William Jack and others, for incorporation of the Victoria Bridge Company.

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

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

The Fourth Annual Report of the Postmaster General.

[See Appendix.]

Also, Financial Statement for the Year 1859, and the Estimate of Revenue and Expenditure for the Year 1860.

RAILWAY FINANCIAL STATEMENT, 31ST OCTOBER 1859.

Funded Debt.

Debentures on account of—				
The Saint Andrews and Quebec Railroad,	Sterling,	£44,000	0	0
The European and North American Railroad, (Contractors' Debentures.)	- - -	90,000	0	0
Railway Constructions, under Act 19 V. c. 16,	-	540,000	0	0
		<u>£674,000</u>	<u>0</u>	<u>0</u>
Add 13-60ths, Sovereigns being 24s. 4d. Currency,		146,033	6	8
			<u>£820,033</u>	<u>6 8</u>

Floating Debt.

Advance from Provincial Treasury in 1854 in redemption of £6000 Sterling of Saint Andrews and Quebec Railroad Debentures, accounted at 8 pr. ct. prem.	£7,200	0	0
Advance from Provincial Treasury, 31st October 1859,	15,977	18	4
Advance by Messrs. Baring Brothers & Co. 31st October 1859, Sterling,	£20,332	19	1
Add 1-5th,	4,066	11	10
	<u>24,399</u>	<u>10</u>	<u>11</u>
		<u>47,577</u>	<u>9 3</u>
Total Debt,		<u>£867,610</u>	<u>15 11</u>

*These Debentures have realized in Currency as follows :—

The £44,000 of Saint Andrews and Quebec Railway Debentures were transferred, and are accounted at 8 per cent. premium,	£52,800	0	0
“ £90,000 of European and North American Railway or Contractors' Debentures were transferred, and are accounted at 8 per cent. premium,	108,000	0	0
	<u>£160,800</u>	<u>0</u>	<u>0</u>
Carried forward,			

Floating Debt continued.

	<i>Brought forward,</i>	£160,000 0 0
The £540,000 of Construction Debentures realized as follows :—		
1st. Principal in England, - - -	£540,000 0 0	
2nd. Profits, net, on Sales, - - -	27,643 5 0	
	<u>£567,643 5 0</u>	
Add 1-5th, - - - - -	113,528 13 0	
	<u>Currency, £681,171 18 0</u>	
3rd. Profits over 8 per cent. on Bills of Exchange,	7,407 8 2	
4th. Interest credited by Messrs. Barings,	4,540 12 6	
5th. Profits in Province by Interest and Exchange,	238 9 11	
	<u>693,358 8 7</u>	
Gross proceeds of unredeemed Debentures, -		<u>£854,158 8 7</u>
Add—		
Advance from Provincial Treasury in 1854, entered above,	£7,200 0 0	
Advance from Provincial Treasury 31st Oct. '59, entered above,	15,977 18 4	
Advance from Messrs. Baring Brothers & Co. entered above,	24,399 10 11	
Police Magistrate's Fines, - - - - -	80 0 0	
		<u>47,657 9 3</u>
Making for Gross Total of Railway Moneys in Currency,		<u>£901,815 17 10</u>
This amount - - - - -		£901,815 17 10
Has been placed as follows :—		
In Saint Andrews and Quebec Railway Stock, - - -	£60,000 0 0	
Transferred to and charged in the Railway Construction		
Accounts, - - - - -	£841,874 7 10	
Less—Item twice entered, - - - - -	58 10 0	
	<u>+841,815 17 10</u>	
		<u>£901,815 17 10</u>
† Of this amount - - - - -		£841,815 17 10
The Railway Commissioners credit, - - - - -	£835,369 14 1	
And there remains to be adjusted with other Provincial Accounts, being payments to the Stockholders of the E. & N. A. Railway Company, Survey of Branch from Fredericton upwards, and incidental charges, - - - - -	6,446 3 9	
		<u>£841,815 17 10</u>

Secretary's Office, February, 1860.

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

ORDINARY REVENUE FINANCIAL STATEMENT, 31st October 1859.

DEBT.*Funded.*

Debentures under Act 19 V. c. 20, Sterling,	-	£31,000	0	0
Add 13-60ths for Sovereigns at 24s. 4d. Currency,		6,716	13	4
				<u>£37,716 13 4</u>
Debentures under the same Act, Currency,	-	-	-	16,800 0 0
Do. for Fredericton Fire Loan,	-	-	-	12,000 0 0
				<u>16,800 0 0</u>
Total Funded Debt,	-	-	-	<u>£66,516 13 4</u>

Floating.

To Savings Banks, viz :—				
Saint John,	-	£80,749	19	11
Restigouche,	-	1,613	12	0
Gloucester,	-	429	0	3
Newcastle,	-	1,738	8	10
Chatham,	-	12,801	14	11
Kent,	-	1,166	2	6
Shediac,	-	371	8	5
Saint Andrews,	-	8,683	5	8
				<u>£107,553 12 6</u>
For Unpaid Warrants,—				
Ordinary Services, 1857, '8 and '9,		£5,146	5	11
Parish Schools,	-	9,477	2	9
Civil List and Casual Revenue,	-	3,473	4	0
				<u>18,096 12 8</u>
For Undrawn Appropriations,—				
Estimated Amount of Arrears,	-	-	-	10,375 16 8
For Balances of Special Funds,—				
Light Houses Bay of Fundy,	-	£6,686	15	4
Do. Gulf,	-	930	1	0
Do. Cape Race,	-	125	5	1
Sick and Disabled Seamen,	-	502	16	8
Indian Reserve Fund,	-	829	4	7
Copy Right Duties,	-	15	3	2
Railway Sinking Fund,	-	1,712	11	4
Do. Earnings 1858,	-	747	19	4
Do. Impost,	-	7,277	8	2
Advance by Messrs. Barings,	-	195	14	11
Rec. Genl's Balance and Sundries as in Treasurer's Balance Sheet,		4,459	14	3
				<u>23,482 13 10</u>
Total Floating Debt,	-	-	-	<u>159,508 15 8</u>
Gross Total of Ordinary Revenue Provincial Debt,				<u>£226,025 9 0</u>

ASSETS.

Cash,—

In Bank of New Brunswick, - -	£5,242	1	11	
Treasury, (Copper, £600,) - -	600	8	9	
Hands of Deputy Rec.Gen. Robertson,	2,247	2	8	
Hands of Deputy Treasurers, per Auditor's Report, page 170, -	7,461	16	3	
Central Bank for Casual and Terri- torial Revenue, and Surplus Civil List with Interest, - - -	6,628	12	0	
Advance to Railway Construction Fund,	15,977	18	4	
				£38,157 19 11
Advance to Emigrant Fund, - - -	-	-	-	1,324 4 0
Debentures issued to the Saint Andrews and Quebec Railway Company, and redeemed by the Province, £6,000 Stg.,				7,200 0 0
Bonds (and Interest) Fredericton Fire Loan, - - -				13,443 8 0
Crown Land Instalments, - - - - -				27,295 18 1
Bond of Saint John Bridge Company, - - - - -				6,000 0 0
" Cunard and Wolhaupter, - - - - -				1,000 0 0
				<u>£94,421 10 0</u>
Gross Total of Ordinary Revenue Assets, - - -				

Secretary's Office, February, 1860.

S. L. TILLEY, *Prov. Sec'y.***ESTIMATE OF REVENUE AND EXPENDITURE.****Estimate of Ordinary Revenue for the Fiscal Year ending 31st October 1860.**

Imports, - - - - -				£129,000	0	0
Exports, - - - - -				19,000	0	0
Casual and Territorial Revenue and Surplus Civil List, - - - - -				8,000	0	0
Supreme Court Fees, - - - - -				600	0	0
Auction Duty, - - - - -				150	0	0
Proceeds of Seizures, - - - - -				600	0	0
				<u>£157,350</u>	<u>0</u>	<u>0</u>

Estimate of Expenditure from the Ordinary Revenue.

Estimated Amount of required Expenditure from Ordinary Revenue,—

Authorized by existing Laws, - - - - -				£85,885	0	0
To be voted by the Legislature, - - - - -				70,692	2	6
				<u>£156,577</u>	<u>2</u>	<u>6</u>

 Classification and Distribution of the foregoing estimated Expenditure.

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
CIVIL LIST, - - - - -	£14,500 0 0	
LEGISLATIVE.		
Expenses of the President, Speaker, and Members of the Legislative Council and Assembly, including travelling expenses, - - - - -	5,125 0 0	
LEGISLATIVE COUNCIL.		
Chaplain, - - - - -	£20 0 0	
Message Bearer from Council to Assembly,	40 0 0	
Sergeant at Arms, - - - - -	47 5 0	
Door Keepers, 2, - - - - -	63 0 0	
Messengers, 3, - - - - -	63 15 0	
Clerk, including extra services and Index to Journal, - - - - -	340 0 0	
Clerk Assistant and extra services, - - - - -	150 0 0	
Engrossing Clerk, - - - - -	50 0 0	
Contingencies, including Stationary, Coach hire, and Postages, - - - - -	530 0 0	
Printing for the Council, - - - - -	350 0 0	
ASSEMBLY.		
Chaplain, - - - - -	20 0 0	
Sergeant at Arms, - - - - -	47 5 0	
Clerk, including extra services and Index to Journals, - - - - -	400 0 0	
Clerk Assistant and extra services, - - - - -	175 0 0	
Engrossing Clerks, 3, - - - - -	225 0 0	
Door Keeper, - - - - -	31 10 0	
Messengers, and directing Journals,	118 2 6	
Contingencies, including Stationery and Coach hire, - - - - -	750 0 0	
Legislative Debates, - - - - -	425 0 0	
Postages, - - - - -	200 0 0	
Printing Laws and Journals, - - - - -	1,750 0 0	
Librarian, - - - - -	125 0 0	
Library, Books and Insurance, - - - - -	150 0 0	
	.. ..	£6,070 17 6
JUDICIAL.		
Salary of Judge Neville Parker, - - - - -	£800 0 0	
Clerk of Pleas, and Clerk, Clerk of Crown on Circuit, - - - - -	400 0 0	
Clerk of Crown on Circuit, - - - - -	250 0 0	
Jurors' Fees, - - - - -	1,500 0 0	
<i>Carried forward,</i>	£2,950 0 0	£19,625 0 0
		£6,070 17 6

Classification and Distribution of the Estimated Expenditure.—Continued.

Heads and Items of Expenditure.		Authorized by Law.	To be voted by the Legislature.
	<i>Brought forward,</i>	£19,625 0 0	£6,070 17 6
JUDICIAL— <i>Cont'd and brought forward,</i>	£2,950 0 0		
Conveyance of Prisoners to Penitentiary,	60 0 0		
Reporting Decisions Supreme Court,	50 0 0		
		3,060 0 0	
Salary of Clerk Crown, Supreme Court,	£100 0 0		
Usher Supreme Court,	10 0 0		
“ Equity Court,	20 0 0		
		.. ..	130 0 0
REVENUE Collection and Protection.			
Salary of Provincial Treasurer,	£500 0 0		
Commission of Deputy Treasurers,	2,500 0 0		
		3,000 0 0	
Salaries of the Revenue Establishment in St. John and throughout the Province,	- -	.. ..	6,891 5 0
DEBT.			
Interest for Savings Bank Deposits, De- bentures (not being for Railway pur- poses) and Credits,	9,000 0 0		
Interest in aid of Railway Impost Fund,	12,500 0 0		
		21,500 0 0	
POST OFFICE.			
To meet deficiency of Revenue,	- -	5,500 0 0	
PUBLIC WORKS.			
Chief Commissioner and Department,	- -	1,150 0 0	
For Lunatic Asylum, Saint John, (addition),	£2,000 0 0		
Improvement of Navigation Saint John,	500 0 0		
“ “ Miramichi,	200 0 0		
Dredge,	1,250 0 0		
Public Buildings,	750 0 0		
Wharf at Dalhousie, <i>conditionally,</i>	300 0 0		
Bye Roads,	15,000 0 0		
Great Roads,	21,000 0 0		
Steam Communication,	2,500 0 0		
		.. ..	43,500 0 0
EDUCATION.			
Amount authorized by Law,	- -	25,000 0 0	
Madras Schools,	£400 0 0		
Wesleyan Academy,	600 0 0		
Baptist Seminary,	250 0 0		
Roman Catholic School, Fredericton,	150 0 0		
Milltown Academy,	200 0 0		
<i>Carried forward,</i>	£1,600 0 0	£78,835 0 0	£56,592 2 6

Classification and Distribution of the Estimated Expenditure.—Continued.

Heads and Items of Expenditure.				Authorized by Law.	To be voted by the Legislature.
<i>Brought forward,</i>				£78,835 0 0	£56,592 2 6
EDUCATION—Cont'd and brought forward,					
			£1,600 0 0		
			150 0 0		
			100 0 0		
			150 0 0		
			50 0 0		
			50 0 0		
			100 0 0		
			75 0 0		
			50 0 0		
			60 0 0		
			50 0 0		
			75 0 0		
			50 0 0		
			50 0 0		
			17 10 0		
			37 10 0		
			30 0 0		
			22 10 0		
			50 0 0		
			75 0 0		
			50 0 0		
			20 0 0		
			20 0 0		
			20 0 0		
			17 10 0		
			10 0 0		
				.. ..	2,950 0 0
AGRICULTURE.					
			£2,500 0 0		
			500 0 0		
				3,000 0 0	
				.. ..	150 0 0
FISHERIES.					
			- - -	.. ..	120 0 0
			- - -	80 0 0	
			£50 0 0		
			30 0 0		
				.. ..	80 0 0
				£81,915 0 0	£59,892 2 6
<i>Carried forward,</i>					

Classification and Distribution of the Estimated Expenditure.—Continued.

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
<i>Brought forward,</i>	£81,915 0 0	£59,892 2 6
PROVINCIAL PENITENTIARY.		
Maintenance, - - - - -	300 0 0	1,500 0 0
LUNATIC ASYLUM.		
Maintenance, - - - - -	.. ..	4,000 0 0
PUBLIC HEALTH.		
Provincial, - - - - -	£1,000 0 0	
Tracaday Lazaretto, - - - - -	600 0 0	
Hospital, Saint John, <i>conditionally,</i> - - - - -	1,000 0 0	
	.. ..	2,600 0 0
RETURN DUTIES.		
On Exportations, - - - - -	3,000 0 0	
PENSIONS.		
Old Soldiers of Revolutionary War and their Widows, - - - - -	250 0 0	
Other recipients, - - - - -	.. ..	150 0 0
INDIANS.		
For the relief of the sick and distressed, £250 0 0		
Missionary to the Milicete Tribe, - 50 0 0		
	.. ..	300 0 0
MILITARY.		
Apprehension of Deserters, - - - - -	50 0 0	
Militia, - - - - -	.. ..	250 0 0
STEAM BOAT INSPECTORS.		
At Saint John and Miramichi, - - - - -	250 0 0	
STEAM FERRIES.		
At Gondola Point, - - - - -	£60 0 0	
At Chatham, - - - - -	60 0 0	
	120 0 0	
IMMIGRATION.		
For promotion of, - - - - -	.. ..	500 0 0
MINERAL RESOURCES.		
Examination, - - - - -	.. ..	500 0 0
Unforeseen expenses, - - - - -	.. ..	1,000 0 0
	£85,885 0 0	£70,692 2 6

Estimate of other sources of Revenue and Expenditure.

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

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

Secretary's Office, February, 1860.

MEMORANDUM

Shewing the Cash required for the Ordinary Service of the Province for the Year 1860, and the Resources.

CASH REQUIRED.

To pay Warrants uncalled for at close of the Fiscal Year 1859,	£18,096	12	8
“ Undrawn appropriations of 1859 and previous years,	10,375	16	8
“ Copy Right Duties,	-	15	3
“ Cape Race Light Duty,	-	125	5
“ Railway Impost Balance,	-	7,277	8
“ “ “ Advance by Messrs. Barings,	-	195	14
“ “ Sinking Fund,	-	1,712	11
“ “ Earnings 1858,	-	747	19
“ Estimated Expenditure,—			
For Ordinary Services already authorized by Law,	£85,885	0	0
“ Ordinary Services to be voted by the Legislature,	70,692	2	6
		<u>156,577</u>	<u>2</u>
			<u>6</u>
			<u>£195,123</u>
			<u>13</u>
			<u>10</u>

RESOURCES.

Cash in Treasury,	-	£5,842	10	8
“ in hands of Deputy Receiver General Robertson,	-	2,247	2	8
“ “ Deputy Treasurers,	-	7,461	16	3
“ Central Bank,	-	6,628	12	0
“ for advance to Railway Construction Fund,	-	15,977	18	4
“ “ Estimated Ordinary Revenue of the year,	-	157,350	0	0
		<u>195,507</u>	<u>19</u>	<u>11</u>

Secretary's Office, February, 1860.

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

B. Robinson, Province Treasurer, in General Cash Account Current with Province.**FISCAL YEAR 31st OCTOBER 1858 TO 31st OCTOBER 1859.**

[Founded on Treasurer's Accounts as reported by the Auditor General.]

CASH BALANCES, 31st October 1858.						Debtor.	Creditor.
DR.	For Cash in Bank of New Brunswick,	..	£7,430	8	0		
	Treasury Office,	..	2,626	18	0		
	Central Bank Notes,	..	67	5	0		
	Copper Coin,	..	1,035	0	0		
			<hr/>			£11,159	11 0
	Baring Brothers & Co's. hands on						
	Gen'l. Account, Stg. £53,062 5 1,		£63,674	14	1		
	Dividend Account, £14,885 3 3,		17,862	3	10	81,536	17 11
			<hr/>			£92,696	8 11
ORDINARY REVENUE.							
DR.	For Import Duties at Saint John,	..	£94,995	13	9		
	Export Duties, do.	..	12,786	16	10		
	Undistributed Cash, 1858, from Deputy Treasurers,	..	1,408	7	9		
	Cash from Deputy Treasurers,	..	30,906	1	9		
	Fees, Supreme Court,	..	575	0	0		
	Casual and Territorial Revenue,	..	15,738	9	9		
	Seizures, Saint John,	..	234	1	2		
	Sums refunded, Receipts,	..	£73	14	2		
	Payments,	..	14	18	8		
	Auction Duties,	..				58	15 6
	Distillery Licences,	..				126	18 9
						20	0 0
			<hr/>			156,850	5 2
CR.	For Warrants paid,	..	£128,149	7	7		
	Interest do.	..	10,089	18	3		
	Drawbacks do.	..	2,948	1	11		
			<hr/>				141,187 7 9
EMIGRANT FUND.							
DR.	For amount collected at Saint John,	..				30	2 6
CR.	" Payments by Warrant,	..					215 7 6
LIGHT HOUSES.							
<i>Bay of Fundy.</i>							
DR.	For Receipts at Saint John,	..	£4,062	3	9		
	" from Deputy Treasurers,	..	837	16	5	4,900	0 2
CR.	" Payments,	..					4,276 7 3
<i>Gulf Lights.</i>							
DR.	For Receipts,	..				1,420	7 5
CR.	" Payments	..					570 8 9
<i>Cape Race.</i>							
DR.	For Receipts at Saint John,	..	£74	4	3		
	" from Deputy Treasurers,	..	51	0	10		
			<hr/>			125	5 1
SICK AND DISABLED SEAMEN.							
DR.	For Receipts at Saint John,	..	£1,294	3	4		
	" from Deputy Treasurers,	..	253	16	2		
			<hr/>			1,547	19 6
CR.	" Payments by Warrant,	..	£447	16	10		
	" to Commissioners of Marine Hospital,	..	1,000	0	0		
			<hr/>				1,447 16 10
INDIAN RESERVE FUND.							
DR.	For Receipts,	..				168	15 3
CR.	" Payments by Warrant 1858,	..	£30	0	0		
	" " 1859,	..	76	0	0		
	" Minute of Council, ..	..	23	0	0		
			<hr/>				129 0 0
COPY RIGHT DUTIES.							
DR.	For Receipts,	..				18	6 2
CR.	" Payments,	..					17 19 5
			<hr/>				
	Carried forward,		£257,757	10	2	£147,844	7 6

		<i>Brought forward,</i>		Debtor.		Creditor.	
				£257,757 10		2£147,844 7 6	
SAVINGS BANKS.							
DR.	For Receipts at Saint John,	..	..	..	..	£15,183 13 3	15,183 13 3
CR.	" Payments "	..	..	..	..	1,933 13 4	1,933 13 4
DR.	" Receipts Newcastle,	..	..	..	..	1,367 12 4	1,367 12 4
CR.	" Payments "	..	..	..	..	75 15 3	75 15 3
DR.	" Receipts Chatham,	..	..	..	..	3,075 19 5	3,075 19 5
CR.	" Payments "	..	..	..	..	19 13 8	19 13 8
DR.	" Receipts Shediac	..	..	..	..	67 10 8	67 10 8
CR.	" Payments "	..	..	..	..	28 13 3	28 13 3
DR.	" Receipts Saint Andrews,	..	..	..	..	1,707 12 1	1,707 12 1
CR.	" Payments, "	..	..	..	..	896 10 8	896 10 8
DR.	" Receipts Kent,	..	..	..	..	487 7 10	487 7 10
CR.	" Payments, "	..	..	..	..	134 0 8	134 0 8
DR.	" Receipts Restigouche,	..	..	..	..	440 10 10	440 10 10
CR.	" Payments "	..	..	..	..	132 10 10	132 10 10
DR.	" Receipts Gloucester,	..	..	..	..	83 0 3	83 0 3
FREDERICTON FIRE LOAN.							
DR.	For Receipts on account Principal,	..	..	..	..	£1,200 0 0	
	" " Interest,	..	..	..	..	680 12 0	1,880 12 0
CR.	" Interest paid on Debentures,	..	..	..	..	..	726 0 0
RAILWAY TRAFFIC.							
DR.	For Receipts as Profits in 1858,	..	..	..	..	..	747 19 4
RAILWAY SINKING FUND.							
DR.	For Cash for Land and Timber in Westmorland,	..	..	..	..	..	1,712 11 4
RAILWAY CONSTRUCTION.							
DR.	For Debentures sold during the year,	£140,000	0	0			
	Net profits (Sterling),	10,896	0	0			
		£150,896	0	0			
	Add one-fifth to make Currency,	30,179	4	0			
		£181,075	4	0			
	Interest allowed by Messrs. Baring, Sterling,	£3,255	17	9		3,907 1 3	
	Profits over 8 per cent. on Bills of Exchange for £180,000 Sterling, and Transfers,					3,270 4 0	
	Item entered in error,	48	15	0		58 10 0	
	Fines from Police Magistrate,					40 0 0	
						188,350 19 3	
CR.	For Payments by Warrants,	..	..	..	..	£317,507 0 0	
	Contingencies charged by Messrs. Barings, Stg.	£6	10	11		7 17 1	
							317,514 17 1
RAILWAY IMPOST.							
DR.	For Duties collected at St. John,	..	..	..	..	£19,388 15 1	
	" received from Deputies,	..	..	..	..	5,229 7 2	
	Interest allowed by Messrs. Baring, Stg.	£208	15	10		250 11 0	
							24,868 13 3
CR.	" Payment of Drawbacks,	..	..	..	..	£697 17 1	
	" Dividends through Messrs. Baring,	..	..	..	..	42,308 9 9	
							43,006 6 10
UNDISTRIBUTED CASH.							
CR.	For undistributed Cash, 31st October 1858, viz:—						
	Deputy Treasurers,	..	..	..	..	£1,855 8 9	
	Amount held for Receiver General,	..	..	..	..	4,529 0 11	
							6,384 9 8
DR.	For Receiver General's Cash and Sundries undistributed, as in Balance Sheet, 31st October 1859,	..	..	..	..	..	4,459 14 3
BALANCES.							
DR.	For Advances by Messrs. Barings, 31st October 1859,—						
	On General Account, Sterling,	£20,322	19	1		£24,399 10 11	
	Dividend " "	163	2	5		195 14 11	
							24,595 5 10
CR.	For Cash on hand 31st October 1859, viz:—						
	In Bank of New Brunswick,	..	..	..	..	£5,242 1 11	
	Hands of Deputy Receiver General Robertson,	..	..	..	..	2,247 2 8	
	Office (Copper Coin, £600.)	..	..	..	..	600 8 9	
							8,089 13 4
						£526,786 12 1	£526,786 12 1

Secretary's Office, February, 1860.

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

Abstract of the Revenue of the Province of New Brunswick for the Fiscal Year ending 31st October 1859.

	Railway Imposts.	Import Duties.	Export Duties.	Casual and Territorial Revenue.	Supreme Court Fees.	Auction Duty.	Provincial share of Seizures.	Licences for Distilleries.	Emigrant Duty.	Light House Duty.	Sick and Disabled Seamen's Duty.	TOTAL.
Saint John,	£19,388 15	1,594,985 13	912,786 16	1015,738 9	9,575 0	126 18 8	234 1 2	20 0 0	30 2 6	4,062 3 9	1,294 3 4	149,952 4 10
Campbellton,	109 2 3	532 5 11	470 8 2	..	..	..	..	..	..	10 0 9	2 5 0	652 13 11
Dalhousie,	394 11 1	2,004 18 5	208 3 9	..	..	..	..	..	..	131 13 6	42 10 3	3,044 1 5
Bathurst (3 Quarters),	334 4 7	1,536 14 11	208 3 9	..	..	..	..	..	..	80 17 3	24 18 6	2,184 19 0
Carrageet,	104 1 6	383 12 5	2 14 10	..	..	..	..	..	..	15 2 3	2 2 9	506 13 9
Shippegan,	116 2 11	468 19 5	3 12 9	..	..	..	..	..	..	6 7 3	1 16 9	586 19 1
Newcastle,	724 17 9	3,616 8 4	1,235 8 3	..	..	..	..	..	..	416 19 0	137 3 1	6,130 16 5
Chartham,	621 19 0	3,513 18 0	630 3 1	..	..	5 18 5	68 15 1	..	..	190 5 9	61 5 0	5,082 4 4
Richibucto,	560 16 11	2,424 5 0	1,004 19 6	..	..	..	121 1 8	..	..	313 7 0	202 6 0	4,626 16 1
Buctouche,	17 6 11	137 8 11	271 18 6	..	..	..	..	..	..	95 0 3	65 4 10	586 19 5
Bay Verte,	3 13 10	16 8 11	..	..	..	..	..	..	..	..	..	20 3 9
Shediac,	69 9 1	464 13 4	671 0 10	..	..	..	..	..	..	202 14 6	65 19 9	473 16 6
Sackville,	157 10 8	747 6 8	18 10 0	..	..	..	10 16 0	..	..	7 1 0	2 18 4	954 2 8
North Joggins,	7 13 9	34 2 10	..	..	..	..	13 14 10	..	..	9 6 0	1 12 2	66 9 7
Dorchester,	53 16 4	258 9 10	11 1 1	..	..	..	11 15 0	..	..	16 3 0	3 5 11	354 11 2
Moncton,	261 3 6	1,439 15 7	11 19 0	..	..	..	..	..	..	4 8 9	0 10 7	1,717 15 5
Hillsborough,	192 10 0	930 2 1	..	..	..	..	12 6 8	..	..	111 6 9	30 7 6	1,276 13 0
Harvey,	15 3 5	70 8 11	26 10 0	..	..	..	..	..	..	39 7 6	10 7 6	161 17 4
Fredericton,	682 12 0	5,351 8 5	..	..	..	3 10 6	46 15 5	..	..	..	..	5,979 1 3
Woodstock,	135 3 5	901 15 0	..	..	..	..	..	..	..	..	..	1,084 4 4
Andover,	14 9 10	81 8 10	..	..	..	..	..	..	..	..	..	95 18 8
Grand Falls,	..	..	..	..	..	..	..	..	..	..	..	..
Edmundston,	1 10 4	9 2 3	..	..	..	..	..	..	..	..	..	10 12 7
Saint Andrews,	330 19 9	2,215 1 3	255 12 2	..	..	2 16 6	42 14 1	..	..	141 0 9	46 0 1	3,034 4 7
Saint Stephen,	336 0 7	1,498 17 0	880 13 2	..	..	..	56 15 9	..	..	302 3 11	100 5 9	3,104 16 2
Saint Georges,	48 2 3	456 18 2	463 6 6	..	..	..	..	..	..	246 14 3	80 5 10	1,295 7 0
Campo Belto,	7 7 5	39 3 4	..	..	..	..	..	..	..	33 7 3	6 1 9	85 19 9
TOTAL	£124,834 5 0	124,058 6 6	18,942 18 5	15,738 9 9	575 0 0	136 4 1	618 15 8	20 0 0	30 2 6	6,445 8 5	2,181 10 8	193,381 1 0

COMPARATIVE STATEMENT.

	1858.	1859.	INCREASE.	DECREASE.
Railway Imposts,	£20,826 13 10	£24,654 5 0	£3,827 11 2	..
Import Duty,	93,946 11 1	124,063 5 6	30,117 15 5	..
Export Duty,	14,503 5 6	18,992 18 5	4,489 12 11	..
Casual and Territorial Revenue,	..	15,738 9 9	15,738 9 9	..
Supreme Court Fees,	500 0 0	575 0 0	75 0 0	..
Auction Duty,	29 6 6	136 4 1	106 17 7	..
Provincial Share of Seizures,	..	618 15 8	618 15 8	..
Licences for Distilleries,	..	20 0 0	20 0 0	..
Emigrant Duties,	48 15 0	30 2 6	..	£18 12 6
Light House Duties,	4,885 17 9	6,445 8 5	1,559 10 8	..
Sick and Disabled Seamen's Duties,	1,617 5 5	2,181 10 8	564 5 3	..
TOTAL	£136,357 15 1	£193,381 1 0	£57,041 18 5	£18 12 6

N. B.—The Account of Seizures is made a separate item in this Abstract for the first time this year. In 1858 it was added to the Import Duty, and amounted to £234 1 2.

Treasury, Saint John, 1st November, 1859.

B. ROBINSON, P. T.

Adjourned until To-morrow at 12 o'clock.

FRIDAY, 2nd March, 1860.

PRESENT :

THE HON.

Mr. Botsford,
Mr. Kinneear,
Mr. Peters,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Hamilton,
Mr. Todd,
Mr. Rice,
Mr. Earle.

Mr. Black, President.

Mr. Chandler,
Mr. Minchin,
Mr. Hazen,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,

PRAYERS.

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

A Bill to continue an Act for the better and more effectual securing the Navigation of the River Saint Croix, in the County of Charlotte :

A Bill to amend the Act relating to Highways, so far as relates to the Parish of Portland, in the City and County of Saint John :

A Bill to authorize the enclosing and improving of King's and Queen's Squares in Carleton, in the City of Saint John : and

A Bill to provide for the prompt payment of all demands upon the Provincial Treasury.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill relating to Taxation on the several Parishes of the City and County of Saint John.

The Honorable Mr. Hazen took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to alter the division Line between the Parishes of Grand Falls and Saint Leonard, in the County of Victoria.

The Honorable Mr. Rice took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

Pursuant

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill respecting the apprehension of Criminals escaping from any of Her Majesty's Provinces and Governments in North America into New Brunswick.

The Honorable Mr. Wark took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to provide for the attendance and examination on oath of Witnesses before the Legislature or Committees thereof.

The Honorable Mr. Chandler took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received.

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

At A in Section 1, insert the words "appointed for the purpose of making any investigation or enquiry in relation to any public office or public work and."

From B expunge the remainder of the Section.

At C in Section 3, expunge the words "prevaricate in his testimony or otherwise."

At D expunge the words "prevarication or other."

At E expunge the words "during pleasure," and insert the words for any period during the then Session of the Legislature."

At F at the end of the Bill, add the following Sections :—

"9. Provided that no Member of the Legislative Council or Assembly shall be subject to any of the provisions of this Act; but any such Member may, by leave of the House to which he belongs, attend the other House, or any of the Committees raised as aforesaid, as heretofore accustomed, and according to Parliamentary usage: and provided also, that no Witness who may attend any Committee under this Act, shall be compelled to answer any question which may criminate himself, or answer any question which in a Court of Justice he could not be required to answer, or produce any papers which in such Court he could not be required to produce; nor shall any evidence given by such Witness subject him to any action or proceeding whatever by any party in any Court of Law, nor be used against him in any case other than on an indictment for perjury under this Act.

"10. This Act shall not be in force for any longer term than two years from the time of the passing thereof, and thence to the end of the then next Session of the General Assembly."

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

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

Pursuant

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to extend the provisions of Chapter 61, Title viii, of the Revised Statutes, "Of Fences, Trespasses, and Pounds," to the City of Saint John.

The Honorable Mr. Hazen took the Chair.

After some time the House resumed.

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

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

A Message was brought from the Assembly by Mr. Steadman, with a Bill to incorporate the Westmorland and Albert Mining and Manufacturing Company; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The said Bill was read a second time.

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

The Honorable Mr. Earle, by leave, presented a Petition from William Boyd and others, for incorporation of the Orange Lodges.

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

Adjourned until To-morrow at 12 o'clock.

SATURDAY, 3rd March, 1860.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Hamilton,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

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

PRAYERS.

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

A Bill to extend the provisions of Chapter 61, Title viii, of the Revised Statutes, "Of Fences, Trespasses, and Pounds," to the City of Saint John:

A Bill relating to Taxation on the several Parishes of the City and County of Saint John: and

A Bill to provide for the attendance and examination on oath of Witnesses before the Legislature or Committees thereof.

ORDERED,

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the two first entered Bills without any amendment; also, that they had agreed to the last entered Bill with certain amendments, to which they desire the concurrence of the Assembly.

A Message was brought from the Assembly by Mr. Wright, with the following Resolution:—

“ House of Assembly, 2nd March, 1860.

“ Whereas a Treaty of Commerce was entered into between Her Britannic Majesty and the Emperor of the French on the 23rd day of January last, with a view of improving and extending the relations of Commerce between their respective Dominions; by which Treaty certain articles of British manufacture and production are to be introduced into France on terms therein specified: And whereas Timber, Deals, and other Wood Goods, are not amongst the articles enumerated in the said Treaty which may be exported from the United Kingdom and its Colonies into France: And whereas it is of great importance to this Province that permission should be obtained for the admission of our Wood Goods into the Markets of the French Empire; therefore

“ *Resolved*, unanimously, That an humble Address be presented to Her Majesty on this important subject; and further

“ *Resolved*, That the Honorable the Legislative Council be requested to join this House in such Address.

CHAS. P. WETMORE, *Clerk.*”

RESOLVED, That this House do agree to join the Assembly in the Joint Address to Her Majesty on the above subject.

ORDERED, That the Honorable Messieurs Wark, Todd, and Seely, be a Committee on the part of this House, to join the Committee of the Assembly, to prepare such Address.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

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

ORDERED, That the Report be received.

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

The Committee to whom were referred all Bills relating to Corporations, beg to report that they have examined the following Bills:—“ A Bill to incorporate the Bathurst Mining Company;”—“ A Bill to incorporate the Westmorland and Albert Mining and Manufacturing Company;”—“ A Bill to incorporate the New Brunswick Freestone Company;”—“ A Bill to incorporate the Saint John and Albert Mining Company;” also, “ A Bill to incorporate the Memramcook Freestone Company;”—and recommend the said Bills to the adoption of the House without amendment.

Respectfully submitted.

Committee Room, 4th March, 1860.

A. E. BOTSFORD, *Chairman.*

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

A Message was brought from the Assembly by the Honorable Mr. Smith, that the Assembly had agreed to the Bill sent down from this House, intituled "An Act in amendment of the Law relating to Courts of Probate," with certain amendments, to which they desire the concurrence of this House.

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

At B in Section 2, after the word "sureties," expunge the words "if he should think sureties necessary."

At C in the form of Bond, after the word "ordered," insert the words "by the Judge of Probates."

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

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

A Message was brought from the Assembly by the Honorable Mr. Smith, with a Bill to incorporate the Westmorland Olive Freestone Company; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The said Bill was read a second time.

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

A Message was brought from the Assembly by Mr. C. Perley, that the Assembly had agreed to the amendments sent down from this House to the Bill to provide for an Alms House and Work House for the Parish and Town of Woodstock, in the County of Carleton.

A Message was brought from the Assembly by Mr. Wright, with the following Resolution:—

"House of Assembly, 3rd March, 1860.

"Resolved, That a Committee be appointed on the part of this House, to join the Committee appointed by the Honorable the Legislative Council, to prepare an Address to Her Majesty on the subject of Reciprocity in Trade and admission of Goods into the French Empire.

"Ordered, That Mr. Wright, Mr. DesBrisay, and Mr. Wilmot, do compose the said Committee.

CHAS. P. WETMORE, Clerk."

It was moved and seconded that the following Resolution be passed, viz:—

RESOLVED, That this House is not prepared to recommend any appropriation for Reporting its Debates this Session of the Legislature.

To which the following amendment was moved and seconded:—

RESOLVED, That the lowest Tender named in the Report of the Committee appointed by this House for Reporting and Publishing the Debates be accepted.

Upon the question whether the said amendment should pass, the House divided as follows:—

CONTENT.

CONTENT.

The Hon. Mr. Kinnear,
 Mr. Wark,
 Mr. Steeves,
 Mr. Ryan,
 Mr. Todd,
 Mr. Seely,
 Mr. Rice.

NON-CONTENT.

The Hon. Mr. Botsford,
 Mr. Chandler,
 Mr. Minchin,
 Mr. Peters,
 Mr. Hazen,
 Mr. Harrison,
 Mr. Davidson,
 Mr. Odell,
 Mr. Hamilton,
 Mr. Gordon,
 Mr. Robinson,
 Mr. Earle.

And so it passed in the negative.

On the question whether the original Resolution should pass, the House divided as follows:—

CONTENT.

The Hon. The President,
 Mr. Botsford,
 Mr. Hamilton,
 Mr. Robinson.

NON-CONTENT.

The Hon. Mr. Chandler,
 Mr. Kinnear,
 Mr. Minchin,
 Mr. Peters,
 Mr. Hazen,
 Mr. Harrison,
 Mr. Davidson,
 Mr. Odell,
 Mr. Wark,
 Mr. Steeves,
 Mr. Ryan,
 Mr. Gordon,
 Mr. Todd,
 Mr. Seely,
 Mr. Rice,
 Mr. Earle.

And so it passed in the negative.

On motion—

RESOLVED, That a Select Committee be appointed to examine and report upon the Contingencies of this House for the present Session.

ORDERED, That the Honorable Messieurs Odell, Seely, and Robinson, do constitute the said Committee.

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

From Amy Owen and Owen Jones, for Act of Incorporation for Mining purposes :
 and

From Reuben Stiles, for a law to appoint some person to select Petit Jury.

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

Adjourned until Monday next at 12 o'clock.

MONDAY, 5th March, 1860.

PRESENT :

THE HON.

Mr. Black. President.

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

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Hamilton,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

PRAYERS.

The Honorable Mr. Hazen presented to the House a Bill intituled "An Act relating to the Practice of Medicine and Surgery."

The said Bill was read a first time.

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

The Honorable Mr. Wark, from the Committee on the part of this House, to join the Committee of the Assembly, to prepare the Joint Address to Her Majesty on the subject of admission of Wood Goods into the French Empire, reported that they had attended to that duty, and that the joint Committee had agreed to an Address, which he read in his place, and it was then read by the Clerk, as follows :—

To the Queen's Most Excellent Majesty.

The Humble and Dutiful Address of the Legislative Council and House of Assembly of the Province of New Brunswick, in General Assembly convened.

MAY IT PLEASE YOUR MAJESTY,

We, the Legislative Council and House of Assembly of Your Majesty's Province of New Brunswick, beg leave to approach the Throne with renewed sentiments of attachment and fidelity to Your Majesty's Person and Government.

Your faithful and loyal subjects, the Legislative Council and Assembly of Your Majesty's Province of New Brunswick, have learned, with much satisfaction, that Your Majesty is about entering into a Treaty of Commerce with His Imperial Majesty the Emperor of the French, and they believe that such Treaty will be attended with great Commercial advantages to both Nations, and will have the effect of cementing more closely those ties which now bind them to each other.

They would however most respectfully impress upon the consideration of Your Majesty's Government, that it would be a matter of great importance to the interests of Your Majesty's subjects in the North American Colonies, if their staple articles of export,—Timber, Deals, and other Wood Goods,—were included in the terms of such Treaty, more particularly as Your Majesty's Government have proposed to Parliament to admit Foreign and Colonial Wood Goods into the United Kingdom upon equal terms.

We

We confidently trust in Your Majesty's desire to consult the wishes and feelings of your dutiful subjects, the People of Your Majesty's North American Colonies, and feel assured that their interests in the pending negotiations will not be overlooked.

WILLIAM BLACK, *President Legislative Council.*

J. M. JOHNSON, JR., *Speaker of the Assembly.*

RESOLVED, That this House do agree to the said Address ; and

ORDERED, That the Honorable Messieurs Wark and Todd be a Committee on the part of this House, to wait upon His Excellency the Lieutenant Governor with the said Address, and request him to transmit the same, to be laid at the Foot of the Throne.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

A Message was brought from the Assembly by Mr. Wright, with the following Resolution :—

“ House of Assembly, 5th March, 1860.

“ Resolved, That a Committee be appointed to acquaint the Honorable Legislative Council that the House have unanimously agreed to the Joint Address of the Legislative Council and the House of Assembly upon the subject of the admission of Wood Goods into the French Empire ; and

“ Ordered, That Mr. Wright be the Committee for that purpose.

CHAS. P. WETMORE, *Clerk.*”

A Message was brought from the Assembly by the Honorable Mr. Gray, that the Assembly had agreed to the amendments sent down from this House to the Bill to provide for the attendance and examination on oath of Witnesses before the Legislature or Committees thereof.

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

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

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

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

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

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to incorporate the Saint John and Albert Mining Company, together with the Report of the Select Committee thereon.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

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

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

A Message was brought from the Assembly by Mr. Wright, with the following Resolution :—

“ House of Assembly, 5th March, 1860.

“ Ordered, That Mr. Wright, Mr. Wilnot, and Mr. Desbrisay, be a Committee on the part of this House, to join the Committee appointed by the Honorable the Legislative Council, to wait upon His Excellency the Lieutenant Governor with the Joint Address to Her Majesty on the subject of the admission of Wood Goods into the French Empire, and request that His Excellency will be pleased to transmit the same, to be laid at the Foot of the Throne.

CHAS. P. WETMORE, *Clerk.*”

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

From Mrs. Alice Wilson, against the extension of time to the Canada and New Brunswick Railway and Land Company, for reasons stated : and

From John Agnew and others, for Act to authorize the sale of the Rural Cemetery.

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

Adjourned until To-morrow at 12 o'clock.

TUESDAY, 6th March, 1860.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Botsford,
Mr. Robertson,
Mr. Minchin,
Mr. Hazen,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,*

*Mr. Chandler,
Mr. Kinnear,
Mr. Peters,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Hamilton,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

PRAYERS.

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

A Bill to incorporate the Saint John and Albert Mining Company :

A Bill to incorporate the New Brunswick Freestone Company :

A Bill to incorporate the Bathurst Mining Company :

A Bill to incorporate the Westmorland and Albert Mining and Manufacturing Company : and

A Bill to incorporate the Memramcook Freestone Company.

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

Pursuant to the Order of the Day, the Bill intituled " An Act relating to the Practice of Medicine and Surgery," was read a second time.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill relating to the settlement and support of the Poor of this Province.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, and recommended that the further consideration thereof be postponed until the next Session of the Legislature.

The Chairman further reported, that upon the question whether the said Bill should be so postponed, the Committee divided as follows :—

CONTENT.

The Hon. The President,
 Mr. Botsford,
 Mr. Chandler,
 Mr. Kinnear,
 Mr. Minchin,
 Mr. Peters,
 Mr. Harrison,
 Mr. Davidson,
 Mr. Odell,
 Mr. Wark,
 Mr. Steeves,
 Mr. Hamilton,
 Mr. Gordon,
 Mr. Rice.

NON-CONTENT.

The Hon. Mr. Robertson,
 Mr. Hazen,
 Mr. Ryan,
 Mr. Todd,
 Mr. Seely,
 Mr. Robinson.

And so it passed in the affirmative.

ORDERED, That the Report be received ; whereupon it was

RESOLVED, That the further consideration of the said Bill be postponed to the next Session of the Legislature.

A Message was brought from the Assembly by Mr. Gillmor, with a Bill to incorporate the LeTete Mining Company ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The said Bill was read a second time.

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

The Honorable Mr. Wark, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with the Address to Her Majesty on the admission of Wood Goods into the French Empire, reported that they had attended to that duty, and that His Excellency was pleased to say, that he would forthwith transmit the Address to the Secretary of State, for presentation to Her Majesty.

The Honorable Mr. Seely, by leave, presented a Petition from J. D. Lewin, President of the Bank of New Brunswick, and others, for an Act to equalize taxation on Joint Stock Companies and Corporations.

Adjourned until To-morrow at 11 o'clock.

WEDNESDAY, 7th March, 1860.

PRESENT :

THE HON.

Mr. Black, President.

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

*Mr. Chandler,
Mr. Kinnear,
Mr. Peters,
Mr. Harrison,
Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Seely,*

PRAYERS.

A Message was brought from the Assembly by the Honorable Provincial Secretary, with the following Bills, to which they desire the concurrence of this House:—

A Bill to alter and amend an Act intituled "An Act to incorporate the Saint John Fire Insurance Company:" and

A Bill to incorporate the Victoria Suspension Bridge Company.

The said Bills were severally read a first time.

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

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

The said Bill was read a second time.

ORDERED, That the said Bill be referred to a Select Committee to examine and report upon the same.

ORDERED, That the Honorable Messieurs Odell, Todd, and Robinson, be the said Committee.

A Message was brought from the Assembly by the Honorable Mr. Mitchell, with a Bill to amend Chapter 19, Title iii, of the Revised Statutes, "Of Buoys and Beacons;" to which they desire the concurrence of this House.

The said Bill was read a first time.

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

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

From Joseph Beatty and others, that a Bill relating to the Carleton Water Works may pass:

From the Mayor, Aldermen and Commonalty of Saint John, for an Act relating to Sewer in Union Street: and

From the same, against the Bill to establish a Public Hospital in the City of Saint John.

ORDERED, That the said Petitions be received and lie on the Table.

Adjourned until To-morrow at 11 o'clock.

THURSDAY, 8th March, 1860.

PRESENT :

THE HON.

Mr. Black, President.

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

*Mr. Chandler,
Mr. Kinneear,
Mr. Peters,
Mr. Harrison,
Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Seely,*

PRAYERS.

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

A Bill to amend Chapter 19, Title iii, of the Revised Statutes, “ Of Buoys and Beacons :” and

A Bill to alter and amend an Act intituled “ An Act to incorporate the Saint John Fire Insurance Company.”

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

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

A Bill to authorize the Justices of the Peace for the County of Kent to erect a Lock-up House in the Parish of Wellington, in the said County : and

A Bill in addition to and in amendment of Chapter 101, Title xxii, of the Revised Statutes, “ Of Sea and River Fisheries.”

The said Bills were severally read a first time.

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

A Message was brought from the Assembly by the Honorable Mr. Gray, with a Bill to incorporate the Humboldt Mining Company ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The said Bill was read a second time.

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

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

ORDERED, That the Report be received.

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

The

The Committee to whom were referred all Bills relating to Corporations, report that they have examined "A Bill to incorporate the Westmorland Olive Freestone Company;" also, "A Bill to incorporate the LeTete Mining Company;" and recommend the said Bills to the favourable consideration of the House without amendment.

Respectfully submitted.

Committee Room, March 8, 1860.

A. E. BOTSFORD, *Chairman.*

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bill, together with the Report of the Select Committee thereon, into consideration.

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

COMMERCIAL BANK OF NEW BRUNSWICK.

Statement of the Affairs of the Commercial Bank of New Brunswick on Saturday 31st December 1859.

Liabilities.

Capital Stock paid in,	-	-	-	-	-	-	£150,000	0	0
Notes in circulation not bearing Interest,	-	-	-	-	-	-	69,938	17	6
Deposits not bearing Interest,	-	-	-	-	-	-	33,776	2	4
Do. bearing Interest,	-	-	-	-	-	-	18,436	17	10
Net Profits on hand,	-	-	-	-	-	-	3,137	8	0
Balances due to other Banks,	-	-	-	-	-	-	10,140	14	9
							<u>£280,430</u>	<u>0</u>	<u>5</u>

Resources.

Bills, Notes Discounted, &c. &c.	-	-	-	-	-	-	£236,494	17	6
Bills of Exchange on hand,	-	-	-	-	-	-	2,438	17	9
Real Estate,	-	-	-	-	-	-	8,000	0	0
Notes of other Banks,	-	-	-	-	-	-	7,591	0	0
Gold, Silver, &c. &c.	-	-	-	-	-	-	16,862	11	6
Due by other Banks and Agents,	-	-	-	-	-	-	9,042	13	8
							<u>£280,430</u>	<u>0</u>	<u>5</u>

We, Wm. Parks, President, and Geo. P. Sancton, Cashier, of the Commercial Bank of New Brunswick, do swear, that the above Statement is true, as taken from the Weekly Balance Sheet of the Bank, on the 31st day of December last, 1859.

(Signed)

WM. PARKS, *President,*

GEO. P. SANCTON, *Cashier.*

Sworn before me this 14th day of February, 1860.

GEO. A. LOCKHART, *J. P.* for City and County of Saint John.

CENTRAL BANK OF NEW BRUNSWICK.

State of the Central Bank of New Brunswick at 3 o'clock, P. M. on Monday the 6th
June 1859.

Liabilities of the Bank.

Capital Stock paid in,	-	-	-	-	-	-	£35,000	0	0
Bills in circulation,	-	-	-	-	-	-	37,358	0	0
Balance due to other Banks,	-	-	-	-	-	-	6,500	0	0
Cash deposited, including all sums whatever due from the Bank not bearing Interest, its Bills in circulation, Profits, and Balances due to other Banks, excepted,	-	-	-	-	-	-	14,267	15	10
Amount due from the Bank, bearing Interest,	-	-	-	-	-	-	18,233	10	2
Profits on hand,	-	-	-	-	-	-	17,789	1	3
							<u>£129,148</u>	<u>7</u>	<u>3</u>

Resources of the Bank.

Gold, Silver, and other coined Metals in its Banking House,	-	-	-	-	-	-	£2,644	5	1
Bills of other Banks incorporated in this Province,	-	-	-	-	-	-	1,733	17	6
Balance due from other Banks,	-	-	-	-	-	-	39	9	8
Amount of all Debts due, including Notes, Bills of Exchange, and all Stock and Funded Debts of every description, except Balances due from other Banks,	-	-	-	-	-	-	120,162	14	10
Real Estate,	-	-	-	-	-	-	4,568	0	2
							<u>£129,148</u>	<u>7</u>	<u>3</u>

Date and amount of the last Dividend, 2nd June 1857, Four per cent.	-	-	-	-	-	-	£1,400	0	0
Amount of reserved Profits at the time of declaring the last Dividend,	-	-	-	-	-	-	16,286	10	0
Debts due and not paid, and considerable doubtful,	-	-	-	-	-	-	8,000	0	0

I, Samuel W. Babbit, Cashier of the Central Bank of New Brunswick, do make oath and say, that the foregoing Return is correct and true to the best of my knowledge and belief.

SAM. W. BABBIT.

Sworn before me this fifth day of March 1860.
ASA COY, J. P.

We, George Botsford, John Simpson, William H. Odell, John M'Intosh, and John J. Fraser, being a majority of the Directors of the Central Bank of New Brunswick, do certify and make oath that the Books of the said Bank indicate the state of facts stated in the foregoing Return, and that we have full confidence in the truth of the said Return so made by the Cashier of the said Bank.

GEORGE BOTSFORD,
J. SIMPSON,
W. H. ODELL,
JOHN M'INTOSH,
JNO. JAS. FRASER.

Sworn before me this fifth day of March 1860.
ASA COY, J. P.

State

State of the Central Bank of New Brunswick at 4 o'clock, P. M. on Monday the 5th December 1859.

Liabilities of the Bank.

Capital Stock paid in, - - - - -	£35,000 0 0
Bills in circulation, - - - - -	31,103 10 0
Balance due to other Banks, - - - - -	5,290 2 9
Cash deposited, including all sums whatever due from the Bank not bearing Interest, its Bills in circulation, Profits, and Balances due to other Banks, excepted, - - - - -	12,040 11 1
Amount due from the Bank, bearing Interest, - - - - -	14,091 4 5
Profits on hand, - - - - -	19,273 5 6
	<hr/>
	£116,798 13 9

Resources of the Bank.

Gold, Silver, and other coined Metals in its Banking House, - - - - -	£4,833 13 2
Bills of other Banks incorporated in this Province, - - - - -	2,229 5 0
Balance due from other Banks, - - - - -	681 5 7
Amount of all Debts due, including Notes, Bills of Exchange, and all Stock and Funded Debts of every description, except Balances due from other Banks, - - - - -	104,486 9 10
Real Estate, - - - - -	4,568 0 2
	<hr/>
	£116,798 13 9

Date and amount of the last Dividend, 2nd June 1857, Four per cent. - - - - -	£1,400 0 0
Amount of reserved Profits at the time of declaring the last Dividend, - - - - -	16,286 10 0
Debts due and not paid, and considered doubtful, - - - - -	8,000 0 0

I, Samuel W. Babbit, Cashier of the Central Bank of New Brunswick, do make oath and say, that the foregoing Return is correct and true to the best of my knowledge and belief.

SAM. W. BABBIT.

Sworn before me this 5th day of March 1860.
ASA COY, J. P.

We, George Botsford, John Simpson, William H. Odell, John M'Intosh, and John J. Fraser, being a majority of the Directors of the Central Bank of New Brunswick, do certify and make oath that the Books of the said Bank indicate the state of facts stated in the foregoing Return, and that we have full confidence in the truth of the said Return so made by the Cashier of the said Bank.

GEORGE BOTSFORD,
JOHN SIMPSON,
WM. H. ODELL,
JOHN M'INTOSH,
JOHN J. FRASER.

Sworn before me this 5th day of March 1860.
ASA COY, J. P.

State of the Central Bank of New Brunswick at 4 o'clock, P. M. on Thursday the 1st March 1860.

Liabilities of the Bank.

Capital Stock paid in, - - - - -	£35,000 0 0
Bills in circulation, - - - - -	27,975 5 0
Balance due to other Banks, - - - - -	3,831 11 6
Cash deposited, including all sums whatever due from the Bank not bearing Interest, its Bills in circulation, Profits, and Balances due to other Banks, excepted, - - - - -	11,758 5 9
Amount due from the Bank, bearing Interest, - - - - -	19,748 6 4
Profits on hand, - - - - -	18,128 10 5
	<hr/>
	£116,441 19 0

Resources of the Bank.

Gold, Silver, and other coined Metals in its Banking House, - - - - -	£5,498 19 2
Bills of other Banks Incorporated in this Province, - - - - -	183 0 0
Balance due from other Banks, - - - - -	765 5 1
Amount of all Debts due, including Notes, Bill of Exchange, and all Stock and Funded Debts of every description, except Balances due from other Banks, - - - - -	105,426 14 7
Real Estate, - - - - -	4,568 0 2
	<hr/>
	£116,441 19 0

Date and amount of the last Dividend, 6th December 1859, Four per cent.	£1,400 0 0
Amount of reserved Profits at the time of declaring the last Dividend,	17,873 5 6
Debts due and not paid, and considered doubtful, - - - - -	8,000 0 0

I, Samuel W. Babbit, Cashier of the Central Bank of New Brunswick, do make oath and say, that the foregoing Return is correct and true to the best of my knowledge and belief.

SAM. W. BABBIT.

Sworn before me this 5th day of March 1860.
A. COY, J. P.

We, George Botsford, William H. Odell, John Simpson, John M'Intosh, and John J. Fraser, being a majority of the Directors of the Central Bank of New Brunswick, do certify and make oath that the Books of the said Bank indicate the state of facts stated in the foregoing Return, and that we have full confidence in the truth of the said Return so made by the Cashier of the said Bank.

G. BOTSFORD,
W. H. ODELL,
J. SIMPSON,
JOHN M'INTOSH.
JOHN J. FRASER.

Sworn before me this 5th day of March 1860.
ASA COY, J. P.

SAINT STEPHEN BANK.

State of the Saint Stephen's Bank, 30th June 1859, 3 o'clock, P. M.

Due from the Bank.

Capital Stock paid in, - - - - -	£50,000 0 0
Bills in circulation, - - - - -	38,426 10 0
Net Profits on hand, - - - - -	9,751 19 8
Balance due to other Banks, - - - - -	0 0 0
Cash deposited, including all sums whatever due from the Bank not bearing Interest, its Bills in circulation, Profits, and Balances due to other Banks, excepted, - - - - -	4,224 7 6
Cash deposited, bearing Interest, - - - - -	0 0 0
Total amount due from the Bank, - - - - -	£102,402 17 2

Resources of the Bank.

Gold and Silver in its Banking House, - - - - -	£5,077 12 4
Estate, - - - - -	1,070 14 2
Bills of other Banks incorporated in this Province, and Checks, - - - - -	376 10 0
Bills of other Banks without the Province, and Checks, - - - - -	881 15 0
Balances due from other Banks and Agents, - - - - -	14,284 3 0
Amount of all Debts due the Bank, including Notes, Bills of Exchange, and all Stock and Funded Debts of every description, excepting Balances due from other Banks and Agents, - - - - -	80,712 2 8
Total amount of Resources of the Bank, - - - - -	£102,402 17 2

Date and time of declaring the last Dividend, 1st March.

Amount of last Dividend, - - - - -	£2,000 0 0
Amount of reserved Profits at the time of declaring the same, - - - - -	7,500 0 0
Amount of all Debts due, not paid, and considered doubtful, - - - - -	470 13 9

CHARLOTTE, ss.—On this nineteenth day of January in the year of our Lord one thousand eight hundred and sixty, personally appeared Robert Watson, Cashier of the Saint Stephen's Bank, and made oath to the truth of the statements contained in the preceding Return by him signed, according to the best of his knowledge and belief.

R. WATSON, Cashier.

HENRY WEBBER, J. P.

The undersigned, a majority of the Directors of the Saint Stephen's Bank, hereby certify that the Books of the said Bank exhibit the facts presented in the foregoing Statement or Return signed by their Cashier, and that they have full confidence in the truth of said Return so by him made.

N. LINDSAY,
JAS. G. STEVENS,
F. H. TODD,
Z. CHIPMAN,
P. M. ABBOT.

State

State of the Saint Stephen's Bank, 2nd January 1860, 3 o'clock, P. M.

Due from the Bank.

Capital Stock paid in, - - - - -	£50,000 0 0
Bills in circulation, - - - - -	46,357 0 0
Net Profits on hand, - - - - -	11,489 7 10
Balance due to other Banks, - - - - -	3,642 10 1
Cash deposited, including all sums whatever due from the Bank not bearing Interest, its Bills in circulation, Profits, and Balances due to other Banks, excepted, - - - - -	4,680 0 2
Cash deposited, bearing Interest, - - - - -	000 0 0
Total amount due from the Bank, - - - - -	£116,168 18 1

Resources of the Bank.

Gold and Silver in its Banking House, - - - - -	£6,506 2 10
Estate, - - - - -	1,695 15 0
Bills of other Banks incorporated in this Province, - - - - -	205 0 0
Bills of other Banks without the Province, and Checks, - - - - -	1,521 16 10
Balances due from other Banks and Agents, - - - - -	16,407 8 6
Amount of all Debts due the Bank, including Notes, Bills of Exchange, and all Stock and Funded Debts of every description, excepting Balances due from other Banks and Agents, - - - - -	89,832 14 11
Total amount of Resources of the Bank, - - - - -	£116,168 18 1

Date and time of declaring the last Dividend, 1st September 1859.

Amount of last Dividend, - - - - -	£2,000 0 0
Amount of reserved Profits at the time of declaring the same, - - - - -	8,000 0 0
Amount of all Debts due not paid, and considered doubtful, - - - - -	470 13 9

CHARLOTTE, ss.—On this nineteenth day of January in the year of our Lord one thousand eight hundred and sixty, personally appeared Robert Watson, Cashier of the Saint Stephen's Bank, and made oath to the truth of the statements contained in the preceding Return by him signed, according to the best of his knowledge and belief.

R. WATSON, Cashier.

HENRY WEBBER, J. P.

The undersigned, a majority of the Directors of the Saint Stephen's Bank, hereby certify that the Books of said Bank exhibit the facts presented in the foregoing statement or Return signed by their Cashier, and that they have full confidence in the truth of said Return so by him made.

N. LINDSAY,
JAS. G. STEVENS,
Z. CHIPMAN,
F. H. TODD,
P. M. ABBOT.

WESTMORLAND

WESTMORLAND BANK.

State of the Westmorland Bank on Monday the 4th July 1859, at 3 o'clock P. M.

		<i>Due from the Bank.</i>	
Capital Stock paid in,	-	-	£15,000 0 0
Bills in circulation,	-	-	36,088 15 0
Net Profits on hand,	-	-	2,918 8 8
Balances due to other Banks,	-	-	473 2 0
Cash deposited, including all sums whatever due from the Bank not bearing Interest, its Bills in circulation, Profits, and Balances due to other Banks, excepted,	-	-	442 3 0
Cash deposited, bearing Interest,	-	-	1,143 8 9
Total amount due from the Bank,			£56,065 17 5

Resources of the Bank.

Gold, Silver, and other coined Metals in its Vaults,	-	-	£3,053 6 0
Bills of other Banks incorporated in this Province,	-	-	463 10 0
Balances due from other Banks,	-	-	3,080 15 3
Real Estate,	-	-	2,404 5 9
Amount of all Debts due, including Notes, Bills of Exchange, also all Stock and Funded Debts of every description, except the Balances due from other Banks,	-	-	47,064 0 5
Total amount of Resources of the Bank,			£56,065 17 5

Last Dividend declared, Three per cent.	-	-	£450 0 0
Amount of reserved Profits on hand at time of declaring the last Dividend,	-	-	2,807 13 6
Amount of Debts due and not paid, and considered doubtful,	-	-	266 0 0

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

Sworn before me this 21st day of July 1859.
JOHN S. TRITES, J. P.

J. M'ALLISTER, Cashier.

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

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

Sworn before me this 21st day of July 1859.
JOHN S. TRITES, J. P.

State of the Westmorland Bank on Monday the 2nd January 1860, at 3 o'clock, P. M.

		<i>Due from the Bank.</i>	
Capital Stock paid in,	-	-	£15,000 0 0
Bills in circulation,	-	-	34,750 15 0
Net Profits on hand, and Reserved Profits,	-	-	3,375 15 5
Balances due to other Banks,	-	-	0 0 0
19 Carried forward,			£53,126 10 5

	<i>Brought forward,</i>	£53,126 10 5
Cash deposited, including all sums whatever due from the Bank not bearing Interest, its Bills in circulation, Profits, and Balances due to other Banks, excepted,	-	486 7 4
Cash deposited, bearing Interest,	-	1,132 0 0
	-	-
Total amount due from the Bank,	-	<u>£54,744 17 9</u>

Resources of the Bank.

Gold, Silver, and other coined Metals in its Vaults,	-	£4,253 16 0
Bills of other Banks incorporated in this Province,	-	107 17 6
Balance due from other Banks,	-	8,083 19 1
Real Estate,	-	2,412 0 3
Amount of all Debts due, including Notes, Bills of Exchange, also all Stock and Funded Debts of every description, except the Balances due from other Banks,	-	39,887 4 11
	-	-
Total amount of Resources of the Bank,	-	<u>£54,744 17 9</u>

Last Dividend declared, Three and a half per cent.	-	£525 0 0
Amount of reserved Profits on hand at time of declaring last Dividend,	-	3,323 10 3
Amount of Debts due and not paid, and considered doubtful,	-	265 18 6

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

J. M'ALLISTER, Cashier.

Sworn before me this 4th day of January 1860.
ALEXANDER WRIGHT, J. P.

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

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

Sworn before me this 4th day of January 1860.
ALEXANDER WRIGHT, J. P.

BANK OF NEW BRUNSWICK.

State of the Bank of New Brunswick, Monday, 2nd January 1860, 10 o'clock, A. M.

Liabilities of the Bank.

Capital Stock paid,	-	£150,000 0 0
Bills in circulation,	-	83,685 0 0
Net Profits on hand,	-	18,085 14 8
Balance due to other Banks,	-	4,566 7 2
Cash deposited, including all sums due from the Bank not bearing Interest, (its Bills in circulation, Profits, and Balances due to other Banks, excepted,)	-	52,060 2 10
Cash deposited, bearing Interest,	-	12,241 10 4
	-	-
Total Liabilities of the Bank,	-	<u>£320,638 15 0</u>

Resources of the Bank.

Gold, Silver, and other coined Metals in its Banking House,	-	-	£22,189	4	7
Real Estate,	-	-	4,675	17	8
Bills of other Banks incorporated in this Province.	-	-	9,543	0	0
Balance due from other Banks in England and the United States,	-	-	24,381	19	9
Debts due to the Bank, including Notes, Bills of Exchange, and all Stock and Funded Debts of every description, (Balances due from other Banks excepted,)	-	-	259,848	13	0
Total Resources of the Bank,	-	-	£320,638	15	0
Amount of the last Dividend, (declared 3rd October 1859,)	-	-	£5,250	0	0
Reserved Profits at the time of declaring the last Dividend,	-	-	15,667	7	11
Doubtful Debts,	-	-	4,000	0	0

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

THOMAS A. SANCTON, *Cashier.*

Sworn before me at Saint John, this twentieth day of January 1860.

W. O. SMITH, *J. P.* in and for the City and County of Saint John, Province of New Brunswick.

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

An Additional Report of the Auditor General.

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

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

J. H. T. MANNERS-SUTTON.

His Excellency the Lieutenant Governor lays before the Legislative Council, a copy of the Report of the Commissioners appointed to prepare a measure for facilitating settlements between Debtors and Creditors.

March 8th, 1860.

J. H. T. M-S.

[*See Appendix.*]

The House was adjourned during pleasure.

After some time the House resumed.

At three o'clock His Excellency the Lieutenant Governor came to the Council Chamber, and being seated on the Throne, through His Honor the President commanded the Gentleman Usher of the Black Rod to let the Assembly know—"It is His Excellency's pleasure that they attend him immediately in the Council Chamber."

The House attended accordingly.

His

His Excellency was then pleased to give his assent to the following Bills:—

An Act to provide for the prompt payment of all demands upon the Provincial Treasury:

An Act to provide for the attendance and examination on oath of Witnesses before the Legislature or Committees thereof:

An Act in amendment of the Law relating to Courts of Probate:

An Act to empower the County Council of the County of York to raise a sum of money for Agricultural purposes:

An Act to amend an Act intituled "An Act for establishing and maintaining a Police Force in the Town of Chatham, in the County of Northumberland:"

An Act to repeal an Act intituled "An Act to make further provisions for the support of Buoys and Beacons in the Bay and Harbour of Miramichi:"

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

An Act to amend the Act relating to Highways, so far as relates to the Parish of Portland, in the City and County of Saint John:

An Act to authorize the enclosing and improving of King's and Queen's Squares in Carleton, in the City of Saint John:

An Act relating to Taxation on the several Parishes of the City and County of Saint John:

An Act to extend the provisions of Chapter 61, Title viii, of the Revised Statutes, 'Of Fences, Trespasses, and Pounds,' to the City of Saint John:

An Act to provide for an Alms House and Work House for the Parish and Town of Woodstock, in the County of Carleton:

An Act to continue an Act for the better and more effectual securing the Navigation of the River Saint Croix, in the County of Charlotte:

An Act to explain an Act intituled "An Act to amend an Act intituled 'An Act to authorize the draining of German Town Lake, in the County of Albert:'"

An Act in amendment of an Act intituled "An Act to incorporate the South West Boom Company:" and

An Act to continue the several Acts relating to the Maduxnikik Boom Company.

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

The Honorable Mr. Steeves, by leave, presented a Petition from James Blight, for Act of Incorporation for Coal Company.

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

Adjourned until To-morrow at 11 o'clock.

FRIDAY, 9th March, 1860.

PRESENT:

THE HON.

*Mr. Botsford,
Mr. Robertson,
Mr. Minchin,*

Mr. Black, President.

*Mr. Chandler,
Mr. Kinnear,
Mr. Peters,*

Mr.

*Mr. Hazen,
Mr. Odell,
Mr. Steeves,
Mr. Hamilton,
Mr. Todd,
Mr. Robinson.*

*Mr. Harrison,
Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Seely,*

PRAYERS.

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

A Bill to authorize the Justices of the Peace for the County of Kent to erect a Lock-up House in the Parish of Wellington, in the said County: and

A Bill in addition to and in amendment of Chapter 101, Title xxii, of the Revised Statutes, "Of Sea and River Fisheries."

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to alter and amend an Act intituled "An Act to incorporate the Saint John Fire Insurance Company."

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

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

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

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

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

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

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

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

A Message was brought from the Assembly by the Honorable Mr. Mitchell, with a Bill in amendment of Chapter 52, Title viii, of the Revised Statutes, "Of Parish and County Officers;" to which they desire the concurrence of this House.

The said Bill was read a first time.

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

Adjourned until To morrow at 11 o'clock.

SATURDAY, 10th March, 1860.

PRESENT :

THE HON.

Mr. Black, President.

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

*Mr. Chandler,
Mr. Kimear,
Mr. Peters,
Mr. Harrison,
Mr. Wark,
Mr. Hamilton,
Mr. Todd,
Mr. Robinson.*

PRAYERS.

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

A Bill to incorporate the LeTete Mining Company :

A Bill to incorporate the Westmorland Olive Freestone Company : and

A Bill to alter and amend an Act intituled "An Act to incorporate the Saint John Fire Insurance Company."

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

Pursuant to the Order of the Day, the Bill in amendment of Chapter 52, Title viii, of the Revised Statutes, "Of Parish and County Officers," was read a second time.

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

A Message was brought from the Assembly by the Honorable Mr. Gray, with a Bill in further amendment of Chapter 118, Title xxx, of the Revised Statutes, "Of Letters Patent for useful Inventions;" to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by the Honorable Provincial Secretary, with a Bill to amend an Act to regulate the qualifications of Practitioners of Medicine and Surgery, and to provide a "Medical Council of Health" in the Province of New Brunswick; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

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

A Bill to authorize the Justices of the Peace for the County of Charlotte to sell and dispose of a part of the Commons Land in the Parish of Saint Andrews, to the Saint Andrews Rural Cemetery Company :

A

A Bill to empower the President and Directors of the Public Grammar School in the Town of Saint Andrews, to sell certain Lots of Land in the said Town, and invest the proceeds in landed or other securities: and

A Bill to declare the Law relating to the repeal of the Act intituled "An Act to amend the Law for the relief of Insolvent Debtors."

The said Bills were severally read a first time.

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

A Message was brought from the Assembly by the Honorable Mr. Wilmot, with a Bill to place the appointment of the Commissioners of Water Supply and Sewerage for Carleton, in the City of Saint John, in the Common Council of the said City, and for other purposes; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill in addition to and in amendment of Chapter 101, Title xxii, of the Revised Statutes, "Of Sea and River Fisheries."

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

Adjourned until Monday next at 11 o'clock.

MONDAY, 12th March, 1860.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Kinnear,
Mr. Peters,
Mr. Harrison,
Mr. Wark,
Mr. Hamilton,
Mr. Todd,
Mr. Robinson,*

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

PRAYERS.

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

A Bill in further amendment of Chapter 118, Title xxx, of the Revised Statutes, "Of Letters Patent for useful Inventions:"

A Bill to amend an Act to regulate the qualifications of Practitioners in Medicine and Surgery, and to provide a "Medical Council of Health" in the Province of New Brunswick:

A

A Bill to authorize the Justices of the Peace for the County of Charlotte to sell and dispose of a part of the Commons Land in the Parish of Saint Andrews, to the Saint Andrews Rural Cemetery Company :

A Bill to place the appointment of the Commissioners of Water Supply and Sewerage for Carleton, in the City of Saint John, in the Common Council of the said City, and for other purposes :

A Bill to empower the President and Directors of the Public Grammar School in the Town of Saint Andrews, to sell certain Lots of Land in the said Town, and invest the proceeds in landed or other securities : and

A Bill to declare the Law relating to the repeal of the Act intituled " An Act to amend the Law for the relief of Insolvent Debtors. "

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

On motion made and seconded—

RESOLVED, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that he will be pleased to cause to be laid before this House,—A Return shewing the sum total paid during the past Fiscal Year for the following purposes, with the sums paid to each individually, viz :—

To the Commissioners of the Railway Board as yearly Salary, and for travelling and other incidental expenses ;

To the Engineering Staff, shewing the rate of pay and annual Salary of each, together with any travelling or other charges ; also

The names of all other persons or officers that may have been employed during the year by the Railway Board, in superintending the constructing and working the European and North American Railway, the rate per day and annual salary or compensation paid for their respective services, to include all sums paid the Appraisers for their services ; also

A detailed Account of the miscellaneous charges contained in the Abstracts of the Railway Commissioners' Report, also those in the Abstracts of the Report of the Superintendent.

ORDERED, That the Honorable Messieurs Botsford and Odell be the Committee to present the said Address.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill in amendment of Chapter 52, Title viii, of the Revised Statutes, " Of Parish and County Officers. "

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

Adjourned until To-morrow at 11 o'clock.

TUESDAY, 13th March, 1860.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Kinnear,
Mr. Peters,
Mr. Harrison,
Mr. Wark,
Mr. Hamilton,
Mr. Todd,
Mr. Earle.*

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

PRAYERS.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to empower the President and Directors of the Public Grammar School in the Town of Saint Andrews to sell certain Lots of Land in the said Town, and invest the proceeds in landed or other securities.

The Honorable Mr. Todd took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to amend an Act to regulate the qualifications of Practitioners in Medicine and Surgery, and to provide a "Medical Council of Health" in the Province of New Brunswick.

The Honorable Mr. Chandler took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill in further amendment of Chapter 118, Title xxx, of the Revised Statutes, "Of Letters Patent for useful Inventions."

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received.

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

At A in Section 1, insert the following words, "or may hereafter issue."

The said amendment being read a second time, and the question of concurrence put thereon, it was agreed to by the House.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill in amendment of Chapter 52, Title viii, of the Revised Statutes, "Of Parish and County Officers."

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received.

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

At A insert the following words, "and when so appointed such officer shall give the like security and in like manner as if appointed by the Sessions, where by law security is required."

The said amendment being read a second time, and the question of concurrence put thereon, it was agreed to by the House.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to authorize the Justices of the Peace for the County of Charlotte to sell and dispose of a part of the Commons Lands in the Parish of Saint Andrews, to the Saint Andrews Rural Cemetery Company.

The Honorable Mr. Todd took the Chair.

After some time the House resumed.

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

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

A Message was brought from the Assembly by Mr. Hanington, with a Bill to incorporate the Westmorland Steam Boat Company; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The said Bill was read a second time.

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

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

ORDERED, That the Report be received.

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

The

The Committee to whom were referred all Bills relating to Corporations, report that they have examined "A Bill to incorporate the Westmorland Steam Boat Company;" also "A Bill to incorporate the Humbolt Mining Company;" and recommend the said Bills to the adoption of the House without amendment.

Respectfully submitted.

Committee Room, March 13, 1860.

A. E. BOTSFORD, *Chairman.*

ORDERED, That the House be put into Committee of the whole to-morrow, to take the last entered Bill, together with the Report of the Select Committee thereon, into consideration.

ORDERED, That the House be put into Committee of the whole presently, to take the first entered Bill, together with the Report of the Select Committee thereon, into consideration.

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

A Message was brought from the Assembly by Mr. Ferris, with a Bill to amend Chapter 93, Title xxii, of the Revised Statutes, relating to the measurement of Fire-wood and Bark; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by the Honorable the Solicitor General, with a Bill to amend the Law relating to False Pretences; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The Honorable Mr. Steeves, by leave, presented a Petition from Elisha S. Turner' against further legislation as to German Town Lake.

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

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

From John Aymar and others, for an Act to authorize sale of Commons Land in Saint Andrews: and

From Reverend W. Q. Ketchum and others, for Bill to authorize sale of Grammar School Land in Saint Andrews.

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

The Honorable Mr. Robertson, by leave, presented a Petition from W. Olive and others, against the Bill to change the mode of appointment of Water Commissioners.

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

Adjourned until To-morrow at 11 o'clock.

WEDNESDAY, 14th March, 1860.

PRESENT :

THE HON.

Mr. Black, President.

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

*Mr. Botsford,
Mr. Robertson,
Mr. Minchin,
Mr. Hazen,
Mr. Davidson,
Mr. Wark,
Mr. Hamilton,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

PRAYERS.

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

A Bill to authorize the Justices of the Peace for the County of Charlotte to sell and dispose of a part of the Commons Land in the Parish of Saint Andrews, to the Saint Andrews Rural Cemetery Company : and

A Bill in amendment of Chapter 52, Title viii, of the Revised Statutes, "Of Parish and County Officers."

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

That they had agreed to the last entered Bill with a certain amendment, to which they desire the concurrence of the Assembly.

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

A Bill to amend Chapter 93, Title xxii, of the Revised Statutes, relating to the measurement of Firewood and Bark : and

A Bill to amend the Law relating to False Pretences.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to incorporate the Westmorland Steam Boat Company, together with the Report of the Select Committee thereon.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

Pursuant

Pursuant to the Order of the Day, the Bill in further amendment of Chapter 118, Title xxx, of the Revised Statutes, 'Of Letters Patent for useful Inventions,' as amended, was read a third time.

Whereupon it was moved and seconded that the following amendment, viz:—

At A at the end of the Bill, add the following Section:—

"5. That this Act shall also apply to all Letters Patent for useful Inventions which may hereafter be granted under the provisions of the herein before recited Act,"

be substituted for the amendment recommended by the Committee of the House to the said Bill, and entered on the Journal of yesterday's date.

On the question whether the said Bill and the proposed amendment should pass, It was decided in the affirmative.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill with an amendment, to which they desire the concurrence of the Assembly.

On motion—

The House was put into Committee of the whole to take into consideration the Bill respecting the apprehension of Criminals escaping from any of Her Majesty's Provinces and Governments in North America into New Brunswick.

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to declare the Law relating to the repeal of the Act intituled "An Act to amend the Law for the relief of Insolvent Debtors."

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to place the appointment of the Commissioners of Water Supply and Sewerage for Carleton, in the City of Saint John, in the Common Council of the said City, and for other purposes.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

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

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

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

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

The Honorable Mr. Botsford, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with the Address in reference to the detailed Accounts connected with the Railway expenditure, reported that they had attended to that duty, and that His Excellency was pleased to say, that the wishes of the Legislative Council should be complied with.

Adjourned until To-morrow at 11 o'clock.

THURSDAY, 15th March, 1860.

PRESENT:

THE HON.

Mr. Black. President.

*Mr. Saunders,
Mr. Robertson,
Mr. Minchin,
Mr. Hazen,
Mr. Davidson,
Mr. Wark,
Mr. Hamilton,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,*

PRAYERS.

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

A Bill to incorporate the Humbolt Mining Company : and

A Bill to declare the Law relating to the repeal of the Act intituled “ An Act to amend the Law for the relief of Insolvent Debtors.”

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

Pursuant to the Order of the Day, the Bill to enable the Victoria Coal and Oil Company, of the State of New York, to hold property in this Province, was read a second time.

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

On

On motion—

The House was put into Committee of the whole to take into consideration the Bill to empower the President and Directors of the Public Grammar School in the Town of Saint Andrews, to sell certain Lots of Land in the said Town, and invest the proceeds in landed or other securities.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to amend Chapter 93, Title xvii, of the Revised Statutes, relating to the measurement of Firewood and Bark.

The Honorable Mr. Davidson took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received ; whereupon it was

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

A Message was brought from the Assembly by the Honorable Mr. Gray, that the Assembly had agreed to the amendments sent down from this House to the Bill in further amendment of Chapter 118, Title xxx, of the Revised Statutes, 'Of Letters Patent for useful Inventions ;' also with

A Bill relating to the City Road in the City and County of Saint John ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. Scovil, with a Bill to establish a Polling place in the Parish of Kars, in King's County ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

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

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received.

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

At

At A in Section 5, expunge the remainder of the Section, and insert as follows—
 “ in the first instance be responsible for the debts and engagements of the said Corporation ; and no creditor, or person or persons having any demands against the said Corporation, for or on account of any dealings with the said Corporation, shall have recourse against the separate property of any shareholder on account thereof, except in case of deficiency, or where the joint stock of the said Corporation shall fall short of or not be equal to the payment of any debt, due or demand against the same, then and in such case the goods and chattels, lands and tenements, of each shareholder, shall and may be levied upon and seized respectively, to satisfy such debt or demand, to the extent of double the amount of the share or shares or interest of such shareholder in the joint stock of the said Corporation, but no more ; and such double amount, or so much as may be necessary to satisfy such debt, due, or demand, shall and may be levied and seized by process of execution, in the same suit in which such debt, due or demand may be recovered against said Corporation.”

The said amendment being read a second time, and the question of concurrence put thereon, it was agreed to by the House.

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

Adjourned until To-morrow at 11 o'clock.

FRIDAY, 16th March, 1860.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
 Mr. Robertson,
 Mr. Peters,
 Mr. Davidson,
 Mr. Wark,
 Mr. Hamilton,
 Mr. Todd,
 Mr. Rice,
 Mr. Earle.*

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

PRAYERS.

Pursuant to the Order of the Day, the Bill to incorporate the Westmorland Steam Boat Company, as amended, was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill with an amendment to which they desire the concurrence of the Assembly.

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

A Bill relating to the City Road in the City and County of Saint John : and

A Bill to establish a Polling place in the Parish of Kars, in King's County.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to amend Chapter 19, Title iii, of the Revised Statutes, 'Of Buoys and Beacons.'

The Honorable Mr. Davidson took the Chair.

After some time the House resumed.

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

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

A Message was brought from the Assembly by the Honorable Mr. Gray, that the Assembly had agreed to the amendments sent down from this House to the Bill in amendment of Chapter 52, Title viii, of the Revised Statutes, 'Of Parish and County Officers.'

A Message was brought from the Assembly by Mr. Tibbits, with a Bill to erect a part of the Parishes of Grand Falls and Perth, in the County of Victoria, into a separate Town or Parish; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

Adjourned until To morrow at 11 o'clock.

SATURDAY, 17th March, 1860.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Minchin,
Mr. Davidson,
Mr. Wark,
Mr. Hamilton,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

*Mr. Botsford,
Mr. Peters,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,*

PRAYERS.

Pursuant to the Order of the Day, the Bill to amend Chapter 19, Title iii, of the Revised Statutes, 'Of Buoys and Beacons,' was read a third time and passed.

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

Pursuant to the Order of the Day, the Bill to erect a part of the Parishes of Grand Falls and Perth, in the County of Victoria, into a separate Town or Parish, was read a second time.

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

Adjourned until Monday next at 11 o'clock.

MONDAY, 19th March, 1860.

PRESENT :

THE HON.

Mr. Black, President.

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

*Mr. Botsford,
Mr. Peters,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,*

PRAYERS.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to empower the President and Directors of the Public Grammar School in the Town of Saint Andrews, to sell certain Lots of Land in the said Town, and invest the proceeds in landed or other securities.

The Honorable Mr. Todd took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received.

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

At A expunge the words “ or other good.”

At B in the Title, expunge the words “ or other.”

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to establish a Polling place in the Parish of Kars, in King's County.

The Honorable Mr. Ryan took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to alter the Division line between the Parishes of Grand Falls and Saint Leonards, in the County of Victoria.

The

The Honorable Mr. Rice took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

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

A Bill for defraying the expense of laying down a Sewer in Union, Saint Patrick, and Clarence Streets, in the City of Saint John :

A Bill to provide for the extension of the Breakwater and for laying down Moorings in the Harbour of Saint John, and for other purposes :

A Bill relating to the City Court of the City of Saint John : and

A Bill to prevent Lotteries in the City of Saint John.

The said Bills were severally read a first time.

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

A Message was brought from the Assembly by Mr. End, that the Assembly had agreed to the Bill sent down from this House, intituled "An Act in amendment of the Law relating to Summary Convictions," with an amendment, to which they desire the concurrence of this House.

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

At A in Section 2, insert the words "in any case when time is not of the essence of the offence."

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

A Message was brought from the Assembly by Mr. Williston, with a Bill to prevent the carrying of deadly weapons about the person ; to which they desire the concurrence of the House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. M'Adam, with a Bill for the relief of the Reverend Hiram Alfred Philbrook ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

On motion made and seconded—

RESOLVED, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency would be pleased to cause to be laid before this House the following Returns, viz:—

A Return shewing the amount of the claims and the names of the Contractors for extra work, specifying what portion if any has been paid, on the European and North American Railway : also

A list of Warrants drawn on the Treasury for Railway purposes from 31st October last to the 1st March instant : also

The

The numbers and amounts of Warrants issued in favour of the Chief Commissioner of the Board of Works from the end of the Fiscal Year to the 1st March instant.

ORDERED, That the Honorable Messieurs Botsford and Gordon be a Committee to wait upon His Excellency the Lieutenant Governor with the said Address.

The Honorable Mr. Earle, by leave, presented a Petition from Thomas L. Simmons and others, against any Bill to incorporate Orange Lodges.

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

Adjourned until To-morrow at 11 o'clock.

TUESDAY, 20th March, 1860.

PRESENT :

THE HON.

Mr. Black, President.

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

*Mr. Botsford,
Mr. Peters,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,*

PRAYERS.

Pursuant to the Order of the Day, the Bill to empower the President and Directors of the Public Grammar School in the Town of Saint Andrews, to sell certain Lots of Land in the said Town, and invest the proceeds in landed and other property, as amended, was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill with an amendment, to which they desire the concurrence of the Assembly.

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

A Bill to prevent Lotteries in the City of Saint John :

A Bill relating to the City Court of the City of Saint John :

A Bill to provide for the extension of the Breakwater and for the laying down Moorings in the Harbour of Saint John, and for other purposes :

A Bill for defraying the expense of laying down a Sewer in Union, Saint Patrick, and Clarence Streets, in the City of Saint John :

A Bill to prevent the carrying of deadly weapons about the person : and

A Bill for the relief of the Reverend Hiram Alfred Philbrook.

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

Adjourned until To-morrow at 11 o'clock.

WEDNESDAY, 21st March, 1860.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

*Mr. Botsford,
Mr. Peters,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Hamilton,
Mr. Seely,
Mr. Robinson,*

PRAYERS.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to establish a Polling place in the Parish of Kars, in King's County.

The Honorable Mr. Ryan took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill for the relief of the Reverend Hiram Alfred Philbrook.

The Honorable Mr. Robinson took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

A Message was brought from the Assembly by the Honorable Mr. Hanington, that the Assembly had agreed to the amendment sent down from this House to the Bill to incorporate the Westmorland Steam Boat Company.

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

“ House of Assembly, 20th March, 1860.

“ Resolved, That the Address to Her Most Gracious Majesty Queen Victoria, inviting His Royal Highness the Prince of Wales to visit this Province, be communicated to the Honorable the Legislative Council, and that they be requested to join in the same.

CHAS. P. WETMORE, *Clerk.*”

The said Address being read by the Clerk, as follows :—

To the Queen's Most Excellent Majesty.

The Humble and Dutiful Address of the House of Assembly of the Province of New Brunswick.

MAY IT PLEASE YOUR MAJESTY,

We have heard with great satisfaction that it is the intention of His Royal Highness the Prince of Wales to visit the Province of Canada during the ensuing season.

We fully appreciate this distinguished mark of Your Majesty's Royal favour to your North American subjects.

It would be a source of unfeigned pleasure to Your Majesty's loyal subjects in New Brunswick, if His Royal Highness would accord a similar honor to this Province.

We therefore humbly pray Your Majesty to permit His Royal Highness the Prince of Wales to honor the People of this Province with His presence before He leaves Your Majesty's Trans-Atlantic Dominions, and thereby enable Your Majesty's loyal subjects in New Brunswick to testify the warmth of their attachment and devotion to Your Majesty and Your Majesty's illustrious House.

It was, on motion—

RESOLVED, That this House do agree to join in the said Address.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to join in the said Address, with the addition of the words "Legislative Council and" thereto.

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

A Bill to authorize investigation in cases of Fire in the City of Fredericton : and
A Bill to incorporate the Campo Bello Mining Company.

The said Bills were severally read a first time.

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

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

The said Bill was read a second time.

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

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

" House of Assembly, 21st March, 1860.

" Resolved, That the Honorable Mr. Fisher, Mr. Gray, and Mr. Tapley, be a Committee on the part of this House, to join such Committee as may be appointed by the Honorable the Legislative Council, to wait upon His Excellency the Lieutenant Governor with the Joint Address to Her Most Gracious Majesty the Queen, requesting Her Majesty to permit His Royal Highness the Prince of Wales to visit this Province.

CHAS. P. WETMORE, Clerk."

ORDERED

ORDERED, That the Honorable Messieurs Botsford and Steeves be a Committee on the part of this House, to join the Committee of the Assembly, to wait upon His Excellency with the Joint Address to Her Majesty in reference to the visit of His Royal Highness the Prince of Wales to this Province, and request His Excellency to be pleased to transmit the same to the Colonial Secretary for presentation to Her Majesty.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

The Honorable Mr. Botsford, from the Joint Committee of both Houses for the Legislative Library, presented a Report.

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

Adjourned until To-morrow at 11 o'clock.

THURSDAY, 22nd March, 1860.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Robertson,
Mr. Peters,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,*

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

PRAYERS.

Pursuant to the Order of the Day, the Bill to establish a Polling place in the Parish of Kars, in King's County, was read a third time and passed.

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

Pursuant to the Order of the Day, the Bill to authorize investigation in cases of Fire in the City of Fredericton, was read a second time.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to erect a part of the Parishes of Grand Falls and Perth, in the County of Victoria, into a separate Town or Parish.

The Honorable Mr. Rice took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, and recommended that the further consideration thereof be postponed until the next Session of the Legislature.

ORDERED

ORDERED, That the Report be received ; whereupon it was

RESOLVED, That the further consideration of said Bill be postponed until the next Session of the Legislature.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to enable the Victoria Coal and Oil Company of the State of New York, to hold Property in this Province.

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to alter the Division line between the Parishes of Grand Falls and Saint Leonards, in the County of Victoria.

The Honorable Mr. Rice took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, and recommended that the further consideration thereof be postponed until the next Session of the Legislature.

ORDERED, That the Report be received ; whereupon it was

RESOLVED, That the further consideration of said Bill be postponed until the next Session of the Legislature.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill for the relief of the Rev. Hiram Alfred Philbrook.

The Honorable Mr. Robinson took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to prevent the carrying of deadly weapons about the person.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

A Message was brought from the Assembly by the Honorable the Attorney General, with a Bill further to amend the Acts for the encouragement of Agriculture ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

On

On motion—

The House was put into Committee of the whole to take into consideration the Bill in addition to and in amendment of Chapter 101, Title xxii, of the Revised Statutes, 'Of Sea and River Fisheries.'

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

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

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

A Message was brought from the Assembly by Mr. Chandler, that the Assembly had agreed to the amendments sent down from this House to the Bill to empower the President and Directors of the Public Grammar School in the Town of Saint Andrews to sell certain Lots of Land in the said Town, and invest the proceeds in landed securities.

The Honorable Mr. Botsford, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with the humble Address of this House on the subject of Railway Accounts and Warrants drawn on the Treasury in favour of the Commissioner of the Board of Works, reported that they had attended to that duty, and that His Excellency was pleased to say, that the wishes of the Legislative Council should be complied with.

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

The Annual Report of the Chief Superintendent of Parish Schools in this Province.

A Message was brought from the Assembly by Mr. Tibbits, with a Bill to authorize the Roman Catholic Episcopal Corporation of the Diocese of New Brunswick to sell and dispose of certain Lands in the County of Victoria; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The Honorable Mr. Botsford, from the Joint Committee appointed to wait upon His Excellency the Lieutenant Governor with the Joint Address of both Houses to Her Majesty the Queen, praying that His Royal Highness the Prince of Wales would honor this Province with a visit, reported that they had attended to that duty, and that His Excellency was pleased to say, that he would forthwith transmit the same to the Secretary of State for presentation to Her Majesty.

Adjourned until To-morrow at 11 o'clock.

FRIDAY, 23rd March, 1860.

PRESENT:

THE HON.

Mr. Saunders,
Mr. Robertson,

Mr. Black, President.

25

Mr. Botsford,
Mr. Minchin,

Mr.

Mr. Peters,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,

Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Hamilton,
Mr. Todd,
Mr. Rice,
Mr. Earle.

PRAYERS.

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

A Bill for the relief of the Reverend Hiram Alfred Philbrook :

A Bill to enable the Victoria Coal and Oil Company of the State of New York to hold Property in this Province : and

A Bill in addition to and in amendment of Chapter 101, Title xxii, of the Revised Statutes, 'Of Sea and River Fisheries.'

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

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

The Bill to authorize the Roman Catholic Episcopal Corporation of the Diocese of New Brunswick to sell and dispose of certain Lands in the County of Victoria : and

A Bill further to amend the Act for the encouragement of Agriculture.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to authorize investigation in cases of Fire in the City of Fredericton.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to amend the Law relating to False Pretences.

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

On motion—

The House was put into Committee of the whole to take into consideration the Bill relating to the City Court of the City of Saint John. The

The Honorable Mr. Saunders took the Chair.

After some time the House resumed.

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

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

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

ORDERED, That the Report be received.

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

The Committee to whom were referred all Bills relating to Corporations, report that they have examined "A Bill to incorporate the Campo Bello Mining Company," and recommend the same to the adoption of the House without any amendment.

Respectfully submitted.

Committee Room, March 23, 1860.

A. E. BOTSFORD, *Chairman.*

ORDERED, That the House be put into Committee of the whole presently, to take the said Bill, together with the Report of the Select Committee thereon, into consideration.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

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

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

J. H. T. MANNERS-SUTTON.

His Excellency the Lieutenant Governor lays before the Legislative Council, copies of Correspondence respecting the enrolment of Companies of Militia for voluntary drill and exercise, viz :—

1. Despatch from the Duke of Newcastle to the Lieutenant Governor, dated 30th June 1859, No. 2:
2. Despatch from the Lieutenant Governor to the Duke of Newcastle, dated December 9th, 1859, No. 59 :
3. Despatch from the Duke of Newcastle to the Lieutenant Governor, dated January 8th, 1860, No. 1 :
4. Despatch from the Lieutenant Governor to the Duke of Newcastle, dated January 20th, 1860, No. 4, with Enclosure :
5. Despatch from the Lieutenant Governor to the Duke of Newcastle, dated March 15th, 1860, No. 12, with Enclosure.

March 23rd, 1860.

J. H. T. M-S.

(Copy)

(Copy)—No. 2.

Downing Street, 30th June, 1859.

SIR,—On Major General Sir Fenwick Williams' recently leaving England to assume the command of the Forces stationed in the North American Provinces, he favored Her Majesty's late Government with the full communication of his views on certain questions connected with their local defences.

These opinions derive their weight from the high reputation and abilities of the distinguished officer from whom they proceed, and also from his peculiar knowledge of the circumstances of that part of the British Empire, of which he is himself a native, and with which he has maintained a familiarity.

Sir Fenwick Williams expressed himself anxious to receive instructions from Her Majesty's Government to land at Halifax on his way to the Upper Provinces, in order that by placing himself in communication with the Governor General of Canada, and also with Her Majesty's Representatives in New Brunswick, Nova Scotia, and Prince Edward Island, and Newfoundland, he might be able to devise, in conjunction with those functionaries, and under their immediate auspices, a system for assembling in the Counties and Townships of those Colonies, the youth of seaboard and interior districts. He further stated that before repairing to the Upper Provinces, he hoped to be able to inspect and report to His Royal Highness the General Commanding-in-Chief the state of the Harbour Defences of those regions, and to make such suggestions as the result of his observations might produce with reference to possible events.

Sir F. Williams also added, that knowing the nature of those countries and habits of the people, he should prefer the short Rifle (now thrown aside by the Army,) as the arm for these new levies of Rifle Companies or Clubs. These Rifles, he stated, will carry a ball 300 yards, which Sir F. Williams believes to be the extent of vision in the wooded and partially cleared Colonies of North America, and the spherical bullet which is used can be easily cast by the Militiaman himself, who will thus be induced to practice with his Rifle against the Deer and Bear which abound in the woods.

The late Secretary of State for War informed Sir F. Williams verbally that he approved generally of his scheme. He added, however, that the particular class of weapon for which he applied was not, at present, at hand and available in this country, nearly the whole having been issued to the Militia.

My object in now writing is to make you officially acquainted with the views of Sir F. Williams, and with the concurrence of Her Majesty's Government in those views, in order that you may co-operate with that eminent officer, as I have no doubt you will readily do, should he place himself in communication with yourself and the local authorities.

I have, &c.

(Signed)

NEWCASTLE.

His Excellency the Honorable J. H. T. Manners-Sutton, New Brunswick.

(Copy)—No. 59.

Government House, Fredericton, New Brunswick, December 9, 1859.

MY LORD DUKE,—With reference to the subject matter of your Grace's Despatch of the 30th June last, No. 2, I have the honor to inform your Grace that some progress has already been made in placing this Province in a less defenceless position, (so far as the establishment of a local Military Force is concerned,) than heretofore.

Your Grace is aware, that although the Militia Laws of the Province are very comprehensive in their character, the operative sections of these Laws, (viz. those which refer to enrolment, muster, drill, and discipline,) have been for many years and are now suspended; and the issue by me, as Commander in Chief, of a Proclamation under the provisions of the 2nd Section of the Act 19 Victoria, Chapter 39, which Proclamation would have necessarily applied to the whole Militia Force of the Province, (which includes with comparatively few exceptions, the whole able-bodied population of the Province,) would have been an unnecessary and therefore an unwise interference with the regular course of industry of the Province.

But

But no such objection could be alleged against my acceptance of the spontaneous offer of any portions of the several Regiments of Militia to volunteer in Companies for drill and exercise, under the command of Officers of their respective Regiments.

I was of course aware that the length of the period which had elapsed since any part of the Militia had been mustered or even enrolled, would, to a certain extent and for a time at least, check any such spontaneous offers to volunteer; but I was confident that the people retained the same spirit which had on former occasions led them to volunteer, not only for the defence of the Province, but for the defence of the Crown elsewhere, and I therefore thought it right at once to communicate to Major General Trollope, commanding the Brigade in this District, and to Lieutenant General Sir F. Williams, commanding Her Majesty's Forces in the North American Provinces, my expectation that I should shortly receive offers of the above mentioned description to volunteer, and my wish that a sufficient number of Rifles with Accoutrements, and of guns of a suitable calibre for Militia Artillery Companies, and the requisite supply of ammunition for practice, should be furnished to me.

In accordance with this request, Sir F. Williams has sent to me from Quebec 3000 stand of Rifles with Accoutrements, which are now in Store at Saint John.

It affords me satisfaction to be able to state to your Grace, that I have already received and accepted the offer to volunteer for drill and exercise at Saint John, of four Companies of the Militia Artillery Regiment. These Companies, who will also be instructed in Rifle practice, are now being drilled.

I may add, that from the communications which I have received both from Saint John and from elsewhere, I have good reason to believe that this is but the commencement of a movement, (spontaneous on the part of the volunteers, and therefore highly creditable to them,) which will probably extend, and as I hope, with increased rapidity, as it proceeds in most if not all the more populous parts of the Province.

It will be my duty, when the arrangements now in progress are completed, to submit to Your Grace a full and detailed account of them. Meanwhile I trust that the steps which have been taken will meet with Your Grace's approval.

I should not omit to state that both from Lieutenant General Sir F. Williams and from Major General Trollope, I have received every assistance which it has been in their power to afford to me.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

His Grace the Duke of Newcastle, &c. &c. &c. Colonial Office.

(Copy)—No. 1.

Downing Street, 8th January, 1860.

SIR,—I have to acknowledge the receipt of your Despatch, No. 59, of the 9th December last, and, in approving the steps which you have taken with respect to the Militia Corps of New Brunswick, to express the gratification which the energy and spirit manifested by the Corps have afforded Her Majesty's Government.

I have, &c.

(Signed)

NEWCASTLE.

His Excellency The Honorable J. H. T. Manners-Sutton, &c. New Brunswick.

(Copy)—No. 4.

Government House, Fredericton, New Brunswick, January 20, 1860.

MY LORD DUKE,—I have the honor to forward to Your Grace a copy, herein enclosed, of a Return prepared by the Adjutant General of Militia, shewing the number of Companies of Militia which have been enrolled and are in course of enrolment for voluntary drill and exercise.

The minimum number of each Company to entitle it to the issue of arms, accoutrements, &c. has been fixed by me at 40, and as many, if not most of the Companies mentioned in the return, will consist of more than the minimum number, I entertain no doubt that these Companies will, when complete, represent a force of at least 1000 men.

Since the return above mentioned was submitted to me, one Company not referred to in that return, has been enrolled, and preliminary steps have been taken for the enrolment of other additional Companies; and I have good reason to believe that, ere long, I shall be enabled to state to Your Grace that a portion of almost every Battalion, if not of every Battalion of Militia throughout the Province, has volunteered for drill and exercise.

I have, &c. (Signed) J. H. T. MANNERS-SUTTON.

His Grace The Duke of Newcastle, &c. Colonial Office.

(Copy)—Enclosure.

Fredericton, January 12, 1860.

SIR,—In obedience with Your Excellency's commands, I now lay before you a short statement of the progress which has been made in the enrolment of Companies of Militia volunteering for drill and exercise.

No offers of this kind have yet been made for Cavalry service, and in the absence of any instructions from Your Excellency, I have not thought it right to suggest the expediency of the formation of any Cavalry Force.

As regards Artillery and Infantry, I have the satisfaction to report the formation of several Companies, and that many more are in course of enrolment.

The Return, hereunto appended, will explain to Your Excellency the progress which the Volunteer movement has made throughout the Province up to this date.

I am in communication with the Commanding Officer of every Battalion of Militia in the Province, and I trust I shall shortly be able to report to Your Excellency that many more Companies have volunteered for drill and exercise.

I have, &c. (Signed) R. HAYNE, *Lieut. Col.*
Adjutant General of Militia.

His Excellency the Hon. J. H. T. Manners-Sutton, Fredericton.

(Copy)

NEW BRUNSWICK.

Return shewing the number of Companies of Militia enrolled and in course of formation for voluntary Drill and Exercise.

COUNTIES.	Regiments or Battalions of Militia.	No. of Companies completely formed.	No. of Companies in course of formation.
York,	{ Artillery, - .. ..	..	1
	{ First Battalion,	2	
	{ Third Battalion, .. ..	..	1
Sunbury,	Sunbury Battalion,	1	2
Queen's,	{ Artillery, - .. ..	..	1
	{ First Battalion,	1	
Charlotte,	Fourth Battalion, .. ..	..	2
Saint John,	{ Artillery, -	3	3
	{ City Rifles, - .. ..	..	1
Westmorland,	Second Battalion, .. ..	..	1
Northumberland,	{ First Battalion, .. ..	..	1
	{ Second Battalion, .. ..	..	1
Carleton,	First Battalion, .. ..	..	2
		7	16

N. B.—In some of the Counties in the Province no Volunteer Companies have yet been enrolled. Drill Instructors will be required for the Companies. The Companies in Saint John and Fredericton are now being drilled by their own Officers and Non-Commissioned Officers.

(Signed) R. HAYNE, *Lt. Col.*
Adjutant General Militia.

(Copy)—No. 12.

Government House, Fredericton, N. B., March 15th, 1860.

MY LORD DUKE,—In my Despatch of the 20th January last, No. 4, I had the honor to forward to Your Grace a Return of the number of Companies of Militia then enrolled and in course of enrolment for voluntary drill and exercise.

I have now the honor to transmit to Your Grace a similar Return made up to the 10th inst., which shows that nineteen Companies of Militia, (twelve of which have been enrolled since the date of the former Return) comprising 1,092 men, have been already enrolled for voluntary drill and exercise, and that fifteen other Companies are now in course of enrolment.

I believe that in the course of a few weeks I shall be in a position to submit to Your Grace a yet more satisfactory Return.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

His Grace the Duke of Newcastle, Colonial Office.

(Copy)

Fredericton, March 10, 1860.

Return shewing the number of Companies of Militia enrolled and in the course of formation for voluntary Drill and Exercise, in New Brunswick.

Name of County.	Head Quarters.	Regiment or Battalion.	Strength of Company.	NUMBER OF COMPANIES.			
				Artillery.		Infantry.	
				Enrolled.	Forming.	Enrolled.	Forming.
York,	Fredericton,	1st Battalion,	2 Comp. 125	..	1	2	..
Do.	Douglas,	3rd Battalion,	..	..	..	..	2
Sunbury,	Oromocto,	Battalion,	60	..	..	1	1
Queen's,	Gagetown,	1st Battalion,	64	..	..	1	..
Do.	Grand Lake,	Do.	..	..	..	..	1
Saint John,	Saint John,	Regt. of Artillery,	5 Comp. 280	5	1	..	..
Do.	Do.	City Rifles,	..	..	..	..	1
Do.	Do.	Saint John County,	53	..	..	1	1
King's,	Sussex Vale,	2nd Battalion,	..	..	..	..	1
Do.	Kingston,	4th Battalion,	..	..	..	..	1
Charlotte,	Saint George,	2nd Battalion,	2 Comp. 120	..	..	2	..
Do.	Saint Stephen,	4th Battalion,	..	..	..	..	2
Carleton,	Woodstock,	Regt. of Artillery,	38	1	..	..	..
Do.	Do.	1st Battalion,	2 Comp. 120	..	..	2	..
Westmorland,	Moncton,	1st Battalion,	60	..	..	1	..
Do.	Dorchester & Sackville,	2nd Battalion,	2 Comp. 120	..	..	2	..
Northumberland,	Chatham,	1st Battalion,	..	..	..	..	1
Do.	Newcastle,	2nd Battalion,	..	..	..	..	1
Restigouche,	Campbellton,	Battalion,	52	..	..	1	1
Total,			1,092	6	2	13	13

N. B.—Military Instructors are engaged in Drilling the Companies in Saint John, Saint George, Fredericton, and Woodstock. Captains of all the other enrolled Companies have applied for Drill Instructors.

405 Rifle Muskets and 405 sets of Accoutrements have already been issued.

Two Light Guns at Saint John, and two at Woodstock, are in use for Drill by the Companies of the Regiment of Artillery at these places. The Artillery Companies are also drilled to the use of the Rifle, and Rifle Muskets are being issued to them.

(Signed)

R. HAYNE, *Lieut. Col.*
Adjutant General of Militia.

The

The Honorable Mr. Odell, from the Committee appointed to examine and report upon the Bill to incorporate the Victoria Suspension Bridge Company, presented a Report.

ORDERED, That the Report be received.

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

The Special Committee to whom was referred the Bill to incorporate the Victoria Suspension Bridge Company, submit the following Report:—

They have carefully perused the Bill submitted to them, together with the Petitions relating thereto, and have endeavoured to obtain information from reliable sources, as to what effect such a structure might have upon the free navigation of the River, as well as the extent to which public and private interests are involved.

If it was clearly made to appear that the interests of the public at large demanded the erection of a Bridge at the site contemplated in the Bill, and that private interests alone would be affected thereby, the Committee would have felt inclined to recommend the Bill, with certain amendments, to the favourable consideration of the House; but as it involves the grave question of the free navigation of the River, any obstruction to which would be felt along its whole course, and prove a serious injury to the inland trade, the Committee are of opinion that it would be highly impolitic to pass the Bill in its present shape.

It will be perceived by reference to the Bill that the Company seek for very large and extensive powers, and though similar facilities were granted in the case of the Bridge over the Falls, the same objections did not apply as in the present case. By the 12th Section the Company are authorized to erect a Bridge at Navy Island, at such places as may be deemed most advisable—To build one or more Towers in Buttermilk Channel, one or more on Navy Island, one or more on the Sunken Rocks, one or more on the Flats on the Portland side of the River—To cut and level the banks and bed of the River—To remove all impediments whatsoever which may hinder the erecting of the Bridge,—and to execute all other things necessary or convenient for building the same.

That for this purpose, they are also empowered to enter upon the adjacent lands—to lay out and open roads upon and through the same—with an exclusive privilege of landing on both sides of the River, within 200 yards of the Bridge, for the purpose of working and using their materials, without any previous agreement with the proprietors; the question of damages being left for subsequent adjustment.

These extensive privileges the Committee are decidedly of opinion ought not to be granted to a private Company, except under very pressing and peculiar circumstances, and where some great public benefit is to be attained.

It will also be perceived that it is only contemplated to leave a passage for Vessels and River Craft through the middle Span of 80 feet in height by *about* 660 feet in width—though this breadth is not imperative, and must, the Committee think, be greatly reduced by guys or stays, which they are of opinion are absolutely necessary to prevent the sway and lifting of the Bridge.

From Navy Island to the Carleton Shore, and from the Sunken Rocks to the Portland Shore, no height is specified; and the Bridge would necessarily be so low that both Buttermilk Channel on the Carleton side, and that on the northern side would be closed, except for the passage of rafts: It has been shewn to the Committee, that
both

both these channels are frequently resorted to by sailing vessels, especially from half tide to high water, and during the River freshets, and are becoming daily more and more used; and though there is a reservation in the 27th Section, that nothing in the Act is to interfere with the free navigation of the River, it is qualified by the exception, 'save so far as the same may be abridged by the height of the Bridge.'

It has also been brought to the notice of the Committee, that the erection of a Bridge at this place would shut out from the Harbour of Saint John a number of eligible sites for deep water Wharves, which, as the City grows, and the trade increases, may, and in all probability will, be much required.

Two Petitions have been presented in reference to the Bill: one from the Mayor and Corporation of Saint John, praying that the Bill may not pass until satisfactory evidence is furnished that the Bridge will not be injurious to the public interests; and another from the Citizens of Saint John and others, (most numerously signed,) in which the Petitioners, while advocating the erection of the Bridge, strongly urge the imposition of such conditions as may seem really essential to the preservation of individual rights, and the safety and interests of the public—a circumstance so significant that it requires no comment.

With all these facts before them, and in the absence of any reliable Plan and Specification; with no definite information as to the number and size of the towers, and their probable effect on the tides and currents, and especially in view of the contemplated closing of the channels on either side of the centre Span, so far at least as regards sailing vessels, the Committee feel that they cannot recommend the Bill to the favourable consideration of the House.

In conclusion they would suggest that before a measure of this nature is entertained in future, a careful survey should be required under the direction of the Government, by a competent and disinterested Engineer, at the expense of the persons desiring to be incorporated, and that plans and reports in detail should be submitted to the Legislature.

All which is respectfully submitted.

W. H. ODELL,
WM. TODD,
J. ROBINSON.

Committee Room, 23rd March, 1860.

Adjourned until To-morrow at 11 o'clock.

SATURDAY, 24th March, 1860.

PRESENT:

THE HON.

*Mr. Saunders,
Mr. Robertson,
Mr. Peters,
Mr. Davidson,
Mr. Wark,*

Mr. Black, President.

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

Mr. Ryan,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,

Mr. Hamilton,
Mr. Todd,
Mr. Rice,
Mr. Earle.

PRAYERS.

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

A Bill relating to the City Court of the City of Saint John :

A Bill to authorize investigation in cases of Fire in the City of Fredericton : and

A Bill to incorporate the Campo Bello Mining Company.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill further to amend the Act for the encouragement of Agriculture.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to authorize the Justices of the Peace for the County of Kent to erect a Lock-up House in the Parish of Wellington, in the said County.

The Honorable Mr. Davidson took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received.

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

At A expunge the whole Section, and insert a new Section, as follows :—

“ The said Justices in Sessions are hereby authorized from time to time to make such regulations and appointments as they may consider necessary for the management and safe keeping of the said Lock-up House, and to pay out of the funds of the said County such sums as may be required to provide for the payment of the expenses thereby incurred.”

The said amendment being read a second time, and the question of concurrence put thereon, it was agreed to by the House.

ORDERED, That the same be engrossed, and the Bill, as amended, read a third time on Monday next.

A Message was brought from the Assembly by the Honorable Provincial Secretary, with a Bill to provide for the repair and improvement of Roads and Bridges, and other Public Works and Services; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

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

A Bill relating to procedure in Criminal cases: and

A Bill to authorize the appointment of Commissioners in the United Kingdom and other parts of Her Majesty's Dominions, and in the United States of America, to take Affidavits and acknowledgments of Deeds and other Instruments relating to matters in this Province.

The said Bills were severally read a first time.

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

Adjourned until Monday next at 11 o'clock.

MONDAY, 26th March, 1860.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Robertson,
Mr. Peters,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,*

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

PRAYERS.

Pursuant to the Order of the Day, the Bill to authorize the Justices of the Peace for the County of Kent to erect a Lock-up House in the Parish of Wellington, in the said County, was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill with an amendment, to which they desire the concurrence of the Assembly.

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

A Bill to provide for the repair and improvement of Roads and Bridges, and other Public Works and Services:

A Bill to authorize the appointment of Commissioners in the United Kingdom and other parts of Her Majesty's Dominions, and in the United States of America, to take affidavits and acknowledgments of Deeds and other Instruments relating to matters in this Province: and

A

A Bill relating to procedure in Criminal cases.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill further to amend the Acts for the encouragement of Agriculture.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received.

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

At A in Section 3, expunge the words “not exceeding an area of half a mile, including the exhibition building.”

At B in Section 4, expunge the words “at Hopewell Hill, (so called).”

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

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

A Message was brought from the Assembly by Mr. Williston, with a Bill in further amendment of the Law of Evidence as to proof of Bankruptcy; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

Adjourned until To-morrow at 11 o'clock.

TUESDAY, 27th March, 1860.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Robertson,
Mr. Peters,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,*

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

PRAYERS.

Pursuant to the Order of the Day, the Bill further to amend the Acts for the encouragement of Agriculture, as amended, was read a third time. Whereupon

Whereupon it was moved and seconded that the same be further amended as follows:—

That in lieu of the amendment reported in the fourth Section to the said Bill, and agreed to yesterday, there be substituted the following words, viz:—

At B in Section 4, expunge the words "office of the Clerk of the Peace," and insert the words "Post Office."

Upon the question whether the said Bill and the proposed further amendment should pass,—It was decided in the affirmative.

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

Pursuant to the Order of the Day, the Bill in further amendment of the Law of Evidence as to proof of Bankruptcy, was read a second time.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to provide for the repair and improvement of Roads and Bridges, and other Public Works and Services.

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to amend an Act to regulate the qualifications of Practitioners in Medicine and Surgery, and to provide a Medical Council of Health in the Province of New Brunswick.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

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

The Chairman further reported, that on the question whether the said amendment should pass, the House divided as follows:—

CONTENT.

NON-CONTENT.

The Hon. The President,
Mr. Saunders,
Mr. Botsford,
Mr. Robertson,
Mr. Minchin,
Mr. Peters,
Mr. Harrison,

The Hon. Mr. Davidson,
Mr. Steeves,
Mr. Hamilton,
Mr. Gordon,
Mr. Rice,
Mr. Robinson,
Mr. Earle.

The Hon. Mr. Wark,
Mr. Ryan,
Mr. Todd,
Mr. Seely.

So it passed in the affirmative.

ORDERED, That the Report be received.

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

At A at the end of the Bill, add a new Section as follows :—

“3. That any person now practising, or who may hereafter wish to practice Homœopathy in this Province, and possessed of a Diploma from a Homœopathic College and claiming registration under it, shall be entitled to be registered under the 11th Section of the said Act and be designated on the Register as a Practitioner of Homœopathy ; provided however, that such registration shall not entitle any person to assume or use the designation of Surgeon or Doctor of Medicine unless he shall have been Registered as such on the Register of the Medical Faculty.”

The said amendment being read a second time, and the question of concurrence put thereon, it was agreed to by the House.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to authorize the appointment of Commissioners in the United Kingdom and other parts of Her Majesty's Dominions, and in the United States of America, to take affidavits and acknowledgments of Deeds and other Instruments relating to matters in this Province.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill relating to procedure in Criminal cases.

The Honorable Mr. Saunders took the Chair.

After some time the House resumed.

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

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

A Message was brought from the Assembly by the Honorable the Attorney General, with the following Bills, to which they desire the concurrence of this House :—

A Bill relating to the protection of the Revenue :

A Bill to provide for defraying certain expenses of the Civil Government : and

A Bill relating to Distilleries.

The said Bills were severally read a first time.

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

Adjourned until To-morrow at 11 o'clock.

WEDNESDAY, 28th March, 1860.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Robertson,
Mr. Peters,
Mr. Davidson,
Mr. Wark,
Mr. Hamilton,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

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

PRAYERS.

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

A Bill to provide for the repair and improvement of Roads and Bridges, and other Public Works and Services :

A Bill to authorize the appointment of Commissioners in the United Kingdom and other parts of Her Majesty's Dominions, and in the United States of America, to take affidavits and acknowledgments of Deeds and other Instruments relating to matters in this Province : and

A Bill relating to procedure in Criminal cases.

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

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

A Bill relating to the protection of the Revenue :

A Bill relating to Distilleries : and

A Bill to provide for defraying certain expenses of the Civil Government of this Province.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill in further amendment of the Law of Evidence as to proof of Bankruptcy.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to amend the Law relating to False Pretences.

The

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill relating to the City Road in the City and County of Saint John.

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received.

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

At A insert the words “ between the intersection of the west line of Garden Street and the Aboideau.”

At B insert the word “ who.”

At C expunge the word “ altering.”

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to prevent Lotteries in the City of Saint John.

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to prevent the carrying of deadly weapons about the person.

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received; whereupon it was

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

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

CENTRAL

CENTRAL FIRE INSURANCE COMPANY.

Return and State of the Central Fire Insurance Company of New Brunswick,
on Tuesday 6th March 1860.

STOCK ACCOUNT.

DR.

To Amount Capital paid in, - - - - -	£10,000	0	0
Amount of Capital not paid in, to be secured by Bonds with two Sureties, - - - - -	40,000	0	0
	<u>£50,000</u>	<u>0</u>	<u>0</u>

CR.

By Amount Capital invested in Real Estate, Mortgages on Real Estate, and Bank Stock, - - - - -	£10,000	0	0
Amount due by Shareholders on Capital not paid in, the greater proportion of which is secured by Bonds with two Sureties, - - - - -	40,000	0	0
	<u>£50,000</u>	<u>0</u>	<u>0</u>

GENERAL STATE OF THE COMPANY ON TUESDAY 6th MARCH 1860.

DR.

To Paid by the Company since Return last year for Losses, Dividends, and Contingent Expenses, - - - - -	£3,629	10	1
Due by the Company on Dividends declared and Losses, - - - - -	657	9	5
Balance in favor of the Company carried down, - - - - -	10,975	2	7
	<u>£15,262</u>	<u>2</u>	<u>1</u>

CR.

By Balance in favor of the Company, as shown by last year's Statement, to 1st March, 1859, - - - - -	£10,765	16	11½
Due by the Company last year, per General Statement, for Dividends and Losses, - - - - -	785	0	7½
Amount received by the Company, during past year, in Premiums, Interest, Dividends, and from all other resources, - - - - -	3,711	4	6½
	<u>£15,262</u>	<u>2</u>	<u>1</u>

1860—March 6. By Balance in favor of the Company this date, over and above Capital paid in, - - - - - £10,975 2 7

Total amount of Risks taken by Agents of the Company and General Office during past year, - - - - -	£145,555	0	0
Real Estate owned by the Company, - - - - -	1,162	0	0
Total amount of Losses sustained and paid by the Company during past year, - - - - -	1,966	18	9
Two Dividends declared the past year by the Company on amount of Capital paid in, of six per cent. each, amounting to - - - - -	1,200	0	0

YORK, ss.—William M·Beath, Secretary to the Central Fire Insurance Company of New Brunswick, maketh oath and saith, that the foregoing Statements are correct and true to the best of his knowledge and belief.

WM. M·BEATH, *Secretary.*

Sworn to at Fredericton this 13th day of March 1860, before me.
ASA COY, J. P.

C. MACPHERSON,
CHARLES FISHER,
THOS. STEWART,
JOHN S. COY, } *Directors.*

A Message was brought from the Assembly by Mr. Cudlip, with a Bill relating to the inspection and testing of Gas and Gas Meters in the City of Saint John; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

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

The said Bill was read a first time.

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

The said Bill was read a second time.

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

A Message was brought from the Assembly by Mr. Lewis, with a Bill to enable the Prince of Wales Coal Company of the County of New York, State of New York, to hold Property in this Province; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The said Bill was read a second time.

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

A Message was brought from the Assembly by the Honorable the Attorney General, with a Bill in further amendment of the Law relating to Courts of Probate; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The Honorable Mr. Robertson gave notice that he would move the following proviso as an addition to the thirty fourth Standing Order of this House, viz:—

“Nor unless fifty printed copies of such Bill be furnished to the Clerk of this House for the use of Members.”

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

From George Morton and others, for extension of jurisdiction of Magistrates: and
From John Dee and others, with a similar prayer.

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

Adjourned until To-morrow at 11 o'clock.

THURSDAY, 29th March, 1860.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Robertson,
Mr. Peters,
Mr. Davidson,
Mr. Wark,
Mr. Hamilton,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

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

PRAYERS.

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

A Bill to amend the Law relating to False Pretences :

A Bill in further amendment of the Law of Evidence as to proof of Bankruptcy :

A Bill relating to the City Road in the City and County of Saint John : and

A Bill to amend an Act to regulate the qualifications of Practitioners in Medicine and Surgery, and to provide a Medical Council of Health in the Province of New Brunswick.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the two first entered Bills without any amendment ; also

That they had agreed to the two last entered Bills with certain amendments, to which they desire the concurrence of the Assembly.

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

A Bill in further amendment of the Law relating to Courts of Probate : and

A Bill relating to the inspection and testing of Gas and Gas Meters in the City of Saint John.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to incorporate the Victoria Suspension Bridge Company, together with the Report of the Select Committee thereon.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, and recommended that the further consideration thereof be postponed until the next Session of the Legislature.

ORDERED, That the Report be received ; whereupon it was

RESOLVED

RESOLVED, That the further consideration of said Bill be postponed until the next Session of the Legislature.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to authorize the Roman Catholic Episcopal Corporation of the Diocese of New Brunswick to sell and dispose of certain Lands in the County of Victoria.

The Honorable Mr. Rice took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

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

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to provide for defraying certain expenses of the Civil Government of this Province.

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to provide for taking a Census.

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

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

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

A Message was brought from the Assembly by the Honorable Provincial Secretary, with a Bill for establishing and maintaining a General Public Hospital in the City and County of Saint John; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The said Bill was read a second time.

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

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

A Bill to incorporate the Synod of the Presbyterian Church in New Brunswick in connexion with the Established Church of Scotland : and

A Bill to incorporate the Saint Martins Mining and Manufacturing Company.

The said Bills were severally read a first time.

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

The said Bills were severally read a second time.

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

The Honorable Mr. Rice, by leave, presented a Petition from the Roman Catholic Episcopal Corporation of the Diocese of New Brunswick.

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

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

ORDERED, That the Report be received.

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

The Committee to whom were referred all Bills relating to Corporations, report that they have examined "A Bill to amend an Act to incorporate the Chatham Gas Light Company," and recommend the said Bill to the favourable consideration of the House without amendment.

Respectfully submitted.

Committee Room, March 29, 1860.

A. E. BOTSFORD, *Chairman.*

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bill, together with the Report of the Select Committee thereon, into consideration.

Adjourned until To-morrow at 11 o'clock.

FRIDAY, 30th March, 1860.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Robertson,
Mr. Minchin,
Mr. Harrison,
Mr. Wark,
Mr. Gordon,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Odell,
Mr. Steeves,
Mr. Hamilton,
Mr. Seely,
Mr. Robinson,*

PRAYERS.

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

A Bill to provide for defraying certain expenses of the Civil Government of this Province : and

A Bill to provide for taking a Census.

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

On motion—

The amendment sent up from the Assembly to the Bill intituled “An Act in amendment of the Law relating to Summary Convictions,” being read a second time, the same was agreed to by the House.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said amendment.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to authorize the Roman Catholic Episcopal Corporation of the Diocese of New Brunswick to sell and dispose of certain Lands in the County of Victoria.

The Honorable Mr. Rice took the Chair.

After some time the House resumed.

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

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

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

A Bill to amend the Law relating to Divorce and Matrimonial causes :

A Bill to incorporate the Saint John Iron Works Company : and

A Bill to incorporate the Baltimore Mining and Manufacturing Company.

The said Bills were severally read a first time.

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

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the two last entered Bills, and that they be read a second time presently.

The said Bills were severally read a second time.

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

A Message was brought from the Assembly by Mr. M'Adam, with a Bill to incorporate a Company for the improvement of Pirate Brook, in the County of York ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The said Bill was read a second time.

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

A Message was brought from the Assembly by the Honorable the Attorney General, with the following Bills, to which they desire the concurrence of this House :—

A Bill relating to Agriculture : and

A Bill to continue the Act to regulate the sale of Spirituous Liquors.

The said Bills were severally read a first time.

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

A Message was brought from the Assembly by Mr. Vail, with a Bill to amend the Law relating to Insolvent Confined Debtors ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

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

A Bill to amend the Law relating to the Registry of Deeds and other Instruments : and

A Bill to repeal the first and second Sections of an Act intituled " An Act relating to the Lower Flat of the County Court House in the County of York."

The said Bills were severally read a first time.

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

The said Bills were severally read a second time.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill respecting the apprehension of Criminals escaping from any of Her Majesty's Provinces and Governments in North America into New Brunswick.

The Honorable Mr. Harrison took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received.

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

At A at the end of the Bill, add a new Section as follows :—

" When any person charged with having committed any such felony or crime in any of Her Majesty's Provinces or Governments aforesaid, shall be arrested in any other of such Provinces or Governments, and it may become necessary to convey such person through this Province to the Province or Government in which the crime was committed, the officer in charge of the prisoner shall have the same power to convey him through this Province as if the said prisoner had been arrested in this Province."

The said amendment being read a second time, and the question of concurrence put thereon, it was agreed to by the House.

ORDERED

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to amend an Act to incorporate the Chatham Gas Light Company.

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill in further amendment of the Law relating to Courts of Probate.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

A Message was brought from the Assembly by Mr. Scovil, with a Bill to authorize and empower the Justices of the Peace in and for King's County to sell and convey certain School Lands in the Parish of Springfield, and reinvest the proceeds in other Lands or other valuable security more advantageous to the inhabitants of the said Parish; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill for defraying the expense of laying down a Sewer in Union, Saint Patrick, and Clarence Streets, in the City of Saint John.

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received; whereupon it was

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to enable the Prince of Wales Coal Company of the County of New York, State of New York, to hold Property in this Province.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

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

On

On motion—

The House was put into Committee of the whole to take into consideration the Bill to authorize the appointment of one or more additional City Surveyors for the City of Saint John.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to place the appointment of the Commissioners of Water Supply and Sewerage for Carleton, in the City of Saint John, in the Common Council of the said City, and for other purposes.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

On motion—

The House was put into Committee of the whole to take into consideration the Bill relating to the inspection and testing of Gas and Gas Meters in the City of Saint John.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

The Honorable Mr. Saunders, by leave, presented a Petition from Alfred Phillips, for an Act of Incorporation for Saint John Iron Company.

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

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

ORDERED, That the Report be received.

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

The Committee to whom were referred all Bills relating to Corporations, report that they have examined "A Bill to incorporate the Synod of the Presbyterian Church of New Brunswick in connexion with the Established Church of Scotland," and have prepared certain amendments to the same, which they recommend to the adoption of the House.

Respectfully submitted.

Committee Room, March 30, 1860.

A. E. BOTSFORD, *Chairman.*

ORDERED, That the House be put into Committee of the whole to-morrow, to take the said Bill, together with the Report of the Select Committee thereon, into consideration.

Adjourned until To-morrow at 11 o'clock.

SATURDAY, 31st March, 1860.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Robertson,
Mr. Minchin,
Mr. Harrison,
Mr. Wark,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,*

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Odell,
Mr. Steeves,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

PRAYERS.

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

A Bill in further amendment of the Law relating to Courts of Probate :

A Bill to authorize the Roman Catholic Episcopal Corporation of the Diocese of New Brunswick to sell and dispose of certain Lands in the County of Victoria :

A Bill to amend an Act to incorporate the Chatham Gas Light Company :

A Bill to enable the Prince of Wales Coal Company of the County of New York, State of New York, to hold Property in this Province ; and

A Bill respecting the apprehension of Criminals escaping from any of Her Majesty's Provinces or Governments in North America into New Brunswick.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the four first entered Bills without any amendments ; also

That they had agreed to the last entered Bill with an amendment, to which they desire the concurrence of the Assembly.

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

A Bill to amend the Law relating to Divorce and Matrimonial Causes :

A Bill relating to Agriculture :

A Bill to continue the Act to regulate the sale of Spirituous Liquors :

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

A Bill to authorize and empower the Justices of the Peace in and for King's County to sell and convey certain School Lands in the Parish of Springfield, and reinvest the proceeds in other Lands or other valuable securities more advantageous to the inhabitants of the said Parish.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill relating to the protection of the Revenue.

The

The Honorable Mr. Wark took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to amend the Law relating to the Registry of Deeds and other Instruments.

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received.

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

At A at the end of the Bill, add a new Section as follows:—

“ 2. The provision of Section 12 of Chapter 112, Title xxx, of the Revised Statutes, ‘Of the Registry of Deeds and other Instruments,’ shall apply to actions or proceedings by or on behalf of Her Majesty the Queen, and the affidavit of the loss of the Instrument may be made by the Attorney or other officer acting on behalf of Her Majesty.”

The said amendment being read a second time, and the question of concurrence put thereon, it was agreed to by the House.

ORDERED, That the same be engrossed, and the Bill, as amended, read a third time on Monday next.

A Message was brought from the Assembly by the Honorable the Attorney General, with the following Bills, to which they desire the concurrence of this House:—

A Bill relating to the Fisheries in the County of Restigouche: and

A Bill relating to certain Lands of the War Department.

The said Bills were severally read a first time.

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

A Message was brought from the Assembly by Mr. Cudlip, that the Assembly had agreed to the amendments sent down from this House to the following Bills:—

A Bill relating to the City Road in the City and County of Saint John: and

A Bill to amend the Act to regulate the qualifications of Practitioners in Medicine and Surgery, and to provide a Medical Council of Health in the Province of New Brunswick: also

With the following Bills, to which they desire the concurrence of this House:—

A Bill to incorporate the Richibucto and Shediac Telegraph Company: and

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

The

The said Bills were severally read a first time.

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

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

The said Bill was read a second time.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill relating to the inspection and testing of Gas and Gas Meters in the City of Saint John.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

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

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

ORDERED, That the Report be received.

The said Report was then read by the Clerk, as follows :--

The Committee to whom were referred all Bills relating to Corporations, report that they have examined "A Bill to incorporate the Baltimore Mining and Manufacturing Company," and recommend the said Bill to the adoption of the House. They have also examined "A Bill to incorporate a Company for the improvement of Pirate Brook, in the County of York," and have prepared an amendment to the same, which they recommend to the favourable consideration of the House.

Respectfully submitted.

Committee Room, March 31, 1860.

A. E. BOTSFORD, *Chairman.*

ORDERED, That the House be put into Committee of the whole on Monday next, to take the said Bill, together with the Report of the Select Committee thereon, into consideration.

On motion—

The Report of the Joint Committee of the Legislative Library Committee was adopted by the House, as follows :—

The Joint Committee of the Legislative Library have prepared the accompanying Rules for its government; and in submitting them to the Legislature for adoption, have to remark, that in consequence of the number of Books missing, the sets broken up, and the manner in which many of them that have been issued and returned, have been abused, they have determined to enforce a strict observance of the Rules.

The Committee append a Report of their Secretary, which shews the necessity of adopting more effectual measures in order to preserve the valuable Library placed under their charge.

They

They beg to call the attention of the Members of the Legislature to this subject, and to solicit their support and concurrence.

Fredericton, March, 1860.

A. E. BOTSFORD,
W. B. KINNEAR,
R. L. HAZEN,
CHARLES FISHER,
W. END,
J. H. GRAY.

I beg to report for the information of the Joint Committee, that during the last Summer I examined the several portions of the Library, and found the following state of facts :—

The Catalogue shews a total of 6785 Volumes of all classes, belonging to the Library, prior to the last importation.

When I inspected the Library, and the Record of issues, there appeared to be absent 669 Volumes, of which 173 Volumes had not been charged to any person, and 496 Volumes charged to Members and others as issued in the following years—

1850	8 Volumes,	1855	18 Volumes,
1851	1 “	1856	42 “
1852	8 “	1857	29 “
1853	11 “	1858	68 “
1854	8 “	1859	303 “
	<hr/>		<hr/>
	36		460

Of these, there have been returned during the Summer and Autumn—

Books not charged in the issuing Book,	-	19 Volumes,
Issues of 1850 to 1858,	-	37 “

The 19 Volumes of uncharged Books completed 9 sets, out of the 44 which had been broken by the absence of the 173 Volumes.

Of the Books entered as issued between 1850 to 1858, and not returned, 39 are charged to former Members of the House of Assembly, viz :—

Albert,	-	-	-	1 ex-Member,	-	-	5 Volumes,
Charlotte,	-	-	-	1 “	-	-	2 “
Gloucester,	-	-	-	1 “	-	-	2 “
Kent,	-	-	-	1 “	-	-	12 “
King's,	-	-	-	1 “	-	-	1 “
Northumberland,	-	-	-	1 “	-	-	1 “
Restigouche,	-	-	-	1 “	-	-	1 “
Saint John,	-	-	-	3 “	-	-	10 “
Sunbury,	-	-	-	1 “	-	-	1 “
York,	-	-	-	2 (1 deceased)	-	-	4 “
				<hr/>			<hr/>
				13			39

14th March, 1860.

R. GOWAN, *Secretary.*

R U L E S

For the regulation and government of the Joint Library of the Legislature.

1st.—The Library shall be under the immediate care and control of a Committee of Six Members of the Legislature, each House to appoint three.

2nd.—The Committee may, if they deem it expedient, appoint a Secretary, who shall have the general care and supervision of the Library, but who shall receive no compensation for his services, except the privilege of access to the Library and of taking Books therefrom.

3rd.—The Committee shall appoint a Librarian, who shall at all times be under the direction of the Standing Committee and of their Secretary: It shall be his duty to attend in the Library daily during the Sitting of the Legislature, from the hour of ten o'clock in the forenoon until five o'clock in the afternoon, and from seven o'clock until nine o'clock in the evening; and he shall also be ready at any other time to open the Library at the request of a Member of the Legislature.

4th.—The Librarian shall be held accountable for all the Books in the Library: He shall keep a Register in which he shall enter the number of every Book issued out of the Library, and the name of the person to whom it has been issued; and no Book shall on any pretext be taken out of the Library until the Librarian shall have so entered the same; and it shall be his duty also to see that all Books taken out be returned.

5th.—No person shall be allowed to take any Book from the Shelves but through the Librarian.

6th.—No person shall be admitted into the Library for the purpose of reading while it is open, except upon the introduction (personally or by letter) of a Member of the Legislature; the name, &c. of the person so introduced shall be recorded by the Member or by the Librarian, in a Book to be kept for that purpose in the Library; such introduction shall not continue in force longer than one week, and it shall not entitle the person so introduced to receive Books from the Library.

7th.—No Books shall be issued from the Library except to the following persons, and no more than two Volumes shall be issued to each of them at any one time, which may be kept out one week during the sitting of the Legislature, or two weeks during the recess:—

Members of the Legislature;

Master of the Rolls and Judges of the Supreme Court;

Executive Councillors who are not Members of the Legislature;

Solicitor General, Province Treasurer, Auditor General, Receiver General, and Surveyor General;

Officers of the Legislative Council and House of Assembly;

Clerk and ex-Clerks of the Executive Council;

Governor's Private Secretary and Staff Officers;

Commandant and Officers of the Garrison in Fredericton;

Former Members of the Councils and Assembly;

Clergymen stationed in the City of Fredericton;

Professors of the University of New Brunswick;

Principal Master of the Collegiate School, and of the Baptist Seminary; Chief Superintendent of Schools;

Queen's Printer, and the High Sheriff of York.

8th.—The Librarian shall issue to each Member of the Legislature who may wish it, not more than four Volumes, or any one Work, from the Library, to be taken from the Town during the recess by such Member. Before taking the Books, the Member to give a written memorandum to the Librarian of the Books so taken; on such Books being returned and others taken, a new receipt to be given.

9th.—No Books shall be taken from the Library but those marked in the Catalogue with an asterisk.

10th.—An apartment called the “Members’ Room,” having been appropriated for the reception of Laws, Journals, Parliamentary Debates, and other Works *necessary* for a Legislative Library, it is ordered that no Book, &c. belonging to that room be issued to any person except for occasional reference during the Session of the Legislature, and the Committee request that Members do not occupy the said room for Committees or private consultations, to the exclusion of other Members who desire access to the Works contained in it.

11th.—Persons residing in Fredericton and its vicinity, not further than five miles distant therefrom, may have the privilege of taking Books from the Library upon the following conditions, viz :—

- 1st. The individual must be recommended in writing by a Member of the Joint Committee, or other Member of the Legislature :
- 2nd. The annual payment for such privilege shall be twenty shillings currency payable in advance to the Secretary of the Library :
- 3rd. The days for issuing and receiving Books during the recess shall be Tuesdays and Fridays between the hours of 10 A. M. and 4 P. M. :
- 4th. No Book shall be issued to any such person until it shall have been upwards of three months in the Library :
- 5th. The retention of a Book beyond the proper time for its return (*vide* Rule 7) shall cause the forfeiture of such privilege ; and if a Book be lost or injured, it must be replaced by a similar one of equal quality and value, or the cost of replacing it paid to the Secretary : if it be one or more Volumes of a sett, the whole sett must be replaced or paid for as above.

12th.—The Newspapers taken by the respective Houses shall be deposited during the recess in the Library, and kept there on file for the use of the Members of the Legislature.

14th *March*, 1860.

The Honorable Mr. Rice, by leave, presented a Petition from Carl Regan and others, for Legislative action in reference to deleterious Liquors.

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

The Honorable Mr. Wark, by leave, presented a Petition from Charles Hazen and others, against a Bill to change the time and place of holding elections of Municipal Councillors in Lincoln, Sunbury.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to incorporate a Company for the improvement of Pirate Brook, in the County of York.

The Honorable Mr. Todd took the Chair.

After some time the House resumed.

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

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

The Honorable Mr. Steeves, a Member of Her Majesty’s Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House the following Returns, in answer to the several Addresses of this House of the 12th and 19th instant :—

No. 1.

Statement of Salary of Railway Commissioners, with amount of Travelling and Incidental Expenses, from 1st November 1858, to 31st October 1859.

	R. Jardine, Chairman, £500 per annum,	... ..	£500 0 0
	R. C. Scovil, 200 do.	... ..	200 0 0
	George Thomas, 200 do.	... ..	200 0 0
			£900 0 0
<i>Travelling and Incidentals.</i>			
1858.			
Dec. 2.	R. Jardine,	Proportion of Coach hire to Moncton per Austin,	£3 0 0
7.	R. C. Scovil,	Travelling expenses, 3 months,	19 6 6
31.	R. Jardine,	Expenses to Sussex and back,	3 0 0
1859.			
Jan. 5.	Commissioners,	Austin's Bill, horse & carriage hire,	7 0 0
Feb. 2.	Do.	Do. do. do.	4 17 6
28.	R. C. Scovil,	Horse hire per Carpenter,	1 0 0
March 9.	Do.	Travelling expenses, 3 months,	10 14 0
"	R. Jardine,	Horse and Carriage hire per Austin,	6 5 0
April 12.	Geo. Thomas,	Expenses attending Legislature,	4 18 0
16.	R. Jardine,	Passages to and from Fredericton per Green,	2 0 0
30.	Do.	Expenses attending Legislature,	9 3 0
"	Do.	Do. to Shediac and back,	9 3 1
May 9.	Do.	Carriage hire to Moncton and back per Green,	5 0 0
31.	Do.	Expenses to Hampton and back,	0 12 2
June 2.	R. C. Scovil,	Travelling expenses, 3 months,	10 5 0
4.	R. Jardine,	Carriage hire to Hampton per Green,	2 0 0
10.	Do.	Travelling expenses,	0 10 0
July 1.	Do.	Coach hire per Green,	6 0 0
30.	Commissioners,	Travelling expenses,	21 5 5
Aug. 31.	R. Jardine,	Expenses to Halifax and back,	5 3 9
Sep. 13.	R. C. Scovil,	Travelling expenses, 3 months,	10 2 0
30.	R. Jardine,	Do. do.	2 15 9
"	Do.	Carriage hire to Sussex per Green,	5 0 0
Oct. 10.	Do.	Expenses to Sussex and back,	1 3 9
"	Do.	Carriage hire to Sussex per Green, charged 16th July,	2 10 0
			£152 14 11

No. 2.

Particulars of Amount stated under the head "Miscellaneous" in Engineer's Account, from 1st November 1858, to 31st October 1859.

1858.			
Nov. 30.	John Stone,	Br. Holland 17s. 6d. Cartage pd. 2s. 6d.	£1 0 0
"	"	Removing ashes 3s 9d. latch keys 7s 6d.	0 11 3
"	John Elliott,	Blank books,	0 5 3
		<i>Carried forward,</i>	£1 16 6

		<i>Brought forward,</i>	£1 16 6
1859.			
Jan. 11.	George Nixon,	Room paper for Engineer's Office,	0 19 2
Feb. 26.	W. H. Tuck,	Attending at Police Office, <i>in re</i> Birkenshaw,	2 6 8
March 7.	J. G. Thompson,	Bill, painting & papering Engineer's Office,	10 16 6
April 23.	Fairbanks & Co.	Bill, framing Locomotive,	1 2 6
July 30.	John S. Trites & Co.	" axe and handle,	0 9 3
Aug. 31.	Joseph R. Bryant,	" repairing lock Engineer's office,	0 2 6
Sept. 24.	Archibald Rowan,	" repairs in do.	0 13 3
Oct. 27.	J. E. Ganong,	" ice for do.	1 17 6
			<hr/> £20 3 10
31.	General Store Acct.	2 axes 10s. 1 doz. screw hooks 3s. 9d.	£0 8 9
		2 foot rule 5s. 6d. feather duster, 4s.	0 9 6
		1 lb red chalk 1s. rep. ink stand 9d.	0 1 9
		2 cases for plans 6s. fire shield 4s 6d.	0 10 6
		Blower 3s 6d. do. 4s 6d. grate 4s 5d.	0 12 5
		Fire bricks 2s 3d. putting up, 1s 9d.	0 4 4
		Wernch for stove 2s. lamp 20s.	1 2 0
		Dipper 1s. shovel 1s 9d. fluid can, 2s 9d.	0 5 6
		Rep. pipe 1s 9d. cartage 1s 6d.	0 3 3
		Fire shield 6s 3d. zinc 2s.	0 8 3
		Tacks 3d. putting up stoves 7s. 3d.	0 7 6
		2 Tin shields 11s 8d.	0 11 8
		Pins 1s 9d. saw 9s 6d. twine 3s 3d.	0 14 6
		Pins 1s 9d. tacks 8d. brush 3s 6d.	0 5 11
		Cord and nails 1s 6d. screws 4d.	0 1 10
		2 door springs 5s 6d. gimblet 6d.	0 6 0
		Chisel 10½d. wire 1s 3d.	0 2 1
		Lock 7d. 3 locks 3s.	0 3 7
		Scissors 4s. awls 3d. tacks 4d.	0 4 7
		Tacks and twine, 1s 10d. tacks 2s.	0 3 10
		Nails 6d. shot 1s 3d. cord 6d.	0 2 3
		3 Surveyor's bags, 58s. snaffles, 3s 9d.	3 1 9
		Bit 3s 9d. spring hook 1s 3d.	0 5 0
		Gag for halter 3s 6d. matt 17s 6d.	1 1 0
		Horse blanket 20s. strips 2s 6d.	1 2 6
		Neck strap 6s 6d. roller 17s 6d.	1 4 0
		String bells, 10s.	0 10 0
		Repairing lock, &c. Salisbury,	0 4 3
		Chart cases 62s 6d. stensils 5s.	3 7 6
		2 Lamps 28s. 3 shades 9s.	1 17 0
		Repairing gas engines 3s 9d. do 4s.	0 7 9
		Stove pipe 63s 2d. zinc &c. 14s 8d.	3 17 10
		Repairing drawing board, Moncton,	0 10 0
		T square, do	0 12 6
		Repairing level staff, &c.	0 17 6
			<hr/> 26 8 3
			<hr/> £46 12 1

1859.		<i>Brought forward,</i>	£239 17 11	£2,007 2 9
July 30.	H. Spence,	Scantling and deals for switches,	0 11 2	
	F. James,	Switch frame at Station yard, ...	5 16 7	
	F. & Humbert,	Castings for turn tables, bolts, &c.	12 17 6	
July 30.	E. S. Brass,	Bill materials and erecting 122 rods fence and 5 gates at Kennebecasis Station,	70 5 0	
Aug. 31.	J. & G. Thompson,	Painting 19 gates from 2 to 7 mile Station, and finding material,	11 17 6	
	F. James,	Repairing Trackmen's tools, furnishing distance posts, lumber for guard-rails, flag-staff for Station, &c	54 1 3	
	F. & Humbert,	Repairing hand car for Track-master, castings for switches and guard-rails, &c.	10 1 0	
Sept. 30.	F. James,	Material for switch and altering do. repairing Trackmen's tools, &c.	5 17 4	
Oct. 22.	Do.	Do. do. and cutting rails,	1 10 10	
				412 16 1
	31.	W. H. Scovil,	Materials for fence, Point du Chene,	14 14 3
Oct. 31.	General Store Acct.			
	Nov. 1858.	Sundry Bills iron and other materials used in construction on Sections 1, 2, 3, and 4,		173 10 9
	Dec. "	Do. do. do.		60 6 6
	Jan. 1859.	Removing old engine house, pr. James,	£20 0 0	
	"	Repairing Trackmen's tools, do.	7 3 7	
				27 3 7
	Febry. "	T. Campbell's bill lead pipe 43s. 5d. molds for arch culvert and repairing saw, &c. 20s. 6d.		3 0 11
	April "	4 pipe bends at Garden street, 88 C. I. pipes and 5 bends laid down at Kennebecasis, 10 tons 13 cwt. 1 qr. @ £15,	£12 8 11	
		Leas oakum, and labour at do.	159 18 9	
		Cas pipe, sleeve, lead, &c. Gilbert's lane,	36 6 7	
		Sundry castings for turn tables,	8 0 8	
			8 14 4	
				225 9 3
	May "	2 cwt. zinc paint and 44½ gals. turpentine used on Sects. 1, 2, 3, & 4, Timber for turn table, per C. Adams,	£14 3 9	
			0 12 11	
				14 16 8
	June "	2 bushels grass seed and 10 bushels clover used on slopes Section No. 2, Saint John,		2 9 4
	"	Paint, and painting bridge and switches, &c. on Sections 1, 2, 3, and 4, per Thompson's Account,		16 13 9
	Oct. "	1 gal. oil & 7 lbs. nails, per Trackmen,		0 9 6
				£2,958 13 4
		<i>Carried forward,</i>		

1859.	<i>Brought forward,</i>	£2,958 13 4
Oct. 31. Traffic Department.	For the following transferred, viz:—	
	Repairs of D cars Nos. 5 and 6, used in construction,	£17 13 7
	Repairs of hand car No. 1, demolished by engine while ballasting,	9 2 4
	1 car load gravel for Moncton Sta- tion yard,	1 5 0
	Repairing track tools, £4 14 11	
	Making guard-rails, 14 16 3	
		19 11 2
	Repairing dump-car No. 6,	0 15 3
	Fitting up gravel train platform,	1 0 3
	Repairs of engine Petitcodiac, while ballasting in Dec '58 & Jan '59,	12 7 6
	Repairs to engine Sampson,	50 5 3
	Do. Hercules,	16 16 10
	Oiling and packing 30 platform cars received from James and sent Section 7 and 8,	45 0 0
	Repairs to engine Hercules,	73 13 7
	Do. Sampson,	62 15 3
	Fencing, &c. at Point du Chene,	7 3 0
		317 8 11
		£3,276 2 3

No. 4.

Particulars of Amount stated as "Miscellaneous" in Rolling Stock and Machinery Account, from 1st November 1858, to 31st October 1859.

Nov. 30. C. W. Roach,	Bill making Closet in Baggage Car,	£1 5 0	
Aug. 31. Fred. James,	Do. Clock case Apohaqui, 2 Chests 'Ossekeag,'	5 4 6	
" F. & Humbert,	Duties paid on Locomotive material,	91 7 4	
			£97 16 10
Aug. 31 General Store Acct.	Gilding, painting, and glazing with polished plated glass, Lamp for Bend,	£11 15 0	
	Freight of sundries per Railway to Shediac,	1 1 4	
	6 Conductors' Lanthorns, ...	4 17 6	
	10 Hand Cars made at Machine Shop, Shediac, @ £20, ...	200 0 0	
			217 13 10
			£315 10 8

Particulars of Building Account is given at
page 10, Railway Report.

No. 5.

Particulars of Amount stated as "Miscellaneous" in General Expenses Account, from 1st November 1858, to 31st October 1859.

1858.					
Nov.	3	J. & G. Lawrence,	Bill, mattress for wounded man,	£1	0 0
	5	Chas. Humphreys,	funeral expenses, Brown, ...	6	18 6
	20	James Anderson,	rags for wounded men ...	2	0 0
	30	Samuel M'Kean,	travelling expenses, ...	9	13 9
	"	John Elliott,	letter paper and 3 blank books,	0	19 6
	"	Patrick King,	board, Light, Jardine & Tilley,	6	7 6
				<hr/>	
					£26 19 3
Dec.	2	H. Austen,	horse and carriage hire, ...	£20	5 0
	3	Dr. Hamilton,	attendance on Hinds, ...	2	5 0
	4	J. Johnson,	expenses to Portland in July,	13	17 11
	7	R. C. Scovil,	travelling expenses, ...	19	6 6
	13	Hutchings & Burnham,	funeral expenses, Haines, ...	7	5 0
	24	C. H. Hanford,	travelling expenses, ...	5	16 9
	31	John Porter,	sundry Office expenses, ...	2	2 5
	"	R. Jardine,	expenses with Mr. Thomas and Solicitor General to Sussex,	3	0 0
				<hr/>	
					73 18 7
1859.					
Jan.	5	Henry Austen,	horse and carriage hire, ...	£7	0 0
	11	William Alden,	board, Engineers and others,	3	14 9
	25	Earle Ellison,	photographic view of bridges,	2	5 0
	27	C. H. Hanford,	travelling expenses, ...	1	14 0
	"	L. Carvell,	do. ...	13	1 3
	29	Potter & Co.	varnishing plate, &c. ...	0	12 6
	31	John Porter,	sundry Office expenses, &c.	3	4 8
	"	Trueman Trites,	rent of house for Lock-up, Salisbury, ...	4	5 0
	"	Alex. Blakeney,	cleaning up, clearing out, fitting up stoves, &c., Lock-up, Sa- lisbury, ...	2	12 6
				<hr/>	
					38 9 8
Feb.	2	Henry Austen,	horse hire, ...	£4	17 6
	4	Samuel M'Kean,	travelling expenses, ...	2	4 6
	28	Fairbanks & Co.	framing pictures, ...	2	7 6
	"	Samuel M'Kean,	travelling expenses, ...	1	17 6
	"	Wm. Carpenter,	horse hire, Scovil, ...	1	0 0
				<hr/>	
					12 7 0
March	5	Samuel M'Kean,	travelling expenses, ...	£1	7 0
	"	Louis Carvell,	do. ...	14	0 0
	9	R. C. Scovil,	do. three months,	10	14 0
	"	Henry Austen,	horse hire, ...	6	5 0
	22	Louis Carvell,	expenses to and from Shediao,	4	12 9
	31	John Porter,	sundry Office expenses, &c.	1	7 7
	"	Patrick King,	extras, Scovil, Carvill, &c.	4	0 0
March	28	Wm. B. Deacon,	notifying Trackmen, &c.	0	15 0
				<hr/>	
					43 1 4
				<hr/>	
					£194 15 10

1859.		<i>Brought forward,</i>		£194 15 10	
April	12	George Thomas,	Bill, Expenses attending Legislative Committee,	£4 18 0	
	14	Stockford & Osgood,	Horse hire,	1 5 0	
	15	Samuel M'Kean,	Travelling expenses, ...	2 1 2	
	16	C. H. Hanford,	Do.	0 9 6	
	"	J. Johnson,	Expenses attending Legislative Committee,	8 13 4	
	"	James Green,	Passages of Johnson to & from Fredericton,	2 0 0	
	20	Whelan & Bradley,	Do. sundries,	7 0 0	
	30	John Porter,	sundry Office expenses, ...	1 9 8	
	"	Barker House,	board Chairman & others, while attending Legislative Com.	36 3 0	
	"	R. Jardine,	expenses to Shediac and back,	9 3 1	
					73 2 9
May	9	James Green,	carriage hire, Chairman, &c. to Shediac,	£5 0 0	
	21	Do.	Do. sundries,	4 15 0	
	30	Louis Carvell,	expenses removal to St. John,	23 7 9	
	31	John Porter,	cartages and Office expenses,	1 15 0	
	"	Commissioners,	expenses to Hampton, ...	0 12 2	
	"	G. F. Thompson,	painting Offices,	31 8 1	
	"	James Meek,	ornamental trees at Shediac,	0 18 0	
					67 16 0
June	2	R. C. Scovil,	travelling expenses, 3 months,	£10 5 0	
	"	H. Austen,	horse hire,	1 17 6	
	4	James Green,	2 trips to Hampton, C. Com'r.	2 0 0	
	6	C. H. Hanford,	expenses on line,	0 13 3	
	18	J. J. Munro,	examining house in Valley,	1 0 0	
	30	John Porter,	Office expenses,	0 14 9	
	"	R. Jardine,	travelling expenses,	0 10 0	
	"	P. King,	M'Kean's passage to Hampton,	0 16 3	
					17 16 9
July	1	James Green,	coach hire, Chairman, &c.	£6 0 0	
	2	Steamer Emperor,	freight of 4 Trollys,	2 8 9	
	16	James Green,	coach hire, Chairman, &c. ...	2 10 0	
	30	Berton Brothers,	1 chaldron coal,	1 12 0	
	"	John Porter,	office expenses,	0 18 10	
	"	A. J. Smith,	law charges,	10 6 8	
	"	Commissioners,	sundry expenses travelling, ...	21 5 5	
					45 1 8
Aug.	31	Hy. Austin,	horse hire,	£2 10 0	
	"	Cudlip & Snider,	gunpowder,	6 5 0	
	"	John Porter,	office expenses,	1 6 11	
	"	Telegraph,	messages to date,	12 6 4	
	"	R. Jardine,	expenses self and Secretary to and from Halifax,	10 7 7	
	"	Wm. Carpenter,	horse hire, M'Kean,	1 5 0	
					34 0 10
Sept.	13	R. C. Scovil,	travelling expenses, 3 months,	£10 2 0	
	30	John Porter,	office expenses, do. ...	1 0 2	
	"	John S. Rowe,	repairing clocks,	2 3 9	
			<i>Carried forward,</i>	£13 5 11	£432 13 10

1859.		<i>Brought forward,</i>	£13 5 11	£432 13 10
Sept. 30	Telegraph Comp'y,	Bill, messages,	6 10 0	
"	R. Jardine,	travelling expenses,	2 15 9	
"	James Green,	coach hire, 2 trips to Sussex,	5 0 0	
			<hr/>	27 11 8
Oct. 4	R. Jardine,	expenses to Sussex,	£1 3 9	
"	James Green,	coach hire, Chairman and Chief Engineer,	5 0 0	
27	J. E. Ganong,	ice for office,	1 17 6	
"	J. S. Colpits,	cow and calf killed on road,	7 10 0	
31	H. Austen,	horse hire,	0 10 0	
			<hr/>	16 1 3
"	General Store Acct.	Amounts transferred, viz :—		
	1858, Nov. 30	Repairing Engine house, 30s 3d, tank and banking, 32s 6d, sundry cartages, 23s 11d, Charts to Hinds, 20s,	£5 6 8	
		Horse hire per Somers & Agate, 23s. oil, scissors, &c. 6s. 6d.	1 9 6	
	Dec. 31	Lead pipe, solder, &c. at St. John Station, £2 4 7		
		Cesspool and work at Kennebecasis, ... 0 18 6		
		Cartages, freight, and spout, &c. 1 2 5		
			<hr/>	4 5 6
	1859, Jan. 31	M. A. Cummings' bill, sundries, £0 4 10		
		Cash box, 13s 9d, put- ting up pipe, 2s 6d, 0 16 3		
		Stove and pipe, putting up, cleaning, &c. ... 3 18 3		
		Axe handle, 9d, salt, 6d, soap, 2s 9d, ... 0 4 0		
		Tilley's bill, small stores, 5 months, 14 17 4		
		M'Millan's bill, do. 2 9 6		
		2 Check books, & binding, 3 0 0		
		Order books, letter cases, &c. 4 2 10		
		Repairing ticket box, 0 10 11		
			<hr/>	30 3 11
	Feb. 28	Books for store keeper, £3 7 6		
		Cartage, labour & freight, sundries, 3 3 9		
			<hr/>	6 11 3
	April 30	Express expenses on parcels & sundry small stores at Moncton Station,	1 5 3	
	Mar 31	Sundry small stores, cartages, &c.	1 18 6	
	May 31	Freight horses & wagons per Railway,	0 15 5	
	June 30	Do do do	1 0 0	
		Tin pipe, &c. in April,	0 7 10	
			<hr/>	53 3 10
				<hr/> <hr/>
				£529 10 7

*Amounts paid Appraisers of Land Damage on account of Salary and Travelling Expenses, &c.
from 31st October 1858, to 31st October 1859.*

James Smith, <i>Chairman</i> ,	£75	0	0	
Robert Bowes,	111	5	0	
George L. Hatheway,	75	0	0	
Isaac Burpe,	97	10	0	
W. K. Chapman,	130	0	0	
H. E. Seelye, <i>Secretary</i> ,	210	16	8	
				£699 11 8
Horse and coach hire, and other travelling expenses, &c.	£69	18	6	
Office rent,	15	10	0	85 8 6
				<u>£785 0 2</u>

*The following are the particulars of the Charges made in the Revenue Account for the year ending
31st October 1859, and classified under the head of "Miscellaneous."*

1858-59.	"LOCOMOTIVE POWER."	Shediac.	Saint John.
Nov. 30	Freight on steam gauge from Boston,	£0	1 11
April 30	James Hilson, pumper,	4	7 6
	Paid for turning Engine,	0	5 7
	Freight on two copper pipes, "Scadouc,"	0	7 0
	John F. Patterson, driver "Scadouc," travelling ex- penses, Salisbury,	1	5 0
		<u>£6</u>	<u>7 0</u>

MERCHANDIZE AND PASSENGER CARS.

Dec. 30	G. Gaynor, Watchman, Moncton,	£5	6 3	
June 30	W. J. Gilbert, overcharges on freight,	2	0 0	
Sept. 30	Brackett & Pierre, Bill for 10th September,			£8 1 0
	James Barton, Bill sundry Flags and trimming for 10th Sept.,			2 19 3
Oct. 31	J. W. Weldon, Bill passengers to Moncton,	0	15 0	
		<u>£8</u>	<u>1 3</u>	<u>£11 0 3</u>

GENERAL CHARGES.

Nov. 30	Robert Atkinson, Bill sundries,	£0	12 3	
	C. Gaynor, Watchman, Moncton,	7	5 0	
	1 ton coal, Moncton Station,	1	10 0	
	1 pane 16½ x 26 inch glass,	0	3 0	
	1 gallon extra Seal and Parafine Oil,	0	11 6	
	3 gallons fluid and wick, Moncton and Shediac,	0	12 9	
	Fixing Station pump, Moncton,	0	12 0	
Dec. 30	John Connell, 4 days labour,	1	0 0	
	Matches and postages, 5s., Moncton,	0	5 0	
	Matches and postages, 1s 6d. fluid, 3s 3d.	0	4 9	
	1 gallon fluid, 2 lbs. waste,	0	5 9	
Jan. 31	4 gallons Par. Oil, St. John and Kennebecasis,			£1 0 0
	1 shade, 1s 9d. 1 gallon oil, 5s 6d.			0 7 3
		<u>£13</u>	<u>2 0</u>	<u>£1 7 3</u>
	<i>Carried forward,</i>			

		Shediac.			Saint John.						
		£	s	d	£	s	d				
1859-59.		<i>Brought forward,</i>			£13	2	0	£1	7	3	
Feb.	29	1 gallon Par. oil,	...	...				0	7	0
		1 gallon oil,	...	...				0	7	0
		1 pane glass, 3s 6d. 9 lbs. nails at 3½d.	...	...	0	6	1			
		Taxes, Town of Moncton,	...	...	2	2	6			
		Robert Atkinson, account labour,	...	...	0	5	8			
		M. Cumming, Watchman, Moncton,	...	...	3	0	0			
		F. Pierce, Watchman, Saint John Station,	...	...				7	5	0
		2 gallons Par. oil, 1 gallon oil, St. John Station,	...	...				0	18	0
		1 gallon oil, 7s. 1 shovel, 5s 6d. Shediac,	...	...	0	12	6			
		F. Pierce, Watchman, St. John Station,	...	...				7	5	0
		M. Cumming, Watchman, Moncton,	...	...	6	0	0			
		Broom and brush, 4s. repairing store, 5s.	...	...				0	9	0
		2 lbs. candles, 2 files,	...	...				0	5	2
May	31	J. Pierce, Watchman, St. John Station,	...	...				7	5	0
		Rope, 1s 5d. hinges, 1s. salt, 1s 9d.	...	...	0	4	2			
		Whitewash brush, 7s 6d. basket, 1s 6d.	...	...	0	9	0			
		Tacks, 3s 9d. cask, 5s. screws, 3s 10d.	...	...	0	12	7			
		Salt, 1s. deals, 3s 6d. 1 pail, 1s. 3d.	...	...	0	5	9			
		2 gallons oil, @ 7s 6d. 6 lbs. nails, @ 3d. 1s 6d.	...	...	0	16	6			
		4 lbs. 3 inch spikes, @ 3d.	...	...	0	10	0			
		1 pane glass, 26 x	...	...	0	5	6			
		M. Cumming, Watchman, Moncton,	...	...	6	12	0			
June	30	Nails 2s 6d. hauling sawdust, &c. 8s 6d. Denoon & Wier,	...	...	1	6	0			
		sundries, 15s. Shediac,	...	...					
		2 boxes and letter press freight to Sussex, 4s. oil and wick,	...	...				0	11	9
		Saint John Station,	...	...					
		1 gallon oil, Point Du Chene, 18 lbs. iron at 3d.	...	...	0	12	0			
		1 gallon oil, 7s. 3 lbs waste, 1s 11d. broom 1s 9d.	...	...				0	10	8
July	31	M'Grath, oil, &c.	...	...				1	7	8
		M. A. Cumming, cleaning Station House,	...	...				0	10	8
		William Ring, cleaning Station House,	...	...				1	12	2
		R. Thompson, soap 2s 8d.	...	...				0	2	8
		L. Carvell, travelling expenses,	...	...				4	6	10
		Charles Hanford, cleaning Station House,	...	...				0	10	8
		Thomas Pierce, Station watchman,	...	...				7	5	0
		M. Cumming, watchman, Moncton,	...	...	6	0	0			
Aug.	31	Thomas Pierce, watchman, Saint John Station,	...	...				7	5	0
		Robert Atkinson, sundries,	...	...	0	10	4			
		W. Steadman, sundries,	...	...	1	18	11			
		M. Cumming, watchman, Moncton,	...	...	6	0	0			
		Carpenter, horse hire, Shediac,	...	...	1	10	0			
		Ring, horse hire, Shediac,	...	...	1	5	0			
		Glass, Moncton and Shediac Station,	...	...	0	15	6			
		Favor's Express Carriage,	...	...				0	1	11
		George Scovil, services Police,	...	...				25	0	0
		Samuel M'Kean, travelling expenses,	...	...				11	17	6
		George Flewelling, per bill of sand,	...	...				1	15	2
		Rowan, repairing clock,	...	...				0	16	3
		Thomas Pierce, Station watchman,	...	...				7	5	0
		2 gallons oil,	...	...				0	14	0
		35	<i>Carried forward,</i>			£55	2	0	£97	1	4

Return of Engineering Staff, with Annual Salary, Travelling and other charges.—Continued.

Name.	Occupation.	Rate of pay.	Salary. Amount paid.	Travelling and other charges.
John T. Kean,	Assistant Draughtsman, per day,	£0 7 6	£99 15 10	£1 16 3
J. H. Parks,	Rodman,	0 6 3	94 15 0	6 8 3
W. F. Caldwell,	Do.	..	7 16 3	
R. M. Jack,	Do.	..	15 0 0	
E. R. Burpe,	Do.	..	106 0 0	0 9 4
S. P. Tuck,	Do.	..	82 3 9	1 9 3
J. H. Beek,	Axeman,	..	52 11 3	
J. M'Carthy,	Do.	..	11 11 3	
John Richardson,	Rodman,	0 7 6	7 0 8	
T. T. Vernon Smith,	Mechanical Engineer, per bills,	..	35 17 0	
Nelson Arnold,	Surveyor,	..	20 0 0	
Wm. G. Boyd,	Tapeman,	0 5 0	54 15 0	
A. Ramsay,	Do.	..	51 10 0	
S. W. Beatty,	Chainman,	..	78 5 0	
James Taylor,	Axeman,	0 5 0	45 10 0	
Owen Sullivan,	Do.	..	12 0 0	
D. M'Quarrie,	Do.	..	13 0 0	
M. N. Taylor,	Do.	..	21 10 0	0 2 6
M. Cumming,	Do.	..	74 15 0	5 2 6
Michael Dwyer,	Tapeman,	..	37 5 0	
James H. Hood,	Do.	..	37 10 0	0 10 0
William Smith,	Do.	..	94 5 0	
James Gooly,	Axeman,	..	45 10 0	
Sidney Smith,	Do.	..	45 10 0	
Sidney Kinder,	Messenger,	..	85 0 0	
Thomas Gard,	Assistant Clerk,	..	80 0 0	
George D. Pye,	Assistant Draughtsman,	..	67 15 0	
K. W. Boyle,	Axeman,	..	15 10 0	
Andrew M'Gillvray,	Do.	..	78 5 0	
Robert Cummings,	Do.	0 6 0	73 8 0	
A. M'Naughton,	Timekeeper,	0 7 6	117 7 6	16 6 5
James Hawkins,	Axeman,	0 5 0	78 5 0	
G. B. Vail,	Do.	..	65 5 0	
C. Birkenshaw,	Assistant Clerk,	..	6 15 0	
John Crandall,	Axeman,	..	0 15 0	
Moses Price,	Do.	..	2 15 0	
Alexander Comerford,	Do.	..	4 0 0	
Charles H. Foshay,	Do.	..	13 10 0	
S. G. Fairweather,	Do.	..	6 15 0	
H. B. Baldwin,	Timekeeper,	..	8 5 0	5 5 0
John Cropley,	Axeman,	..	6 0 0	
James M'Gee,	Do.	..	4 10 0	
Duncan Cameron,	Do.	..	4 10 0	
Jordan Crandall,	Do.	..	7 5 0	
Sandy M'Kelvey,	Do.	..	2 0 0	
Edwin Lyon,	Do.	..	7 7 6	
George Newell,	Do.	..	0 10 0	
B. Hatfield,	Do.	..	0 15 0	
W. F. Bonnell,	Tapeman,	..	37 15 0	1 9 10
John Gibson,	Inspector,	..	16 5 0	
Peter Ross,	Do.	..	83 12 6	6 15 9
Hugh Tait,	Do.	..	26 10 0	
William Gill,	Do.	..	20 0 0	
Robert Milligan,	Do.	..	190 13 0	8 7 3
Cornelius Flinn,	Do.	..	63 9 3	
Kenneth Sutherland,	Do.	..	75 0 0	4 0 0
William B. Frost,	Do.	..	48 0 0	
J. Eckersley,	Trackmaster,	..	150 2 6	3 15 0
D. M'Gorrick,	Inspector,	..	136 9 2	
John Wilson,	Do.	..	83 10 0	
D. Bannister,	Do.	..	19 10 0	

Return of Engineering Staff, with Annual Salary, Travelling and other charges.—Continued.

Name.	Occupation.	Rate of pay.	Salary. Amount paid.	Travelling and other charges.
Robert Higham,	Foreman Ham'nd. River Iron work,		£85 0 0	£7 10 0
William Hartzhorn,	Trackmaster,		246 8 0	9 9 3
R. C. Minnette,	Surveyor,	£0 15 0	1 10 0	
George M'Cready,	Do.		53 0 0	
J. G. Johnston,	Inspector,		3 0 0	
Charles Moore,	Do.		69 10 0	24 9 1
William Campbell,	Do.		27 15 0	
John Ward,	Do.		8 1 3	
David Tapley, Sen.,	Do.		49 1 3	4 12 9
3 William Parker, C. E.,			50 10 0	
3 Mathew Stead,	Architect,		180 0 0	
			£7,719 17 7	£1,294 5 1

NOTE 1.—The amount paid Mr. Light for salary includes part of the previous year, (see Supplement to Report of 1858, page 39.) His travelling charges also includes Horse hire for Assistants.

2.—The amount of travelling charges of Assistant Engineers, includes Horse hire, &c. for his Staff, as well as himself. The Staff generally consists of from two to four—Rod, Tape, and Axeman, and sometimes Chainman. The expenses could not separated.

3.—The services of each of these gentlemen were principally performed during the previous year. Mr. Parker has not been in the Province during the last fiscal year.

Particulars of Employees in the Traffic Department, will be found at pages 48, 49 and 50 of Report.

Return in answer to the Address to His Excellency the Lieutenant Governor of the Hon. the Legislative Council, dated 19th March, 1860.

1. List of Warrants drawn on the Treasury for Railway purposes from 31st October to 1st March, 1860:—

No. 43, in favor of the Chairman of the Railway Board, dated 23th Dec. 1859, for £50,000.

2. Number and Amounts of Warrants issued in favor of the Chief Commissioner of the Board of Works from 31st October 1859, to 1st March 1860:—

No. 1, for	£1000	No. 55, for	£2000
9, "	1250	87, "	1000
21, "	1000	93, "	1000
37, "	1000		
		Total amount,	£8250

Adjourned until Monday next at 10 o'clock.

MONDAY, 2nd April, 1860.

PRESENT:

THE HON.

*Mr. Saunders,
Mr. Robertson,
Mr. Peters,
Mr. Odell,
Mr. Steeves,*

Mr. Black, President.

*Mr. Botsford,
Mr. Menchin,
Mr. Harrison,
Mr. Wark,
Mr. Gordon,*

Mr.

Mr. Todd,
Mr. Rice,
Mr. Earle.

Mr. Seely,
Mr. Robinson,

PRAYERS.

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

A Bill to amend the Law relating to the Registry of Deeds and other Instruments ; as amended :

A Bill relating to the inspection and testing of Gas and Gas Meters in the City of Saint John :

A Bill relating to the protection of the Revenue : and

A Bill to incorporate a Company for the improvement of Pirate Brook, in the County of York.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the three last entered Bills without any amendments ; also

That they have agreed to the first entered Bill with an amendment, to which they desire the concurrence of the Assembly.

On motion—

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

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to authorize the appointment of one or more additional City Surveyors for the City of Saint John.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill relating to the Fisheries in the County of Restigouche.

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

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

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

A Message was brought from the Assembly by the Honorable the Attorney General, with the following Bills, to which they desire the concurrence of this House :—

A Bill further to amend the Law relating to Highways :

A Bill relating to the Militia Law :

A Bill relating to Dockage, Wharfage and Cranage in the City of Saint John and Parish of Portland :

A Bill further to amend the Law relating to the protection of the Revenue :

A Bill relating to the mode of Accounting and Currency : and

A Bill in addition to and in amendment of an Act passed in the twenty second year of the Reign of Her Majesty Queen Victoria, intituled " An Act imposing Duties for raising a Revenue."

The said Bills were severally read a first time.

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

A Message was brought from the Assembly by Mr. Lewis, with a Bill to incorporate the Gloucester Mining Company ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The said Bill was read a second time.

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

A Message was brought from the Assembly by Mr. Scovil, with a Bill to alter the Division Line between the Parishes of Springfield and Studholm, in King's County ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to amend the Law relating to Insolvent Confined Debtors.

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to continue the Act to regulate the sale of Spirituous Liquors.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

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

Pursuant

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to incorporate the Baltimore Mining and Manufacturing Company.

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to incorporate the Synod of the Presbyterian Church of New Brunswick, in connexion with the Established Church of Scotland.

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received.

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

At A in the Preamble, expunge the word "Established."

At B in Section 1, expunge the word "Established."

At C in Section 2, expunge the word "Established."

At D in Section 6, expunge the word "Established."

At E in the Title, expunge the word "Established."

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

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

The said Bill was read a third time and passed.

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

On motion—

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the Bill relating to Dockage, Wharfage and Cranage in the City of Saint John and Parish of Portland, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the twenty ninth Rule of this House be again dispensed with, as regards the said Bill, and that the House be put into Committee of the whole presently to take the said Bill into consideration.

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

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

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

On

On motion—

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

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

A Message was brought from the Assembly by the Honorable Provincial Secretary, with a Bill for the relief of the Reverend James Brown Thornton, Junior; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. Allen, with a Bill to enable the City Council of the City of Fredericton to raise funds to discharge the Debt of the said City; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

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

ORDERED, That the Report be received.

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

The Committee to whom were referred all Bills relating to Corporations, report that they have examined "A Bill to incorporate the Richibucto and Shediac Telegraph Company," and recommend the same to the favourable consideration of the House.

Respectfully submitted.

Committee Room, April 2, 1860.

A. E. BOTSFORD, *Chairman.*

ORDERED, That the House be put into Committee of the whole presently, to take the said Bill, together with the Report of the Select Committee thereon, into consideration.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to authorize and empower the Justices of the Peace in and for King's County to sell and convey certain School Lands in the Parish of Springfield, and reinvest the proceeds in other Lands or other valuable securities more advantageous to the inhabitants of the said Parish.

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

The

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

ORDERED, That the Report be received and leave granted.

On motion—

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the Bill to alter the Division Line between the Parishes of Springfield and Studholm, in King's County, and that the said Bill be read a second time presently.

The said Bill was read a second time.

ORDERED, That the twenty ninth Rule of this House be again dispensed with, as regards the said Bill, and that the House be put into Committee of the whole presently, to take the said Bill into consideration.

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

A Message was brought from the Assembly by the Honorable the Solicitor General, that the Assembly had agreed to the amendment sent down from this House to the Bill respecting the apprehension of Criminals escaping from any of Her Majesty's Provinces and Governments in North America into New Brunswick.

On motion—

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

The said Bill was read a second time.

ORDERED, That the twenty ninth Rule of this House be again dispensed with, as regards the said Bill, and that the House be put into Committee of the whole presently, to take the said Bill into consideration.

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

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

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

A Message was brought from the Assembly by the Honorable Mr. Brown, with a Bill to extend the time for the completion of the Rail Road from Saint Andrews in the County of Charlotte, to Woodstock in the County of Carleton; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The said Bill was read a second time.

ORDERED, That the twenty ninth Rule of this House be again dispensed with, as regards the said Bill, and that the House be put into Committee of the whole presently, to take the said Bill into consideration.

The Honorable Mr. Robinson took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to repeal the first and second Sections of an Act intituled "An Act relating to the Lower Flat of the County Court House in the County of York."

The Honorable Mr. Saunders took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, and recommended that the further consideration thereof be postponed until the next Session of the Legislature.

ORDERED, That the Report be received; whereupon it was

RESOLVED, That the further consideration of said Bill be postponed until the next Session of the Legislature.

On motion—

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

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

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

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

On motion—

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the Bill further to amend the Law relating to the protection of the Revenue, and that the said Bill be read a second time presently.

The said Bill was read a second time.

ORDERED, That the twenty ninth Rule of this House be again dispensed with, as regards the said Bill, and that the House be put into Committee of the whole presently, to take the said Bill into consideration.

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

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

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

Adjourned until To-morrow at 10 o'clock.

TUESDAY, 3rd April, 1860.

PRESENT :

THE HON.

Mr. Saunders,
Mr. Robertson,
Mr. Minchin,
Mr. Harrison,
Mr. Wark,
Mr. Todd,
Mr. Rice,
Mr. Earle.

Mr. Black, President.

Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Odell,
Mr. Steeves,
Mr. Seely,
Mr. Robinson,

PRAYERS.

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

- A Bill relating to Distilleries :
- A Bill to incorporate the Richibucto and Shediac Telegraph Company :
- A Bill relating to the Militia Law :
- A Bill to amend the Law relating to Insolvent Confined Debtors :
- A Bill to continue the Act to regulate the sale of Spirituous Liquors :
- A Bill relating to Agriculture :
- A Bill further to amend the Law relating to the protection of the Revenue :
- A Bill relating to Dockage, Wharfage and Cranage in the City of Saint John and Parish of Portland :
- A Bill relating to the Fisheries in the County of Restigouche :
- A Bill to incorporate the Baltimore Mining and Manufacturing Company :
- A Bill to extend the time for the completion of the Rail Road from Saint Andrews in the County of Charlotte, to Woodstock in the County of Carleton : and
- A Bill to authorize the appointment of one or more additional City Surveyors for the City of Saint John.

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

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

- A Bill relating to the mode of Accounting and Currency :
- A Bill to enable the City Council of the City of Fredericton to raise funds to discharge the Debts of the said City :
- A Bill further to amend the Law relating to Highways : and
- A Bill for the relief of the Reverend James Brown Thornton, Junior.

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

On motion—

ORDERED, That the House be put into Committee of the whole presently to take into consideration the Bill relating to the mode of Accounting and Currency.

The

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

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

A Message was brought from the Assembly by Mr. Lewis, with a Bill to incorporate the Wellington Mining and Manufacturing Company; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The said Bill was read a second time.

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

Pursuant to the Order of the Day, the Bill in addition to and in amendment of an Act passed in the twenty second year of the Reign of Her Majesty Queen Victoria, intituled "An Act imposing Duties for raising a Revenue," was read a second time.

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

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill relating to certain Lands of the War Department.

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

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

A Message was brought from the Assembly by Mr. Kerr, that the Assembly had agreed to the amendments sent down from this House to the following Bills:— A

A Bill to amend the Law relating to the Registry of Deeds and other Instruments :
and

A Bill to incorporate the Synod of the Presbyterian Church of New Brunswick, in connexion with the Established Church of Scotland.

A Message was brought from the Assembly by Mr. End, with a Bill to explain Chapter 54, Title viii, of the Revised Statutes, 'Of Buildings, Offices, and School Reserves;' to which they desire the concurrence of this House.

The said Bill was read a first time.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill for establishing and maintaining a General Public Hospital in the City and County of Saint John.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

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

The Honorable Mr. Odell presented to the House a Bill intituled "An Act relating to the Lower Flat of the County Court House in the County of York."

The said Bill was read a first time.

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

The said Bill was read a second time.

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

His Honor the President being absent, the Honorable Mr. Saunders, the senior Member present, took the Chair.

The following Resolutions were then moved and seconded :—

Whereas in the documents submitted to the Legislative Council on 12th March 1856, by direction of His Excellency the Lieutenant Governor, the Leader of the Government represented that the Railroad to connect Saint John with Shediac on the North Shore, and with Fredericton in the interior, could be constructed for the sum of £800,000 Sterling :

And whereas it now appears by the Report of the Railway Commissioners that the sum of £854,345 Currency has already been expended on one of these Lines of Railway, exclusive of the Interest paid on Railway Debentures ; and that by the Estimate of the Chief Engineer it will require the additional sum of £212,827 to complete it :

And whereas the Report of the Railway Commissioners laid before this House last Session, contains detailed estimates of what the European and North American Rail

Road would cost per mile when completed, viz. £8,500, based upon the actual cost of the portion which had been finished, the amount of the Contracts entered into to complete the remainder, and adding thereto 15 per cent. on the whole under construction, for contingencies :

And whereas it appears by the Report of the Railway Commissioners laid before this House on 20th February last, that the European and North American Railway will require, for reasons therein set forth, an additional sum to complete it, estimated at another 15 per cent. on the previous estimate, equal to the gross sum of £1,067,172, which added to the interest upon the expenditure that will accrue up to the 1st August next, viz. £132,828, will make the total estimated cost of the Road £1,200,000 :

And whereas by the Returns submitted by direction of His Excellency the Lieutenant Governor, in answer to an Address of this House, it appears that the large sum of £20,895 was appropriated during the past year to paying the Staff and Employees on this Rail Road :

And whereas large sums have been paid to Contractors over and above the amount of the original Contracts, as shewn by the Railway Commissioners' Report for the years 1858 and 1859 : therefore

1. **RESOLVED**, As the opinion of this House, that the people of the Province had a right to expect from the Estimates submitted by the Government, and those set forth in the Report of the Railway Commissioners, that this Rail Road should have been more economically constructed, and more in accordance with the resources and requirements of so new a country.

2. **RESOLVED**, That the reasons given in the Report of the Railway Board laid before this House on 20th February, for adding to the estimated cost of the European and North American Rail Road an additional 15 per cent. are wholly inconclusive and unsatisfactory ; and that the estimated cost of this Rail Road at £8,500 per mile, elaborately detailed in the Report of the Commissioners for the year 1858, was calculated to mislead the public as to the total expenditure that would be required to complete it.

3. **RESOLVED**, That the financial state of the Province, the sparseness of its population, and the great deficiency of capital to develop its resources, demand that the most rigid economy should be observed in conducting the Public Departments ; and that the appropriation of so large a sum as £20,895 for the payment of the Staff and Employees on the European and North American Rail Road is greatly disproportioned to the means of the country and to the services required, and should in the opinion of this House be materially reduced.

4. **RESOLVED**, That the large sums which appear to have been paid to Contractors over and above the lump sums tendered for, clearly indicate either that the forms of contract and the specifications are defective ; or that there has existed great carelessness and want of skill in locating the line and making the measurements, calculations, specifications, and plans for the different Sections ; and that any system whereby such large claims for extras are sustained, is highly prejudicial, and requires the strictest investigation.

5. Whereas by the Returns it appears that the Appraisers have received the sum of £785 for their services during the past year ; and whereas the Act 19 Victoria, cap. 17, requires that all claims for land damage shall be made within six months from the entering on such land ; therefore

RESOLVED

RESOLVED, That it was the duty of the Railway Commissioners to have adjusted such claims, or in case of not being able to agree with the proprietors, then to have submitted them without delay to the Appraisers for their adjudication; and that the payment of the sum of £785 to these officers for a period so long after these claims might have been adjusted, has entailed upon the Province useless and unnecessary expense, and should not in the opinion of this House have been incurred.

Upon the question whether the said Resolutions do pass, the House divided as follows:—

CONTENT.

The Hon. Mr. Botsford,
Mr. Peters,
Mr. Harrison,
Mr. Odell,
Mr. Robinson,
Mr. Earle.

NON-CONTENT.

The Hon. Mr. Robertson,
Mr. Kinnear,
Mr. Wark,
Mr. Steeves,
Mr. Todd,
Mr. Seely,
Mr. Rice.

So it passed in the negative.

Adjourned until To-morrow at 10 o'clock.

WEDNESDAY, 4th April, 1860.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Robertson,
Mr. Minchin,
Mr. Harrison,
Mr. Wark,
Mr. Seely,
Mr. Earle.*

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

PRAYERS.

Pursuant to the Order of the Day, the Bill to explain Chapter 54, Title viii, of the Revised Statutes, 'Of Buildings, Offices, and School Reserves,' was read a second time.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill intituled "An Act relating to the Lower Flat of the County Court House in the County of York."

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended the same to the adoption of the House.

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

The said Bill was read a third time and passed.

ORDERED

ORDERED, That the Title of the said Bill be—

An Act relating to the Lower Flat of the County Court House of the County of York.

ORDERED, That Mr. Dibblee do carry the said Bill down to the Assembly, and acquaint that House that the Legislative Council have passed the same, and desire the concurrence of the Assembly thereto.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to enable the City Council of the City of Fredericton to raise funds to discharge the Debts of the said City.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to place the appointment of the Commissioners of Water Supply and Sewerage for Carleton, in the City of Saint John, in the Common Council of said City, and for other purposes.

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to amend the Law relating to Divorce and Matrimonial Causes.

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill further to amend the Law relating to Highways.

The

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill in addition to an Act intituled "An Act to alter and amend the Act to incorporate the City of Fredericton."

The Honorable Mr. Harrison took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received; whereupon it was

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

On motion—

The Order that the House be put into Committee of the whole to take into consideration the Bill to explain Chapter 54, Title viii, of the Revised Statutes, 'Of Buildings, Offices, and School Reserves,' to-morrow, be rescinded, and it was ordered that the House be put into Committee thereon presently.

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill for the relief of the Reverend James Brown Thornton, Junior.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

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

On motion—

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the Bill to provide for the extension of the Breakwater and for the laying down Moorings in the Harbour of Saint John, and for the purpose of procuring a general Plan of the said Harbour; and that the House be put into Committee of the whole presently to take the said Bill into consideration.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received.

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

At A in Section 4, insert the words “such contract not to exceed the sum of three thousand pounds.”

At B expunge the words “works or either of them,” and insert the word “Moorings.”

At C expunge the words “and do such other acts and things as may be necessary for the completion of the said several works,” and insert the words “provided however that nothing in this Act shall be construed to interfere with private rights.”

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

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

The said Bill was read a third time and passed.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to prevent Lotteries in the City of Saint John.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received.

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

From A expunge the remainder of the Bill, and insert as follows—“except as regards the latter part thereof relating to the Fishery Draft in the City of Saint John, which is hereby repealed; but that any offence against the said Section, so far as now unrepealed, may be dealt with as heretofore.”

The said amendment being read a second time, and the question of concurrence put thereon, it was agreed to by the House.

ORDERED

ORDERED, That the same be engrossed, and the Bill, as amended, read a third time presently.

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill with an amendment, to which they desire the concurrence of the Assembly.

A Message was brought from the Assembly by Mr. M'Phelim, with a Bill to authorize the erection of a Lock-up House in the Parish of Wellington, in the County of Kent; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The said Bill was read a second time.

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

The following Resolutions being moved and seconded, were agreed to by the House:—

RESOLVED, That the 34th Standing Order of this House be rescinded, and in lieu thereof, the following be adopted:—

34th Rule.—That no Bill of a private or local nature shall be entertained by the House unless such Bill has been previously published four weeks successively in some one of the Newspapers published in the City and County interested in such Bill; and when no Newspaper is published in such County, in some Newspaper published in the nearest adjoining County, or in the Royal Gazette; and that 25 copies thereof be furnished to the Clerk of this House for the use of Members.

Further RESOLVED, That the above Rule be published in the Royal Gazette three months previously to the sitting of the Legislature.

Adjourned until To-morrow at 11 o'clock.

THURSDAY, 5th April, 1860.

PRESENT:

THE HON.

*Mr. Saunders,
Mr. Robertson,
Mr. Minchin,
Mr. Harrison,
Mr. Wark,
Mr. Seely,
Mr. Earle.*

Mr. Black, President.

*Mr. Botsford,
Mr. Kinneear,
Mr. Peters,
Mr. Odell,
Mr. Steeves,
Mr. Robinson,*

PRAYERS.

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

ORDERED, That the Report be received.

The

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

The Committee to whom were referred all Bills relating to Corporations, report that they have examined the following Bills, viz:—"A Bill to incorporate the Gloucester Mining Company;" "A Bill to incorporate the Saint Martins Mining and Manufacturing Company;" "A Bill to incorporate the Wellington Mining and Manufacturing Company;" and "A Bill to incorporate the Saint John Iron Works Company;" and recommend the said Bills to the adoption of the House without amendment.

Respectfully submitted.

Committee Room, April 4, 1860.

A. E. BOTSFORD, *Chairman.*

ORDERED, That the House be put into Committee of the whole presently, to take the said Bills, together with the Report of the Select Committee thereon, severally into consideration.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to incorporate the Saint Martins Mining and Manufacturing Company.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to incorporate the Saint John Iron Works Company.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to incorporate the Gloucester Mining Company.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

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

On

On motion—

The House was put into Committee of the whole to take into consideration the Bill to incorporate the Wellington Mining and Manufacturing Company.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

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

A Message was brought from the Assembly by Mr. Gillmor, with a Bill to continue an Act to provide for the more effectually repairing the Highways, Streets and Sidewalks in the Milltown Highway District, in the Parish of Saint Stephen; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The said Bill was read a second time.

ORDERED, That the twenty ninth Rule of this House be again dispensed with, as regards the said Bill, and that the House be put into Committee of the whole presently, to take the said Bill into consideration.

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

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

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

A Bill to amend the Law for the Registry of Deeds and other Instruments: and

A Bill in further amendment of the Law.

The said Bills were severally read a first time.

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

The said Bills were severally read a second time.

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

The House was put into Committee of the whole to take into consideration the Bill to amend the Law for the Registry of Deeds and other Instruments.

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill in further amendment of the Law.

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

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

A Message was brought from the Assembly by Mr. Cudlip, that the Assembly had agreed to the amendments sent down from this House to the Bill to provide for the extension of the Breakwater and for the laying down Moorings in the Harbour of Saint John, and for the purpose of procuring a general Plan of the said Harbour; also

With the following Bills, to which they desire the concurrence of this House:—

A Bill to amend the Law relating to Guarantees, Bills of Exchange, and Promissory Notes: and

A Bill in addition to and amendment of an Act intituled “An Act in addition to and amendment of an Act intituled ‘An Act to authorize that part of the City of Saint John called *Carleton* to obtain Water from Spruce and other Lakes, and the Mayor, Aldermen and Commonalty of the said City to issue Scrip to defray the expenses of so doing.’”

The said Bills were severally read a first time.

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

The said Bills were severally read a second time.

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

The House was put into Committee of the whole to take into consideration the Bill in addition to and amendment of an Act intituled “An Act in addition to and amendment of an Act intituled ‘An Act to authorize that part of the City of Saint John called *Carleton* to obtain Water from Spruce and other Lakes, and the Mayor, Aldermen and Commonalty of the said City to issue Scrip to defray the expense of so doing.’”

The Honorable Mr. Robertson took the Chair.

After some time the House resumed.

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

ORDERED

ORDERED, That the Report be received, and the Bill read a third time presently.
The said Bill was read a third time and passed.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to amend the Law relating to Guarantees, Bills of Exchange, and Promissory Notes.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to authorize the erection of a Lock-up House in the Parish of Wellington, in the County of Kent.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

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

On motion made and seconded—

The following Address to His Excellency the Lieutenant Governor was adopted by the House:—

RESOLVED, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to bring under the consideration of His Council, during the recess, the expediency of adopting a measure similar in its provisions to the *Limited Liability Act* recently passed by the Imperial Parliament, so far as the same may be applicable to the circumstances of this Province.

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

The following Resolution having been moved and seconded, it was adopted by the House:—

RESOLVED, That a Committee be appointed to make arrangements during the recess for Reporting and Publishing the Debates of this House for next Session.

ORDERED, That the Honorable Messieurs Robertson, Odell, and Steeves, be the said Committee.

The following Resolution being moved and seconded—

RESOLVED, That a Committee be appointed to secure a suitable Sleigh and Carriage for the use of this House next Session;

It was passed in the negative.

The

The Honorable Mr. Robertson, from the Committee appointed to wait upon His Excellency with the Address of this House in reference to the Limited Liability Act of the Imperial Government, reported that they had attended to that duty, and that His Excellency was pleased to say, that he would consult his Council with respect to the same.

Adjourned until Saturday next at 11 o'clock.

SATURDAY, 7th April, 1860.

PRESENT:

THE HON.

*Mr. Saunders,
Mr. Minchin,
Mr. Harrison,
Mr. Wark,
Mr. Robinson,*

Mr. Black, President.

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

PRAYERS.

A Message was brought from the Assembly by the Honorable the Attorney General, that the Assembly had agreed to the Bill sent down from this House, intituled "An Act relating to the Lower Flat of the County Court House in the County of York."

Also with a Bill to continue an Act to incorporate the Nashwaak Boom Company, and the several Acts in amendment thereof; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The said Bill was read a second time.

ORDERED, That the twenty ninth Rule of this House be again dispensed with, as regards the said Bill, and that the House be put into Committee of the whole presently, to take the said Bill into consideration.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to amend the Law relating to Guarantees, Bills of Exchange, and Promissory Notes.

The Honorable Mr. Saunders took the Chair.

After some time the House resumed.

The

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

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

The said Bill was read a third time and passed.

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

Adjourned until Monday next at half-past 10 o'clock.

MONDAY, 9th April, 1860.

PRESENT :

THE HON.

Mr. Black, President.

Mr. Saunders,

Mr. Botsford,

Mr. Minchin,

Mr. Peters,

Mr. Odell,

Mr. Wark,

Mr. Steeves,

Mr. Robinson.

PRAYERS.

The Honorable Mr. Odell, from the Committee appointed to examine and report upon the Contingent Expenses of this House, presented a Report, which was read by the Clerk, as follows :—

The Select Committee appointed to examine and report upon the Contingencies of this House for the present Session, beg to report that they have attended to that duty: That the several Accounts (the details of which are herewith submitted) amount in the whole to the sum of Five hundred and fifty four pounds ten shillings and nine pence halfpenny, which the Committee recommend to be allowed.

The Committee would further remark, that the Report is only signed by two of their number, in consequence of the Honorable Mr. Seely, the other Member of the Committee, having been obliged (after examining the Accounts) to leave for Saint John before the Report was finally closed.

The Committee have further to report, that the Postage Account for the Session amounts to the sum of one hundred and eleven pounds three shillings and ten pence halfpenny, which they have also recommended for payment.

W. H. ODELL,
J. J. ROBINSON.

Committee Room, 7th April, 1860.

Contingent Bill for Session 1860.

1.	Batty, Parington & Ion, Stationery,	....	....	....	£273	19	0
2.	Castle & Lamb, Newspapers and Quarterly Publications,	....	....	....	16	12	4
3.	S. R. Miller, £10 16 7, E. O'Brien, £4 7 6, Donovan, 10s.	....	....	....	15	14	1
4.	S. Barker, £4 9 2, G. C. Hunt, 33s. 9d., A. M'Pherson, 11s. 6d.	....	....	....	6	14	5
5.	W. Hickman, £7 12 6, A. Scott, £6 1 3, Jardine & Co. 34s. 11d.	....	....	....	15	8	8
6.	Tel. Office, £30 18s., Am't due Clerk on Newspaper Acc't. 10s. 11d.	....	....	....	31	8	11
7.	W. Watts, airing and cleaning Leg. Council Chamber, recess,	....	....	....	30	0	0
8.	For extra Engrossing during Session,	....	....	....	25	0	0

41

Carried forward, £414 17 5

	<i>Brought forward,</i>	£414 17 5
M'Millan, for Reviews,	3 17 0	
Paid for Bark, 30s., J. Neill, 11s. 4½d. ...	2 1 4½	
Newspapers, to be accounted for by Clerk, ...	15 0 0	
Biggs, Coach hire, including extras,	86 0 0	
Small Bills, including an allowance for the Assistant Librarian under arrangement made by the Joint Committee of the Legislative Library,	32 15 0	
	<hr/>	
	£554 10 9½	
	<hr/>	

Examined and approved.

Committee Room, 7th March, 1860.

W. H. ODELL,
J. J. ROBINSON.

ORDERED, That the said Report be received and adopted.

The House was adjourned during pleasure.

After some time the House resumed.

His Excellency the Lieutenant Governor came to the Council Chamber, and being seated in the Chair on the Throne, the Honorable the President commanded the Gentleman Usher of the Black Rod to let the Assembly know—"It is His Excellency's pleasure they attend him immediately in this House."

The House attended accordingly.

His Excellency then gave his assent to the following Bills, intituled—

An Act to provide for defraying certain expenses of the Civil Government of the Province :

An Act to provide for the repair and improvement of Roads and Bridges, and other Public Works and Services :

An Act in addition to and in amendment of an Act passed in the twenty second year of the Reign of Her present Majesty Queen Victoria, intituled "An Act imposing Duties for raising a Revenue :"

An Act relating to Distilleries :

An Act relating to the protection of the Revenue :

An Act further to amend the Law relating to the protection of the Revenue :

An Act to amend Chapter 19, Title iii, of the Revised Statutes, 'Of Buoys and Beacons :'

An Act to amend the Law relating to the Registry of Deeds and other Instruments :

An Act to amend the Law for the Registry of Deeds and other Instruments :

An Act to authorize the appointment of Commissioners in the United Kingdom and other parts of Her Majesty's Dominions, and in the United States of America, to take affidavits and acknowledgements of Deeds and other Instruments relating to matters in this Province :

An Act to declare the Law relating to the repeal of the Act intituled "An Act to amend the Law for the relief of Insolvent Debtors :"

AN

- An Act to amend the Law relating to Insolvent Confined Debtors :
- An Act in further amendment of the Law of Evidence as to proof of Bankruptcy :
- An Act in further amendment of the Law :
- An Act to amend the Law relating to Guarantees, Bills of Exchange, and Promissory Notes :
- An Act relating to procedure in Criminal cases :
- An Act in amendment of the Law relating to Summary Convictions :
- An Act to amend the Law relating to False Pretences :
- An Act respecting the apprehension of Criminals escaping from any of Her Majesty's Provinces and Governments in North America into New Brunswick :
- An Act in further amendment of the Law relating to Courts of Probate :
- An Act to amend the Law relating to Divorce and Matrimonial Causes :
- An Act in amendment of Chapter 52, Title viii, of the Revised Statutes, 'Of Parish and County Officers :'
- An Act to explain Chapter 54, Title viii, of the Revised Statutes, 'Of Buildings, Offices, and School Reserves :'
- An Act in addition to and in amendment of Chapter 101, Title xxii, of the Revised Statutes, 'Of Sea and River Fisheries :'
- An Act in further amendment of Chapter 118, Title xxx, of the Revised Statutes, 'Of Letters Patent for useful Inventions :'
- An Act to establish a Polling place in the Parish of Kars, in King's County :
- An Act relating to the Militia Law :
- An Act to continue the Act to regulate the sale of Spirituous Liquors :
- An Act further to amend the Law relating to Highways :
- An Act relating to Agriculture :
- An Act to amend an Act to regulate the qualifications of Practitioners in Medicine and Surgery, and to provide a Medical Council of Health in the Province of New Brunswick :
- An Act relating to the mode of Accounting and Currency :
- An Act to provide for taking a Census :
- An Act relating to certain Lands of the War Department :
- An Act to extend the time for the completion of the Railroad from Saint Andrews in the County of Charlotte, to Woodstock in the County of Carleton :
- An Act relating to the Fisheries in the County of Restigouche :
- An Act to authorize investigation in cases of Fire in the City of Fredericton :
- An Act to enable the City Council of the City of Fredericton to raise Funds to discharge the Debt of the said City :
- An Act relating to the Lower Flat of the County Court House in the County of York :
- An Act to authorize the Justices of the Peace for the County of Charlotte to sell and dispose of a part of the Commons Lands in the Parish of Saint Andrews to the Saint Andrews Rural Cemetery Company :
- An Act relating to the City Court of the City of Saint John :
- An Act relating to the City Road in the City and County of Saint John :
- An Act to authorize the appointment of one or more additional City Surveyors for the City of Saint John :

An Act relating to Dockage, Wharfage and Cranage in the City of Saint John and Parish of Portland :

An Act establishing and maintaining a General Public Hospital in the City or County of Saint John :

An Act to place the appointment of the Commissioners of Water Supply and Sewerage for Carleton, in the City of Saint John, in the Common Council of the said City, and for other purposes :

An Act in addition to and amendment of an Act intituled " An Act in addition to and amendment of an Act intituled ' An Act to authorize that part of the City of Saint John called *Carleton*, to obtain Water from Spruce and other Lakes, and the Mayor, Aldermen and Commonalty of the said City to issue Scrip to defray the expenses of so doing : ' "

An Act to provide for the extension of the Breakwater and for the laying down Moorings in the Harbour of Saint John, and for the purpose of procuring a general Plan of the said Harbour :

An Act relating to the inspection and testing of Gas and Gas Meters in the City of Saint John :

An Act to authorize the erection of a Lock-up House in the Parish of Wellington, in the County of Kent :

An Act to continue an Act to provide for the more effectually repairing the Highways, Streets and Sidewalks in the Milltown Highway District, in the Parish of Saint Stephen :

An Act to empower the President and Directors of the Public Grammar School in the Town of Saint Andrews, to sell certain Lots of Land in the said Town, and invest the proceeds in landed securities :

An Act to authorize the Roman Catholic Episcopal Corporation of the Diocese of New Brunswick to sell and dispose of certain Lands in the County of Victoria :

An Act for the relief of the Reverend Hiram Alfred Philbrook :

An Act for the relief of the Reverend James Brown Thornton, Junior :

An Act to enable the Prince of Wales Coal Company of the County of New York, State of New York, to hold Property in this Province :

An Act to enable the Victoria Coal and Oil Company of the State of New York to hold Property in this Province :

An Act to continue an Act to incorporate the Nashwaak Boom Company, and the several Acts in amendment thereof :

An Act to alter and amend an Act intituled " An Act to incorporate the Saint John Fire Insurance Company : "

An Act to amend an Act to incorporate the Chatham Gas Light Company :

An Act to incorporate the Synod of the Presbyterian Church of New Brunswick in connexion with the Church of Scotland :

An Act to incorporate the Saint John Iron Works Company :

An Act to incorporate the New Brunswick Freestone Company :

An Act to incorporate the Bathurst Mining Company :

An Act to incorporate the Gloucester Mining Company :

An Act to incorporate the Saint John and Albert Mining Company :

An Act to incorporate the Memramcook Freestone Company :

An Act to incorporate the Westmorland and Albert Mining and Manufacturing Company :

An Act to incorporate the Westmorland Olive Freestone Company :

An Act to incorporate the LeTete Mining Company :

An Act to incorporate the Humbolt Mining Company :

An Act to incorporate the Westmorland Steam Boat Company :

An Act to incorporate the Campo Bello Mining Company :

An Act to incorporate a Company for the improvement of Pirate Brook in the County of York :

An Act to incorporate the Baltimore Mining and Manufacturing Company :

An Act to incorporate the Saint Martin's Mining and Manufacturing Company :

An Act to incorporate the Richibucto and Shediac Telegraph Company : and

An Act to incorporate the Wellington Mining and Manufacturing Company.

His Excellency was then pleased to deliver the following Speech :—

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

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

“ The diligence with which you have applied yourselves to the performance of your Legislative duties, commands my hearty acknowledgments.

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

“ I thank you for the liberal provision made by you for the requirements of the Public Service.

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

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

“ I relieve you from further attendance here : You will, I am sure, use your influence in your respective localities to promote mutual good-will and co-operation among your neighbours ; and it will, I earnestly hope, please Providence to continue to us the blessings which we now enjoy, and to crown with success the industry of the Province.”

After which, the President of the Council, the Honorable Mr. Black, by His Excellency's command, declared the General Assembly to be prorogued to the first Tuesday in June next.

G. BOTSFORD, *Clerk.*

APPENDIX.

REPORT OF THE CHIEF COMMISSIONER OF PUBLIC WORKS, FOR THE YEAR 1859.

OFFICE PUBLIC WORKS, Fredericton, February, 1860.

*To His Excellency The Hon. John Henry Thomas Manners-Sutton, Lieutenant Governor
and Commander in Chief of the Province of New Brunswick, &c. &c. &c.*

MAY IT PLEASE YOUR EXCELLENCY,

In accordance with the provisions of the Act 18 Vic. Cap. 7, Sec. 2, establishing a Board of Works in this Province, and requiring the Chief Commissioner to make an Annual "Report to the Governor in Council of all the Great Roads, and any other Provincial Work upon which Public Money has been expended," the undersigned has the honor to submit this General Report for the year 1859, to which are appended the following Statements:—

No. 1.—Statement shewing the amount paid on Government Buildings in Fredericton, from 1st November 1858 to 31st October 1859.

No. 2.—Statement shewing the amount paid for improving the Inland Navigation during the year.

No. 3.—Statement shewing the amount paid on Great Bridges.

No. 4.—Statement of General Expenditure on Great Roads.

No. 5.—Statement shewing the amount of Special Expenditures on the Great Roads.

No. 6.—Schedule of Warrants on the Provincial Treasury, received by the Board of Works.

No. 7.—Statement shewing the total amount of Payments and Receipts by the Board of Works for the year ending 31st October 1859.

GREAT ROADS AND BRIDGES.

The seventeen additional Lines of Road referred to this Department by the House of Assembly in the Session of 1858, and particularly set forth and described in last year's annual Report, having all been placed on the Great Road establishment by Act of the Legislature, the total number of Roads is therefore increased from forty three to sixty, and the total extent in miles from one thousand six hundred and fifty six to two thousand two hundred and one.

As

As the Act establishing the additional Lines as Great Roads came into operation only on the 1st day of November last, no expenditure was made on them by this Department during the past year.

The total amount of expenditure incurred during the year ending 31st October last for the maintenance of this branch of the public service has been £17,859 11 10.

Of this amount £485 was paid to rebuild the Bridges and Culverts carried away and to repair those which were injured by the ice freshet in March last.

The sum of £6,674 18 5 has been expended in special Bridge Contracts, most of which were entered into by the Board early in the year. The sum of £2,000 5 3 has been expended in the erection of smaller and less important Bridges, and £1,208 4 9 in planking and other improvements or repairs on Bridges which required the same; leaving the sum of £7,431 3 5, which has been expended in renewing Culverts, turn-piking, gravelling, and such other repairs and improvements on the several Roads as seemed most necessary.

No. 1.—*From Saint John to Nova Scotia Line.*—132 miles.

The repairs of this line of Road during the past season have been more extensive than usual.

On the section from Saint John to Hampton, distance about 22 miles, they have been generally as follows:—Near Saint John considerable damages were done by the ice freshet in March last, during which the Bridge at Davidson's Cove and several large culverts were carried away, all of which have been renewed. The structure at Davidson's Cove has for several years past required repairs from time to time in consequence of the inefficiency of the original construction. It has now been rebuilt with earthen embankments, cedar abutments, and pine superstructure; and the roadway is well gravelled with coarse material. The appearance of the work is such as now to afford assurance of its ample strength and durability.

The "Marsh Road" from the old Saint John Aboideau to the Farm of Mr. Jardine has been gravelled by contract; and from thence to the Railway crossing the holes and ruts have been filled with broken stone and gravel by days work.

Several other portions of the section from Saint John to Hampton have been repaired by renewing the road surface, including putting on gravel and replacing cross-drains; and new plank, railing, &c., have been supplied to the Bridge at Groom's Cove.

As the Railway is now opened to Hampton, the heavy traffic will be very much reduced and the road consequently relieved from much of the wear and injury to which it has heretofore been subjected.

The next section extends from Hampton Ferry to Hayward's Mills, a distance of about 43 miles. On this two new Bridges have been erected; one at Hoyt's Brook, 40 feet in length, built of spruce and hemlock at a cost of £12; and the other at Barbarie's Mills, 70 feet in length, consisting of a stone culvert and earthen embankment, at a cost of £28 10s.

The Bridges at Ward's Creek, M'Gee's Brook, Jeffrey's Mill Brook, Raymond's Brook, River Bridge (Portage,) and Leek's Brook, have all received more or less repairs, amounting in all to the sum of £61 18 9. The principal expenditure during the past Summer on this section of the Road, has been in repairing detached portions of the same. The wetness of the season and the extraordinary amount of heavy traffic
from

from Hampton to Sussex imposed by the carting of Railway Iron and other material, so injured the Road that continual attention was necessary to repair the damages thus occasioned.

On the remaining section, extending from Hayward's Mills to the Nova Scotia Line, distance about 67 miles, no new Bridges have been erected during the past season.

In the month of January last it was found that the tide had removed a part of the foundation from the western pier of the new Bridge over Sackville River. Immediately on learning the circumstance arrangements were made with Mr. Hugh Gallagher to secure the pier by means of brush and stone; the expense of which amounted to £25.

The Bridge over Boundary Creek has received new plank covering four inches in thickness, and some other repairs, amounting in all to £76.

The Bridge over the Petitcodiac River has also been new covered at a cost of £16.

The Crossway or Aboideau at Westcock has received repairs to a small amount; one third of which was paid by this Department, and the balance by the Marsh-owners of the district.

Nine hundred and eighteen rods of turnpike have been renewed on this section at an expense of £84 6s.; and two hundred and fourteen rods have been gravelled at an outlay of £36 10 6.

The expense in temporary repairs has been unusually great; especially on that part from Hayward's Mills to the Bend, amounting to £172. This increased expense in repairing turnpike, culverts, &c., arises from the increased traffic aggravated by the heavy weight of loads conveyed along the line by Railway Contractors, as experienced also on the western end of the line.

Arrangements were made in February last with the Marsh-owners of Sackville, for the repairs of the Aboideau over the Au Lac River, based upon the understanding that the Government would defray one third the expense, and the proprietors the remaining two thirds. Copies of the correspondence relating to the same will be found in the Appendix to this Report.

Plans and Specifications for a new Cedar Bridge over Morton's Brook in Upper Sussex, have been prepared with a view of entering into a Contract for its immediate erection. Nearly all the other Bridges on this Road are in good condition.

No. 2.—From Saint John to Saint Andrews.—66 miles.

All the large and expensive Bridges on this line of Road are in good condition. Two small ones will require rebuilding next season.

The repairs and improvements made during the past season consist chiefly in improving the turnpike and replacing cross-drains. Eight hundred and nineteen rods have been gravelled at a cost of £49 10 9, or about 1s. 3d. per rod. Four hills have been improved by cutting down and removing 600 cubic yards of earth. The sum of £5 15s. was expended in removing rock. The balance of expenditure was made in skirting the sides of the Road, repairing Bridges, and in such other repairs and improvements as the continued wear of the line required.

No. 3.—From the Bend of Petitcodiac to Shediac.—15 miles.

No new Bridges have been erected on this line during the past year. One has been repaired at a cost of £10. The balance of the appropriation has been laid out

in renewing culverts, filling up holes and ruts, and in such other repairs and improvements as appeared most necessary.

The rail cars have been running regularly between the Bend and Shediac during the past season, and have taken a very large part of the traffic that formerly passed over the turnpike Road.

No. 4.—*From Dorchester to Shediac.*—16 miles.

No new Bridges have been erected, or old ones repaired, on this line during the past season. The expenditure has therefore been all made in improving the Road. One hundred rods of the turnpike have been made new, and three hundred and thirteen rods have been gravelled at a cost of £44 2 6. The remainder of the appropriation has been expended in skirting, making leading drains, &c.

All the Bridges are in good condition except that over Tait's Brook, which will require new covering and some other small repairs.

No. 5.—*From Shediac to Richibucto.*—36 miles.

None of the large Bridges on this line of Road have been rebuilt during the past year, but a considerable amount has been spent in repairs.

The abutments of "Weldon's Bridge" have been raised and otherwise repaired, at a cost of £4 5s. The flooring on Richibucto Bridge has been partially renewed. The Chockpish Bridge has been in part renewed with hemlock logs, at an expense of £29 10s. The Bridge at Bastrache's has been repaired by rebuilding 82 feet in extent from the foundation, and partially renewing other portions of the structure, at an outlay of £40. The Big Buctouche Bridge has had the channel pier raised with hemlock logs; the stringers over two spans have been renewed, and other repairs have been added, amounting in the whole to the expense of £41 11 10. The Little Buctouche Bridge has received four new stringers, and repairs to covering and railing, at a cost of £8. The Bridge at Howard's Creek has been partially renewed by building and repairing 135 feet in extent, at a cost of £26 10s. The Bridge at Peter Aubert's Creek has been raised, brushed, and gravelled, at a cost £7 10s. The two channel piers of Cocagne Bridge have been raised; the stringers have been replaced over two spans; new covering has been supplied over 103 feet, and other repairs have been added, amounting in all to an expense of £62 6 10. The Shediac Bridge has received trivial repairs to the amount of £3 12 6. The balance of the expenditure has been in small Bridges, cross-drains, and in general repairs on the Road.

With a view to the rebuilding of the Bridge over the Shediac Stream early in the ensuing Summer, arrangements are in progress for supplying the timber during the Winter.

A large extent of the Road along this line is low and flat, and should have a considerable expenditure during the next season applied to the renewal of the turnpike and to gravelling certain portions with good material.

No. 6.—*From Richibucto to Chatham.*—40 miles.

Repairs to a considerable extent have been made on this line during the past season. Six culverts or small Bridges have been renewed at a cost of £14 7 3. These were built wholly of cedar, except one, which was built in part of cedar and in part of hemlock.

hemlock. The sum of £20 5 10 has been expended in repairing Kouchibouguacis, Kouchibouguac, and other Bridges of the smaller class. The extent of seven hundred and thirty six rods has been turnpiked, at a cost of £22 10 6; and an extent of five hundred and thirty eight rods has been gravelled, at a cost of £20 8 9. About one and a half miles have been skirted, on which and such other repairs as appeared most necessary, the remainder of the appropriation has been expended.

This Road is now in good condition, excepting a short distance near Richibucto. This end of the line is low and flat, and the turnpike requires to be renewed by raising and coating with gravel for several miles.

The Bridges are all in good order, except those over Big and Little Bay du Vin and Napan Streams. Two of these will require repairs, and that over Little Bay du Vin may require renewal.

No. 7.—*From Miramichi to Pokemouche.*—62 miles.

The only Bridge of the larger class erected on this line of Road during the past year, was that over the River Decache. This Bridge is 90 feet in length, was built of cedar logs, with roadway made of the same material, and covered with gravel. The work was let in two separate contracts; one for the material to be furnished during the Winter season, at the cost of £30 2 10; and the other for erection and completion in the Spring, for the sum of £14 13s.

Five small Bridges or culverts were erected, and covered with cedar poles and gravel, at a cost of £7 2 9. A new scow and rope have been furnished for Big Tracadie Ferry, at an outlay of £24 1 4. A rope was furnished also for the Ferry at Pokemouche.

The following Bridges have been repaired, viz:—At Bartibog, Storach's Brook, Garden's Creek, Burnt Church River, Little Tracadie River, and that at the west side of Tabusintac, at a total cost of £12 10s.; and sixteen small culverts have been covered with cedar poles and gravel, at an expense of £8 3 10.

The sum of £172 4 1 has been expended in improving the Road, including two thousand eight hundred and eighty rods of new turnpike, and nine hundred and twenty eight rods of gravelling.

In addition to the foregoing material improvements, the Road has been kept generally in very good condition during the season.

The Bridge over John Boy's Brook, 120 feet in length, will require rebuilding, for which arrangements are in progress. The cost will be about £40. The railing for Tabusintac Bridge is also in course of being put on.

No. 8.—*From Bathurst to Pokemouche.*—51 miles.

The principal expenditure on this line of Road during the past year has been in the erection of new Bridges. The one at Caraquet Ferry, referred to in last year's Report, has been opened for use, and is a very great accommodation to the inhabitants of that part of the Province.

A new Bridge has been erected over Teague's Brook, consisting of cedar logs, floored with poles of the same material, and covered with gravel. It is 250 feet in length, 13 feet in height, and 20 feet in width. The total cost is £108.

The Bridge over Grand Ance Stream has also been renewed. This structure is 75 feet

feet long, and about 13 feet high, built in a manner similar to that over Teague's Brook, of the same description of material, and at a cost of £45. In addition to these, a small Bridge, 37 feet in length, was erected, also of cedar logs, over Dempsey's Brook, at a cost of £10.

About £50 have been laid out in renewing and repairing culverts and in renewing and gravelling the turnpike at those places along the line which most required such attention.

A marked improvement has been made on this line of Road during the two past years. A number of the old and decayed Bridges have been replaced by substantial structures of cedar and other durable materials; whilst an extensive portion of the road surface has been put in good order and covered with good gravel.

No. 9.—*From Bathurst to Belledune.*—23 miles.

This Road having heretofore been well made and gravelled, requires but a small sum to keep it in good travelling condition.

The Bridge over Big Elm Tree Brook, 422 feet in length, has been thoroughly repaired by renewing the flooring, railing, and one of the abutments. The other abutment and the piers, having been built of cedar logs, were found to be sound and good. The whole is now in good condition and will stand at least twenty five years. The timber employed consists wholly of cedar and pine, and the flooring is of cedar poles covered with gravel. The total outlay for repairs was £75 2 6.

The long Bridge over Bathurst Basin has also received material repairs in order to make it safe during the present year.

Plans and Specifications have been prepared for a new structure at this place, with the view of immediately entering into a contract for its erection during the coming Summer, and thus affording the intervening Winter for procuring the cedar logs and other necessary material.

No. 10.—*From Belledune to Metis.*—62 miles.

No new Bridges have been erected on this line of Road during the past season.

Eel River, Campbellton, and Clark's Bridges, have been repaired at a total cost of £92 5s. The principal part of this expense has been incurred at Eel River Bridge. During the last two years this Bridge has been considered unsafe; but upon examination, the abutments and stringers proved to be sound. The binders, covering, and railing have been renewed; the whole cost of repairs amounting to £77 10s.

Seven hundred and thirty three rods of the Road have been turnpiked at a cost of £45 0 10; and one thousand six hundred and twenty six rods have been gravelled at a cost of £95 4 5.

The hill at M'Neil's has been improved by cutting down the top and removing the excavated material to the foot where it forms the surface of the Road, which is raised by cedar logs to fill up the depression which occurs at this point. The expense of this work was £38 15s.

The sum of £3 5 4 has been laid out in clearing ditches and repairing culverts; and the sum of £40 14 10 has been paid for filling up holes and ruts, and for other temporary repairs.

The repairs have been vigilantly attended to on this line of Road, and nearly its whole length is now gravelled and in good condition.

No. 11.—*From Newcastle to Bathurst.*—50 miles.

From Newcastle to Tabusintac, about 21 miles in distance, the Road has been considerably improved. The Bridge over Bartibog Stream, referred to in last year's Report, has been finished. Its length is 205 feet; it is built of cedar and hemlock timber, and has cost £210.

The Bridge over the Little Escadillac Stream has been repaired by renewing two of the stringers, gravelling the abutments, &c., at a cost of £9 4s. Five smaller Bridges have also received repairs at a total cost of £9.

No new Bridges will be required on this portion of the line during the coming season.

From Tabusintac to Bathurst, a distance of about 29 miles, the Road is in good condition. Over Lord and Foy's Brook a new Bridge has been erected, which is 350 feet in length, 12 feet in height, and 20 feet in width. The material is cedar with flooring poles of the same, and covered with gravel. All the materials are of the very best quality, and the work is well done. The total cost is £109.

About two miles of the Road have been skirted, and several culverts have been renewed, which with other repairs amount to the expense of £26 2 6.

No. 12.—*From Fredericton to Newcastle.*—102 miles.

The first section of this line is from Fredericton to Boiestown, a distance of 39 miles. The freshet in March last occasioned extensive damage on that portion which runs along the right bank of the Nashwaak River, by carrying away portions of the breast-works which at intervals form the lateral foundation and support of the Road. These have all been thoroughly repaired, and the Road is now in good travelling condition. The Bridge over Garden's Creek, referred to in last year's Report, has been rebuilt and finished.

On the section from Boiestown to Newcastle, comprising the remaining distance of 63 miles, the sum of £574 2 6 has been expended on Bridges. The new Bridge at Boiestown, referred to in last year's Report, was completed early in the Summer, and is constructed in a very durable manner; it is 280 feet long, built of large cedar logs, and covered with gravel. The cost was £400, but an additional sum was afterwards laid out in protecting the abutments and piers, making the total outlay £421.

An earthen embankment with a cedar waterway has been made over Arbo's Brook, at a cost of £73. A small cedar Bridge has also been erected over A. M'Laggan's Brook, at an expense of £14. The Bridge at Elm Tree Brook, 30 feet in length, has also been renewed of cedar and covered with gravel at a cost of £14.

The covering of the Bridge at Price's and of that at Nelson's Mill Brook, have been renewed at a cost of £9. The North West Bridge, Doak's Bridge, and two others of a smaller class, have severally received more or less repairs, amounting in all to £40 2 6.

Seven hundred and forty one rods of the turnpike have been renewed at a cost of £46 6 3. The sum of £25 8 9 has been expended in cutting down hills and skirting the sides of the Road; and the sum of £41 17 6 has been laid out in day's work in making such temporary repairs along the line as were most required.

Arrangements are in progress for renewing the Bridge over Cook's Cove. It is to be built of cedar timber, and the cost will be about £120. Several other Bridges on this line will require repairs during the coming season.

No. 13

No. 13.—*From Fredericton to Saint John.*—66 miles.

On the section from Fredericton to Queen's County Line, three thousand five hundred and fifty four rods of the turnpike have been renewed and gravelled at a cost of £183. The small Bridge over Kenney's Brook has been renewed with pine and hachmatac timber, which, with several new cross-drains and the repairs of others, amount to the total cost of £11 5s. This part of the line is now in very good condition, with the exception of about five miles near the City of Fredericton, which is low and flat, as well as out of repair, and should receive special attention during the coming season.

On the section extending from the lower line of Sunbury through Queen's to King's County, a large proportion of the expenditure has been in the building and repairing of Bridges. The principal Bridge which has been renewed, is that over Queen's Brook. It is constructed of cedar, floored with poles of the same material, and covered with gravel, at the cost of £59. Four hundred rods of the turnpike have been renewed at a cost of £17; and the sum of £33 has been laid out in cutting down hills, making and repairing cross-drains, removing stones, and in such other labour as appeared necessary.

On the remaining section, extending from Queen's County to Saint John, two new Bridges have been built; one over Nase's Brook, of the length of 136 feet, built of pine and cedar timber, at a cost of £170; the other over Stevens' Stream, of the length of 35 feet, also built of pine and cedar timber, at a cost of £40 10s.

The Bridge over Brandy Point Stream was partially destroyed by the ice freshet of March last. Upon examination it was found necessary to renew about 75 feet in the centre of the Bridge. Pine and spruce timber was immediately procured, and the repairs made by day's work, at the total expense of £48 10s.

One hundred and thirty three rods of the turnpike have been renewed at a cost of £21 17 10, and two hundred and seventeen rods have been gravelled at an expense of £29 16 11. In addition to the foregoing, about £100 have been expended in renewing a small Bridge, on new cross-drains, and on other repairs and improvements distributed over this section of the line.

Nearly the whole of the distance of this line of Road is now in good travelling condition. All the larger Bridges are good and many of them new. Three Bridges of the smaller class will require renewing at an aggregate cost of about £40.

The Draw in the Oromocto Bridge has not been so easily raised and managed as was anticipated. It is therefore intended to have it reconstructed before the ice leave the River in the ensuing Spring, with the view of rendering it less difficult to raise for the passage of vessels.

No. 14.—*From Fredericton to Woodstock.*—63 miles.

This line of Road has been materially improved during the past season, and at the close of the year was in better condition than at any former period since it came under the control of this Department.

The two Bridges contracted for early last Winter have been finished. That over Burdon's Brook is 200 feet in length and 33 feet in height from the bed of the ravine. It is erected in one continuous block of large cedar logs, with only the necessary opening for the water-way, and is covered with cedar poles and gravel. It has been substantially

substantially and durably built, at the cost of £197. The other Bridge, which is over Joselyn's Brook, is 50 feet in length and about 12 feet in height, and has been built in the same manner and of the same description of material as the former, at a cost of £45.

Four of the old Bridges have had the covering renewed, and several others have undergone material repairs.

The Road through the Sheogomock woods, referred to in last year's Report, has been gravelled.

The Stone Bridge at the upper boundary of the City has been completely repaired, and the Road from thence to Mr. Garden's has been thoroughly re-made and gravelled with a heavy coating of shore gravel.

Two of the old Bridges will require replacing during the coming season, and arrangements have been made for the erection of the new ones, which will be of cedar, on such terms that the contractors may procure the material during the Winter, and put up the work in the Spring.

No. 15.—*From Woodstock to River du Chute.*—40 miles.

This line of Road passes through a thickly settled and fertile country nearly the whole distance. The land is rough and hilly, but the soil is good and well adapted for farming purposes.

The total expenditure on this line during the past year has been £278 9 1. Of this sum, £33 12 6 was laid out in the erection of four small Bridges, viz: over Drier's, Shaw's, Clark's, and Buttermilk Streams. They are all built of cedar, and will be very durable. A large number of Bridges have been repaired at a total cost of £86 3 3. One hundred and thirty two rods of turnpike have been renewed at a cost of £17 2 6, or about 2s. 8d. per rod; and two hundred and thirty six rods have been gravelled at an expense of £18 4 6.

The truss over the northern span of the Big Presqu'ile Bridge has so far settled as to throw an undue strain on the stringers and roadway, and render the same unsafe. The Supervisor has therefore attached a large chain to the frame work, so as to sustain it until the injury can be repaired in a more substantial manner. The abutments are all of cedar, and perfectly sound.

No. 16.—*From River du Chute to Grand Falls.*—33 miles.

Irvine's Brook Bridge, seventy feet in length, has been rebuilt during the past year. The material is cedar, including the flooring of the roadway, which is covered with gravel; and the total cost is £29.

The Bridges over Little River and Clemo Goslin's Brook, have both been repaired; the former by the erection of two new bents, and the latter by partial renewal of the plank covering; the total cost being £15. Two hundred rods of the turnpike have been renewed, and a small portion gravelled, at a cost of £42 10s. An extent of forty rods along the bank of the River Saint John, near the Tobique, has been built up on the lower side with cedar logs, and filled with brush and gravel, at a cost of £50. And a further sum of £10 2s. was expended in making temporary repairs early in the Spring.

No 17.—*From Grand Falls to Canadian Boundary.*—50 miles.

Two new Bridges have been erected on this line of Road during the past year; one over the Quisibis River, with cedar abutments and pine superstructure, at a cost of £313; the other over Reino Therault's Stream, 210 feet in length, with cedar abutments, floored with round cedar poles, and covered with brush and gravel, at a cost of £75.

The Bridge over Mill Creek has been repaired by securing the foundations of the abutments and repairing the truss work, at a cost of £13 17 6. The Bridge over Power's Creek has also received repairs amounting to £2 5 3. The planking of Grand River Bridge has been repaired, and a small sum has been expended on the approaches of Little Falls Bridge; making a total expenditure for repairs on Bridges of £23 2 6.

The balance of the appropriation has been laid out in renewing cross-drains, and in repairs to the turnpike at such places along the line as most needed attention.

No. 18.—*From Little Falls to Saint Francis.*—32 miles.

This line of Road passes over a rough and hilly country and requires numerous Bridges, but chiefly over small streams. One new Bridge has been erected during the past season at a cost of £25, and eleven have been repaired at a total cost of £58 16s.

The sum of about £150 has been expended in renewing culverts, turnpiking, skirting, and such other repairs as seemed most desirable.

The Bridge over Little River of about 200 feet in length, and that over Crock's Brook of 150 feet in length, are old, and will probably require renewing during next season.

No. 19.—*From Grand Falls to American Boundary.*—3 miles.

The West Bridge has been repaired by renewing two of the old bents, and repairing a third with cedar, brush, and gravel; the whole by day's work, at a cost of £7 10s.

The remainder of the appropriation has been expended in cutting down hills, and in improving the turnpike.

No. 20.—*From Pickard's Store to American Line.*—5 miles.

No expenditure has been made on Bridges during the past year, nor apparently will such expenditure be required during the coming season. The sum of £22 10s. has been laid out in blasting and removing rocks, and in cutting down and improving the hills. The remainder of the appropriation has been expended in gravelling the Road and in other repairs and improvements along the line.

No. 21.—*From Buttermilk Creek to American Boundary.*—9 miles.

Extensive repairs have been made on this line of Road during the past year. Four difficult hills have been improved by cutting down and reducing the grades, at a cost of £28 5s. Two hundred and forty nine rods have been turnpiked, at a cost of £10 11s. 6d. or about 10d. per rod; and seventy four rods have been gravelled at a cost of £9 18 3, or about 2s. 8d. per rod.

This, though a short line, is a very important one. Its course is from the American Boundary through a fine farming country, for a distance of about nine miles, to a place
on

on the River Saint John heretofore known as Buttermilk Creek, but latterly by the name of Florenceville. Here numerous buildings have recently been erected, and other extensive improvements are going on. Amongst the latter a public Road has been opened to the River, on the bank of which a Wharf and a Steam Mill are in course of erection.

No. 22.—*From Woodstock to Houlton.*—11 miles.

It has in former Reports been deemed proper to represent the importance of this Road, as a principal link in one of the great lines of communication between this Province and the United States, and in particular as connecting the frontier Town of Woodstock on one side with that of Houlton on the other, and both with the numerous flourishing and widely extending Settlements by which they are surrounded. The heavy and increasing traffic to which this Road is ordinarily subjected, necessarily demands a large annual expenditure to keep it in good order. For the past year the expenditure has been for temporary repairs in the Spring, and for renewing and improving the turnpike during the Summer.

No. 23.—*From Fredericton to Saint Andrews.*—78 miles.

From Fredericton to the Magaguadavic River, a distance of about 40 miles, no new Bridges have been built, or any repaired. The expenditure on this part of the line has therefore been confined to improving the Road.

The extent of two thousand five hundred and sixty rods has been turnpiked, at a cost of £162 13 11. Twenty four new culverts have been made, at an expense of £12. The balance of the outlay on this division was incurred in repairing cross-drains, and in skirting the sides of the Road.

The section from Magaguadavic to Saint Andrews is about 38 miles in distance; on which one new Bridge has been erected over Jones' Brook, 177 feet in length, consisting of cedar and pine; and repairs have been made to three others.

An extent of eight hundred and eleven rods have been turnpiked, and ninety seven rods gravelled. Eleven culverts have been renewed, and several others repaired.

The improvement which has been made, especially between Fredericton and Magaguadavic, on this line of Road, is such as to have placed it in good travelling condition.

No. 24.—*From Waweig to Saint Stephen.*—9 miles.

This line of Road has been well made and was in good condition at the close of the year. The sum of £25 has been expended on the same during the past season. It is a short but important line, connected in its course with the Fredericton and Saint Andrews Road, the Roix Road, and the Woodstock and Oak Bay Road; and connecting these severally both with Saint Stephen on one side of the frontier and the City of Calais on the other.

No. 25.—*From Roix's to Oak Bay.*—16 miles.

The sum of £109 was expended on this Road last year in making culverts, turnpiking, and gravelling, and in repairing Bridges and causeways. Though comparatively new the Road is now in fair travelling order. The "Glenelg Bridge," built over the Digdeguash when this line was a Bye Road, having become unsafe from

age and decay, a new one has been designed and contracted for to replace the old one during the present Winter for £132 15s. This Road is crossed by the New Brunswick and Canada Railway a few miles from Oak Bay.

No. 26.—*From Oak Bay to Eel River.*—74 miles.

No new Bridges have been erected on this line of Road during the past year. The existing Bridge over Three Brooks is old and will require renewing next season, but the cost will be only about £20. The Bridge at Brown's Mill will require new covering and some other trivial repairs.

The extent of one thousand six hundred and seventy two rods of turnpike has been made at a cost of £149 3 5. The balance of the appropriation has been laid out in blasting and removing rocks, renewing and replacing culverts and cross-drains, and in such other general repairs and improvements as were most necessary. In addition to these sums, a considerable amount has been expended by the Commissioner under the Labour Act.

This Road is still unfinished, and much of the ground though level, being rocky and swampy, the cost of construction is far higher than the average rate. It is one of the most important Roads in that part of the Province, and very desirable that it should soon be completed.

No. 27.—*From Dead Water Brook to Saint Stephen.*—17 miles.

The part of this Road yet unopened, extending from Dead Water Brook to Digdeguash, a distance of four miles, was surveyed and marked out in June last, and has since been cleared as a sled Road for winter travelling. From Digdeguash to Moore's Mills the Road is passable; and from thence to Saint Stephen is good, with the exception of the Upton Bridge, which is very old and has become unsafe. During the past year the sum of £90 has been expended in clearing, turnpiking, making culverts, gravelling, and in repairing Bridges and causeways. A contract has lately been made for rebuilding the Upton Bridge for the sum of £99 15s. A new Bridge over the Digdeguash and a large additional outlay will be necessary to complete this line.

No. 28.—*From Lower Trout Brook to the Town of Maguadavic.*—38 miles.

Three small Bridges have been built on this line during the past season; being those respectively over Lake Stream, Seeley's Brook, and Cedar Creek, at an aggregate cost of £10 19 7. Young's Bridge has been repaired by renewing one pier and four of the stringers, and by repairing the flooring and railing, at a total cost of £31 4 1. Two other Bridges have received small repairs amounting to £5 2 7.

The extent of one hundred and forty seven rods of turnpike has been made, at an expense of £12 17 3, and one hundred and twenty seven rods gravelled, at a cost of £10 13 8. The remainder of the appropriation was laid out in removing rocks and windfalls, renewing cross-drains, and in such repairs generally along the line as were most required.

It is not expected that any of the Bridges will require renewing during the coming season.

The lower end of this Road is now in a fair state, but the upper end, being comparatively new, is hardly passable, and a large outlay will yet be required in order to put it in a good travelling condition.

No. 29 — *From Salisbury to Harvey.*—44 miles.

Extensive improvement has been made on this Road during the past year. Between Salisbury and Hopewell Court House, sixteen hundred rods have been turnpiked at a cost of £75, and three hundred and twenty rods have been gravelled at a cost of £20. The general condition of the Road has been well attended to, by continually filling up holes and ruts as rapidly as they were occasioned.

The covering on each of the two Bridges at Bennett's is old, and has become decayed. They have respectively received some repairs during last Summer, and both will require new planking during next season.

The Bridge over Saw Mill Creek in Hopewell has been renewed. The whole length of this structure, including the approaches, is 180 feet. The abutments are of timber, consisting of birch, beech, and maple, and rest on pile foundations. The stringers are of pine; and the flooring, which is 50 feet in length, consists of three inch spruce plank. One Bridge has been repaired at a small expense, and the remainder of the outlay has been in removing stones, renewing and repairing cross-drains, and generally in such other improvements and repairs along the line as were most urgently needed.

No. 30.—*From Isaac Derry's to Point Wolf.*—25 miles.

The Bridge over Salmon Creek, adverted to in last year's Report, has been rebuilt with spruce timber and floored with plank of the same material. The new structure of 120 feet in length, with 100 feet of planked roadway, has been completed at a cost of only £21.

A small amount has been expended in repairs to the covering of Salmon River Bridge.

An extent of nine hundred and twenty rods of turnpike has been made at a cost of £105 12 6, or about 2s. 3d. per rod; and two hundred and seven rods have been gravelled at a cost of £23 12 3, being also at the rate of about 2s. 3d. per rod.

The remainder of the appropriation has been made in cutting down hills, and generally in the most necessary improvements and repairs along the line.

It is not expected that any of the Bridges will require renewal during the coming season, and but little will be necessary for Bridge repairs.

This line of Road, as noticed in former Reports, runs along the shore of the Bay of Fundy towards the County of Saint John, over ground so rough and hilly, as to render the work exceedingly difficult and expensive. It will therefore require more than an average rate of outlay to bring the Road into moderately good travelling condition.

No. 31.—*From Saint John to Crooked Creek, County of Albert.*—73 miles.

From Crooked Creek to King's County Line, a distance of about 22 miles, six hundred and fifty nine rods of turnpike have been made at a cost of £82 2 4; besides other repairs, consisting of the removal of stones, filling up holes, gravelling, &c.

The German Brook Bridge unexpectedly gave way, so as to require rebuilding; the cost of which, not being provided for, necessarily reduced the amount intended for the general repairs of the Road. The new Bridge is 60 feet in length, with abutments of hemlock timber, and superstructure of spruce, and has cost £29 8s.

From John M'Manus' to M'Laughlan's, a distance of about 7½ miles, was described

in last year's Report as in exceedingly bad condition. This part of the line has since been greatly improved. Fifteen hundred and seven and seven rods have been turnpiked, at about five shillings per rod, or a total outlay of £363 13 2. Several small Bridges and cross-drains have been repaired, at a cost of £27 2 6. In addition to the foregoing, a small sum has been laid out in such temporary repairs along the line as were from time to time found to be necessary.

Two small Bridges over Sherwood's and Schoales' Streams will require attention; but all the remaining structures are in fair condition and not expected to require any expense during the coming season.

The settlement of the land along the M'Manus Portage is rapidly going on, and the travelling is very much increased, giving every year increased importance to this line of Road. It should therefore be placed at least in moderately good condition. The country over which it passes is rough and hilly, and a comparatively large amount will be necessary to place it in a state equally as good as that which prevails on other lines in the Province.

No. 32.—*From Saint John to Quaco.*—30 miles.

No new Bridges have been built on this line during the past year. Three small ones have been repaired at a cost of £26 1 10. Five hundred and forty six rods of the Road have been gravelled at a cost of £78 8 2, or about 2s. 10d. per rod.

The improvement between Tisdale's Farm and the old Aboideau, commenced and advanced to some extent in 1858, has been finished, and that part of the line which was formerly in an extremely bad state is now excellent, and the turnpike is high, dry, and smooth.

There are no Bridges of importance that will require renewing on this line during the coming season.

No. 33.—*From Great Road, near Huyes's, to Belleisle.*—5 miles.

This line was placed upon the Great Road establishment by Act of Assembly during the last Session of the Legislature, in place of the line heretofore from Hampton to Belleisle, and is a shorter and more direct route. The sum of £27 17 5 has been expended on this Road the past season, in making turnpike, building cross-drains, and other repairs and improvements along the line.

No. 34.—*From Scribner's to Belleisle.*—25 miles.

Two Bridges of the smaller class have been erected on this line; one over Groom's Brook, and the other over Kierstead's Stream.

The sum of £9 16 7 has been laid out in Bridge repairs. A large number of cross-drains has either been renewed or repaired, at an expense of £14 12 6. The remainder of the amount expended, has been in improving and repairing the turnpike on various parts of the line.

There are two Bridges that will require attention next year; one over Salmon Creek, and the other at Kingston, to renew both of which will cost about £100.

No. 35.—*From Nerepis to Gagetown.*—23 miles.

The old Bridge over Merritt's Stream was carried away by the freshet last Spring. A new one has been erected with abutments two feet higher than those of the old one, at a cost of £65 5s.

The

The Bridge over Crozier's Stream has also been renewed, with cedar abutments and superstructure of pine and hacmatac. It is 140 feet long, and cost £95.

The sum of £8 was expended in repairing culverts, and in filling holes and ruts, and the sum of £16 17 6 in renewing the turnpike; making a total expenditure of £185 2 6.

No. 36.—*From Fredericton to Jemseg.*—30 miles.

This line of Road has been very much improved the past year. The arrangements for opening the Road and for protecting the bank along the River near Estey's Creek, as adverted to in last year's Report, have received attention. The fences have been moved and the Road enlarged to the width agreed upon. The piles have all been driven and the brush and stone are being put on during the present Winter. The expense of the timber for piling was arranged and paid in 1858. The cost of placing and driving the piles was paid last year, and amounted to £277 1 5. Other improvements and repairs have been made in various places where most required.

The floating Bridge over Esty's Creek has been renewed, and is built of cedar, pine and hacmatac timber. It is made in six pieces attached together transversely by heavy hinges, so as to permit the Structure to raise and fall with the water. The total cost, including approaches, was £155 7s.

The Bridge over Trout Creek has also been renewed. It is 140 feet in length, and cost £50.

There are no Bridges along this line which are likely to require renewing next year. Some repairs will probably be necessary to the Jemseg and to two other Bridges of the smaller class.

The Road may now be considered in good travelling condition throughout its entire length.

No. 37.—*From Jemseg to Finger Board.*—29 miles.

The two Bridges adverted to in last year's Report, respectively over Blair's Brook and Sherwood's Mill Stream, have both been renewed. The Blair's Brook Bridge is erected on hacmatac pile bents, with pine and hacmatac superstructure. The length, including approaches, is 168 feet, and the cost, £46. The Bridge over Sherwood's Stream has a span of 25 feet, and a total length, including approaches, of 150 feet, and cost £21 17 6.

Two hundred and seventy five rods of the turnpike have been renewed, at a cost of £21 14 3; and one hundred and nineteen rods have been gravelled, at a cost of £6 19s. The remainder of the appropriation has been laid out in making six new cross-drains, and in putting stone and gravel on soft places.

In addition to the foregoing, the sum of £23 3s. has been expended on this line under the Labour Act.

The Bridge at Belleisle, which was injured by the early ice-freshet of last Spring, has been thoroughly repaired. All the Bridges are now in good condition, except that over Summerville Mill Stream, which will require new railing, and other trivial repairs. The Road is also in good travelling condition for the whole distance.

No. 38.—*From Cole's Island to Cape Tormentine.*—40 miles.

No expenditure has been required for the erection of new Bridges on this line the past year, and only £4 11s. has been laid out in Bridge repairs.

Three hundred and forty four rods have been turnpiked, at a cost of £46 16 8. The balance of the sum of £125 has been expended in general improvements and repairs along the line.

No new Bridges are likely to be required on this line the coming season. The Gaspereau Bridge will need repairs to the extent of about £8 in expense.

The Road is in fair condition, and with the usual expenditure may be kept in good travelling order the coming season.

No. 39.—*From Fredericton to Kent County Line.*—56 miles.

On that portion of this Road extending from Barker's Landing to Queen's County Line, the expenditure during the past season has been £90. For this sum two small Bridges have been built, four hundred and seventy four rods turnpiked, and the line generally repaired and much improved since last year. The most of the expenditure has been between Little River Mills and the Landing, where it was most needed, and where further outlay is still required. A large number of the worst places has been well turnpiked at a low price, and the Road thereby greatly improved.

The principal fault extending through the whole 56 miles of the line, is the imperfect draining, much of the ground being nearly level.

On the remaining portion of this line, extending through Queen's County to Kent County Line, the expenditure has been £132 8 7. Of this sum £98 11 7 has been for turnpiking, £12 for gravelling, and the remainder for repairing Bridges. The whole line is now open for travelling with the exception of about two miles. A great part of the Road is good, and much has been done at comparatively small cost.

No. 40.—*From Kent County Line to Richibucto.*—44 miles.

A large portion of the expenditure on this Road during the past year, has been laid out in turnpiking and gravelling; being to the extent of two hundred and ninety one rods under the former head, and four hundred and seventy three rods under the latter, at an aggregate cost of £97 7 2, or about an average of 2s. 4s. per rod.

The condition of the Road on this line is still inferior to that of many others in the Province, but is yearly improving. As there are no Bridges that will require either renewing or material repairs during the coming season, the whole appropriation can be applied to the repairs and improvement of the Road.

No. 41.—*From Tilley's Landing to Little River.*—12 miles.

The sum of £233 5s. has, during the last season, been expended on this line; of which £47 6 6 has been for three new Bridges; £85 3 9 for repairs, chiefly on the great Bridge over the thoroughfare between the two Lakes; £76 14s. towards completing the long causeway, and the remainder in turnpiking and general repairs. The new line across the intervalle has been opened, and the old one discontinued. A large addition has been made to the causeway near the thoroughfare, but it is not yet completed. The large Bridge has been new covered and otherwise repaired, and is in good condition. A new cedar Bridge has been built and well finished. The Road generally, though much improved since last year, requires yet several alterations to avoid hills; and much of it is flat and imperfectly drained.

No. 42.—*From Sussex Vale to Upham.*—12 miles.

The expenditure on this line of Road has been principally in making and renewing turnpike and cross-drains, and in general repairs.

The Bridge over M'Monagle's Brook, and two others of a small class, have been repaired at a cost of £5 8s.

Seven hundred and sixty four rods of turnpike have been renewed at a cost of £66 6s.

None of the Bridges will probably require entire renewal during the ensuing season. That over Price's Stream will require new stringers and covering, and another of small size will need repairs to a slight extent.

No. 43.—*From South West Bridge to Gaspereau River.*—26 miles.

This is the new line of Road which was explored and located by Messieurs Parker and Burpe in 1858. On the southern end, commencing near the Gaspereau Bridge, the sum of £156 17 10 has been expended, of which £149 7 10 was in turnpiking, and £7 10s. for building a Bridge. About five miles of this end of the line have been opened and fitted for travelling. The work is in general well done, though several difficult hills are encountered.

On the northern end of this line four miles have been opened and prepared for turnpiking, by cutting out the forest 20 feet in width, clearing off all roots, stumps, &c., and levelling or grading ready for making the turnpike. This work was let by contract at 2s. 6d. per rod, amounting in all to the sum of £157 5s.

The foregoing system of Great Roads will require during the current year, the erection of twenty three new Bridges, and repairs to a large number of others, the estimated expense of which is £5,860. And for necessary repairs and improvements, extending over the whole of the several lines, including the erection of small Bridges, cross-drains, &c. the estimated expense is £7,640.

THE ADDITIONAL LINES OF GREAT ROAD

which, since 1st November last, came under the control and management of this Department, are severally distinguished by letters A to Q in last year's Report, and therein fully described. They have continued in the same state, with the exception of such slight repairs and improvements as may have been made by means of small appropriations from the Bye Road Grants, and do not seem to require further observation at the present time. They comprise an extent of about 550 miles, and for the current year the sum of £4,500 will be requisite for the erection of necessary Bridges, and for maintaining the several lines in ordinarily good condition.

The foregoing estimates are exclusive of liabilities and balances due on special Bridge contracts already existing.

 BRIDGES BUILT BY THE BOARD OF WORKS.

No. 1.—*Caruquet Bridge.*

This Bridge, the particulars of which were given in last year's Report, was not fully completed at the time specified in the contract, but was sufficiently advanced to admit of its use by the public.

The erection of this Bridge has reduced the number of Ferries on this line of Road to two; being those of Big Tracadie and Pokemouche; the former 1,400 feet, and the latter 1000 feet, in width.

The erection of Bridges at these Ferries is very desirable, and should be attended to as soon as the necessary funds can be conveniently provided.

No. 2.—*New Canuan Bridge.*

The new Bridge at this place, which was particularly described in the Report of last year, has been completed in a very satisfactory manner. Since when, a small sum has been expended in placing a quantity of brush and stone around the foundations of the abutments and piers for their more perfect security against undermining. Unless this structure should be injured or carried away by some extraordinary freshet, it will stand fit for use during at least fifty years.

No. 3.—*Garden's Creek Bridge.*

This Bridge is situated on the line of Road leading from Fredericton to Woodstock. Its re-construction was contracted for by Mr. Alexander Thompson for the sum of £367 10s. The new Bridge is to be built immediately below the site of the old one. The total length will be 183 feet, to consist of one small truss with a span of 37 feet, resting on two abutments, with an approach supported on three blocks formed of cedar logs, and connected by an earthen embankment with the old roadway. The width of the Bridge between the trusses will be 18 feet 6 inches, and of the approach between the posts 19 feet. The height of the flooring plank will be 22 feet above the bed of the stream, or on a level with the high part of the handrail of the present Bridge.

No. 4.—*Patterson's Brook Bridge.*

This Bridge is situated on the Road from Fredericton to Woodstock. The total length will be 85 feet, and the abutments will be 14 feet apart at the base and 18 feet at the roadway. The width of the roadway between the posts is to be 19 feet 9 inches, and its elevation from the bed of the ravine, on the up-stream side, 26 feet, or three feet higher than the roadway of the present Bridge.

The abutments are to be built of round cedar logs, not less than ten inches diameter at the smaller end, and carefully notched down with a bearing of not less than three inches on each other. The floor timbers over the span are to be double, consisting of seven logs in each tier, to be alternately fitted into the first and second cross logs on each side. The floor is to be formed by placing transversely at intervals of ten feet apart, cedar poles of 26 feet 9 inches in length, squared seven inches to the extent of five feet from each end, and fitted to the floor timbers as sills to sustain the posts of the railing and to afford outside footings for the braces on each side; the intervening spaces to be covered and fitted with cedar poles 21 feet in length, and eight inches diameter

diameter at the smaller end. A curb 12 inches square is to be extended in contact with the inside of the posts throughout the length of the Bridge on each side, and to be bolted to the timbers below. The intervening space is to be filled up throughout with gravel to the depth of 12 inches on the sides, increasing to 21 inches in depth in the centre of the roadway.

The reconstruction of this Bridge was let by public competition, and a contract entered into with Mr. N. D. Palmer for the completion of the same for the sum of £85.

No. 5.—*Morton's Brook Bridge.*

This Bridge is situated in Upper Sussex, in the County of King's, on the Road from Saint John to the Nova Scotia Line. A contract was entered into on the 12th day of January last, with Mr. Warren W. Price, of the Parish of Salisbury, in the County of Westmorland, for its reconstruction. It will be 160 feet in length, with a roadway 20 feet in breadth between the hand-railing, and 25 feet in height at the centre, with a water-way 8 feet in width and 12 feet in height. It is to be erected of round cedar logs, not less than 10 inches in diameter at the smaller end; the flooring to be of cedar poles not less than seven inches in diameter, with pine cap-sills and hand-railing, and a covering of one foot of good gravel; the whole to be completed for the sum of £215.

No. 6.—*Bathurst Basin Bridge.*

Plans and specifications have been prepared for a new Bridge at this place. The length will be 2,500 feet, and the height of the finished roadway above the flats, 12 feet. Commencing on the south side of the basin, the order and general dimensions of the work are as follow:—first, a shore block of 145 feet in length, succeeded by a span of 40 feet; then five blocks of 267 feet each, separated by as many spans of 16 feet each, which cross the first flat to the margin of the channel. The channel is crossed by nine blocks of 22 feet each, connected by nine spans of 16 feet each, and one span of 34 feet. Thence succeed a block of 262 feet, a span of 40 feet, and a shore block of 238 feet. The breadth between the railing to be 20 feet. The blocks will severally have a batter of two inches to a foot in height, so as to terminate in a breadth of 20 feet at the top. The shore blocks will be 24 feet wide at the base, and the channel blocks sufficiently wide to carry up the same batter.

All the shore blocks are to rest on a close-laid flooring of spruce poles, five inches in diameter at the smaller end, and 36 feet in length; and all the channel blocks are to rest on a like flooring of poles 40 feet in length. The four bottom courses of the shore blocks, and the channel blocks to the same common level, are to be of hemlock; the remaining height of all the blocks is to be of cedar.

The shore blocks are to be well ballasted with stone to the uniform depth of two feet six inches, resting upon a ten inch cedar flooring laid three feet below the top of the several blocks; and the channel blocks are in like manner to be well ballasted with stone to the uniform depth of four feet six inches, resting upon a like flooring of cedar, laid five feet below the top; the whole to be covered with a hand laid coat of brush, of sufficient depth, extending also over the flooring of the several spans, the three large spans excepted; and the whole to be finished with a covering of good gravel, seven inches in depth at the sides, well packed to the levelling pieces, and

increasing in depth to thirteen inches at the centre of the roadway. The three large spans are to be covered with four-inch plank. The hand-railing will be three feet five inches in height in eight feet panels, constructed of cedar and pine, in a thoroughly substantial manner.

The roadway of the Bridge is to be level from end to end, and to be united with the present Streets at the Town and Village ends respectively with a filling of good stone ballast, well covered and finished with gravel.

No. 7.—Stoney Creek Bridge.

Plans and specifications have been prepared for a new Bridge at this place, and arrangements entered into with Mr. John Duffy for its erection for the sum of three hundred and sixty five pounds.

This Bridge will be 275 feet in length, with one span of 38 feet. The face of each abutment will rest upon a foundation of piles. The material for the construction of both the abutments and approaches is to be hard wood, consisting of beech, birch, or maple, from the foundation to the ordinary level of high water, and cedar is to be used from thence upwards to the height of the flooring inclusive. The superstructure is to be of pine, and the covering of the roadway is to be of fine brush, overlaid with a coating of gravel one foot in depth at the sides, increasing to eighteen inches in the centre. The whole to be completed on or before the 15th day of July next.

No. 8.—Maclaquack Bridge.

A thorough examination of this Bridge was recently made, by which it was ascertained to be very much decayed and entirely unsafe. It was therefore decided that it should be rebuilt. Plans and specifications have been prepared, and tenders have been invited by public advertisement, with a view to a contract forthwith for the erection of a new Bridge. It is intended that the blocks shall be entirely of cedar logs, well ballasted, and covered with cedar poles and gravel, and that the superstructure shall be of the best white pine.

No. 9.—Grand Falls Bridge.

The designing and arranging for the new structure at this place were referred to R. W. Burrowes, Esquire, Civil Engineer.

Upon examination of the location and the remaining works, in the Spring, the Board, although anxious to incur the least possible additional expense, decided to have a permanent Bridge constructed, even if the expense should amount to more than at first contemplated—one that would require the renewal of the roadway only, the remaining parts being composed of imperishable materials.

Plans and a specification were therefore prepared and furnished by Mr. Burrowes in June last.

The design for the new work is that of a Wire Suspension Bridge, with stone towers, and wooden roadway.

The cables will be formed of the best charcoal iron wire, of abundant strength, suspended on towers of the best description of masonry. The span between the points of suspension will be 214 feet, but owing to the distance of suitable anchorage on the eastern side, the whole length of each cable will be 420 feet. The roadway will consist of wooden trussed framing, 15 feet in clear width, and 198 feet in length between the towers. Immediately

Immediately on receiving the plans and specification from Mr. Burrowes, the work was resumed by Mr. Tomlinson, and continued until the 12th November, when it was found that it could not be completed during the remainder of the season. It was therefore suspended with a view to resuming the same in the Spring, and finishing it early in the Summer.

The removal of a considerable portion of the old masonry was found to be necessary in order to prepare suitable foundations and extent of base for the new towers.

The masonry of the new foundations is now all finished, and that of the towers partly advanced. The stone for the latter is quarried, and a considerable portion of it dressed and ready for laying. The only suitable stone to be found in the vicinity is difficult to quarry and expensive to prepare, but when finished makes superior work. Single blocks have been obtained of sufficient dimensions, or 5' 0" x 5' 6" x 1' 2", when dressed, to form the cap pieces of the towers.

The anchor pits have been sunk to the depth of 20 feet. The irons and other materials for the anchorage of the cables have all been furnished and placed on the site. The wire for the cables has been purchased, and the materials for the truss-work of the roadway have all been prepared and placed on the ground ready to be put together.

The total cost of the new work, when completed, will be about £6000.

INTERNAL NAVIGATION.

DREDGING MACHINE.

After undergoing the necessary repairs at Oromocto, the Dredge was taken to the head of Grand Lake, and commenced working on the 13th day of May to deepen the water at that place. After having removed 28,050 cubic yards of material, the water became too low to permit the excavation to be continued so as to complete the improvement desired. The Machine was consequently on the 25th day of July removed to the Washademoac, where it commenced deepening the channel through a shoal at that place. After having removed 14,675 cubic yards, the water became so low that the operation could not be continued, and the Machine was consequently laid up at the same place for the winter. About twenty five days work will be required to finish the cut, so as to afford the depth of water necessary for the passage of Wood Boats with cargoes.

The Dredging Machine was built and fitted up in 1855, and commenced working on the 24th day of August of that year. It has been every season since that time, employed in deepening the water successively at the following places:—The outlet of Grand Lake, Oromocto Shoals, Ferry at Fredericton, Wharves at Steam Mills above the Falls at Saint John, Steam Ferry at Carleton, in the Harbour of Saint John, at Salmon River, Head of Grand Lake, and at Washademoac.

As it was late in the season of the first year before the Machine commenced working, only 28,000 cubic yards were removed. The following statement will shew the amount of work done, and the expenditure in each year:—

Year

Year.	Cubic yards removed.		Expenses of working and repairs	
1855,	28,000	....	£474 7 0
1856,	71,680	....	1,110 19 0
1857,	47,439	....	1,305 18 6
1858,	49,179	....	1,039 0 0
1859,	42,725	....	908 11 6
Total,	239,023	....	£4,838 16 0
Expense of building, &c. Dredging Machine,	5,000 0 0
Total expense of building, working, &c.	£9,838 16 0
Value of 239,023 cubic yards of excavation, @ 1s. 3d. per cubic yard,				14,938 18 9
Net profit, after paying the first cost of the Machine, and all subsequent working expenses and repairs,	£5,100 2 9

It will be seen by the foregoing statement, that during the five seasons specified, the total quantity of 239,023 cubic yards of material has been excavated and removed, at an aggregate cost of £9,838 16s., including the whole original cost of the Machine. Though it would appear that the above valuation of 1s. 3d. per cubic yard, is about one half less than the contract price of similar work in Canada; yet, at this low estimate, the value of the work performed is equal to £14,938 18 9, leaving a net profit to the Province of £5,100 2 9, exclusive of the present worth of the Machine, which may be stated at £2,500.

The wear which the Machine has now sustained renders necessary a more thorough repair than heretofore. The endless chain, connecting the buckets, and which weighs nearly two tons, was repaired last Spring, but will now require entire renewal. Several of the buckets must be replaced and others repaired. The hull needs much repair before it can again be used, and the scows must be recalced. The total expense of these repairs is estimated by Captain Barker at £250, which sum, with £1000 for working expenses and ordinary repairs, is considered by the undersigned as necessary for the work of the ensuing season.

SAINT JOHN RIVER.

The improvements in this River during the past year, have been made chiefly at two places. At one, under the supervision of Thomas C. Atherton; and at the other, under the supervision of Stephen Glazier.

Those under the management of Mr. Atherton have consisted principally in the blasting and removal of a large number of sunken and other boulders, which obstructed the safe navigation of the Meductic Falls.

The work performed under Mr. Glazier's direction, was that of widening and deepening the channel at Bear Island Bar. Reports of these improvements will be found in Appendix (C.)

In addition to the foregoing, a small sum has been expended above Woodstock, principally in improving the tow-path.

Through information derived from those interested in the navigation of the River, the

the undersigned is of opinion that a degree of improvement commensurate with the expense has been effected, both at the Meductic Falls and at the above mentioned Bar.

It is desirable that the sum of £400 should be appropriated to this service for the current year.

SOUTH WEST MIRAMICHI RIVER.

The improvements on this River have been prosecuted by the former Commissioner, Mr. Swim, who has extended them up stream a distance of forty miles.

From his Report, (Appendix C.) in which is fully described the character and extent of the improvements, it will be seen that the principal outlay has been required in blasting and removing from the channel large boulders, and in deepening the water over shoals and bars by means of the plough and scraper.

The season having been dry and the water extremely low, the work was done to much greater advantage than in ordinary seasons.

The whole expenditure for the last year has been £156 14 5.

LIGHT HOUSES.

On the 29th day of April last, a Contract was made with Mr. Jonathan R. Stevens, of Harvey, in the County of Albert, for the erection of a Light House and a Keeper's House on Grindstone Island, at the Head of the Bay of Fundy, as adverted to in the last Annual Report. These Buildings have been finished, and the Lantern and Lighting apparatus, consisting of Lamps, Reflectors, &c. have been furnished, at a total cost of £851 13 9.

The Light of this Station was first shown on the 20th October last, and has since been continuously exhibited from sunset to sunrise; and from the reports of Masters of Vessels, and of others interested in the Trade, gives general satisfaction.

A Contract was also made with Mr. P. M'Kay, of the City of Saint John, for the construction of a Light House and a Keeper's House at Swallow Tail, on the Island of Grand Manan. These Buildings have been very nearly finished, as will be seen by Mr. Woodward's Report, (Appendix D.) It is expected that the Lantern and Lighting apparatus will be ready and placed upon the Tower early in the ensuing Spring, and the Light then exhibited.

Both of the foregoing new Lights are in the Bay of Fundy. No additional ones have been erected on the Gulf Coast during the past year. Complaints have been made of the want of Lights at Richibucto and Shediac Harbours.

The several Light Houses both in the Bay of Fundy and on the Gulf Coast, were during the past year kept in an efficient state by such ordinary repairs as were found necessary.

PUBLIC BUILDINGS.

GOVERNMENT HOUSE.

The Buildings and Premises comprise—

1. The Residence of the Lieutenant Governor—(stone.)
2. The several out-buildings in the immediate vicinity of the same—(chiefly of wood.)
3. About 40 acres of ground variously sub-divided, and principally enclosed by wooden fencing.

The expenditure on the above during the past year has been confined to that required by ordinary repairs and improvements. The cost of Carpets and other Furniture provided for the Public Rooms in 1858, is included in the outlay for the past year, amounting to the total sum of £361 7 5.

Legislative Buildings and Public Offices in Fredericton.

These Buildings consist of—

1. *Legislative Building*—(wooden)—comprising Legislative Council Chamber, with President's Room, Clerks' Room, and two Committee Rooms; Assembly Hall, with Speaker's Room, Clerks' Room, three Committee Rooms, Ladies' Gallery, Reporters' Gallery, and two public apartments, Library Rooms, and the Hall and other Rooms appertaining to the Supreme Court.

2. *Crown Land Office*—(stone with an addition of wood) containing five apartments and a fire proof vault.

3. *Secretary's Office*—(stone)—containing four apartments and a fire proof vault.

4. *Executive Council Chamber*—(wood) two rooms.

5. *Education Office*—(wood)—two rooms.

6. *Audit Office*—(wood)—three rooms.

7. *Fredericton Post Office*—(wood)—two rooms.

8. *Clerk of Pleas Office*—(stone)—two rooms.

The Office of Public Works and the *General Post Office* are in buildings rented from private owners.

The whole expenditure on the foregoing Public Buildings during the past year has, it is believed, been smaller than for many previous years, having amounted to only £221 14 2. The several Buildings have been kept in their usual state of repair, and the above amount includes the cost of the Carpet, &c. mentioned in last year's Report.

The sum of £66 19 8 has been paid for Wood and Coal for the Legislative Council and the House of Assembly.

In order to meet the necessary expenditure on the foregoing Buildings during the current year, the undersigned would recommend that the usual sum of £750 should be placed at the disposal of Your Excellency.

Brick Buildings, &c. in the City of Fredericton.

In the following Table is presented a Statement relative to certain securities, consisting of fire-proof Buildings and other Property in the City of Fredericton, bought in

in at Sheriff's Sale on 16th April and on 1st June last, under Executions in favour of the Crown, issued out of the Supreme Court, on proceedings instituted to recover Interest due and in arrear on Loans made in aid of the erection of such Buildings under the provisions of the Local Act 14th Victoria, Chapter 17.

It is not probable that the immediate resale of any of these Buildings would realize the whole claim of the Crown affecting the same. In the meantime the due supervision and eventual disposal of the property require attention.

Statement of Amount of Bonds and Interest due and in arrear secured on certain Fire-proof Buildings in Fredericton, sold at Sheriff's Sale, with costs and expenses thereon.

No. of Bond.	Date of Bond.	Name of Obligor.	Amount of Bond.	Interest due and in arrear at time of sale.	Costs and expenses.	TOTAL.	Date of Sale.	Date of Sheriff's Deed.
6	1851 July 16	James Martin,	£500 0 0	£177 0 0	£31 11 6	£708 11 6	1857 June 1	1859 Aug. 22
7		Martin Bendelier,	300 0 0	} 233 0 0	32 2 4	765 2 4	June 1	Aug. 22
15	Nov. 25.	Do.	200 0 0					
18	1852 Feb. 18.	Thomas M'Sorley,	500 0 0	215 0 0	29 1 4	744 1 4	April 16	Aug. 22
19		Patrick M'Alnoon,	500 0 0	215 0 0	28 11 4	743 11 4	April 16	Oct. 10
21	April 12.	W. H. Wetmore,	500 0 0	210 0 0	32 8 0	*742 8 0	April 16	Oct. 10
Total.			£2,500 0 0	£1,050 0 0	£153 14 6	£3,703 14 6		

* Rents received since Sheriff's Sale, as per Statement No. 7, Appendix A, £9 18 9.

PROVINCIAL LUNATIC ASYLUM.

The Buildings provided for the above Asylum, were placed under the control of this Department by Act of Assembly, during the last Session of the Legislature.

The sum of £196 9 9, has been expended on the same during the past year; of which the sum of £157 6 10, was for the erection of roofed enclosures adapted to afford respectively to the male and female inmates, necessary exercise and recreation in the open air at all seasons and under all conditions of the weather.

The slate roof of the main or centre Building was found to be in a leaky state near two of the chimneys, and in other places where slates had been blown off. These defects were remedied by replacing the slates and applying lead around the chimneys, at an expense of £20 9 2.

In addition to the foregoing, there has been a small expense incurred in painting the roofs and fencing of the new enclosures.

The repairs which will be necessary throughout the establishment during the coming season, are particularized in the Medical Superintendent's Report to this Department, which will be found in the Appendix (G.) From personal knowledge, after careful inspection of the Buildings and Grounds, the undersigned is of opinion that such necessary repairs are very correctly stated.

Dr. Waddell strongly urges the importance of completing the original design of the Building, in order to furnish the additional accommodation which the increasing number of patients appears to require. The cost of the work, according to the estimate of a competent mechanic, will be about £3,500. The propriety of the proposed enlargement was sufficiently manifest to the undersigned, in the overcrowded condition of some of the apartments when he visited the Institution.

PROVINCIAL

PROVINCIAL PENITENTIARY.

The additions or improvements to the Buildings connected with this Institution during the past year, have been of small extent; consisting principally of a trunk drain 250 feet in length, a tank under ground outside of the workshops, to contain water for the supply of the steam boiler, and certain necessary repairs, amounting in all to the sum of £60. The Secretary has furnished a Report, (Appendix I.) stating the further repairs which have become necessary, and the expediency of replacing the present defective wooden Storehouses by a permanent building of stone or brick.

All the foregoing is respectfully submitted.

W. H. STEEVES, *Chief Commissioner.*

APPENDIX A.
No. 1.

Statement shewing the amount paid on Government Buildings in Fredericton, from the 1st November 1858 to the 31st October 1859, for expenditures within the Year.

House of Assembly and other Buildings,
(Government House not included.)

Aitken, Thos.	....	....	....	...	£3	5	9
Armstrong, Thos.	....	....	...	....	3	17	6
Botsford, Esq. George	....	....	....	....	4	18	9
Block, Esq. N. P.	....	....	....	....	3	13	9
Chestnut & Sons, R.	....	....	....	....	4	0	0
Carter, John	....	....	....	....	0	10	0
Dunn, Richard	....	....	....	....	38	7	4
Duncan, A. B.	....	....	....	....	3	17	3
Doherty & M'Tavish,	....	....	....	....	60	0	0
Driscoll, Mrs.	...	....	....	....	0	5	0
Elliott, Daniel	....	....	....	....	1	4	4
Edgecomb, J.	....	....	...	....	0	8	6
Foster, S. K.	....	....	....	....	0	13	6
Hurley, P.	....	....	....	....	2	0	0
Hunt, G. C.	....	...	....	...	0	14	3
Lemont, Martin	....	....	....	....	0	12	3
Moore, W.	....	...	....	....	1	0	0
Myshrall & Richey,	....	....	....	....	7	6	3
M'Murtrie, R.	....	....	....	....	3	18	0
Nisbet, James	....	....	....	....	8	10	9
O'Brien, Edward	....	....	....	....	1	15	3
O'Brien, Daniel	....	...	....	....	6	0	0
Rutter, Thomas	....	...	....	....	1	12	6
Reilly, John	....	....	....	....	1	4	10
Rowan, A.	....	....	....	....	30	0	0
Stewart, Thomas	....	....	....	....	12	7	8
<i>Carried forward,</i>					£202	3	5

	<i>Brought forward,</i>	£202	3	5		
Williams, Elizabeth	12	17	0		
Weeks, W. J.	0	13	9		
Winter, R.	6	0	0		
		<hr/>			£221	14 2
Government House,						
Atherton, G. R.	£0	5	0		
Allen & Co., T. G.	2	4	6		
Akerley, S. A.	1	15	6		
Barshall, E. 62nd Regt.	0	15	0		
Barker, Spafford	0	11	4		
Chestnut & Sons, R.	3	3	9		
Campbell, G. M.	4	12	4		
Carrick, J. W.	0	2	6		
Clark, Mrs.	4	0	9		
Duncan, A. B.	10	12	3		
Doherty & M'Tavish,	145	16	9		
Estey, W. S.	15	2	6		
Gabel, J. R.	3	13	0		
George, Jonathan	1	5	0		
Guiou, Wilmot	0	15	7		
Horsefall & Sheraton,	4	4	0		
Hurley, Charles	3	7	6		
Hatheway & Small,	1	1	3		
Jackson, Stephen	2	8	0		
Kirtson, R.	0	2	6		
Leonard, William	50	0	0		
Lemont, Martin	9	4	10		
Miller, A. P.	12	15	0		
Myshrall & Richey,	0	15	0		
M'Donald, John	4	10	10		
M'Causland, John	0	15	0		
Nash, H. P. 62nd Regt.	1	2	6		
Robinson & Co., W. H.	0	6	3		
Russell, John (Tinman)	9	6	3		
Rutter, Thomas	5	2	0		
Slowman, R.	9	0	9		
Stewart, T.	6	19	0		
Smiler, C. P.	7	10	6		
Squires, Ann	5	3	9		
Todd, G.	5	6	9		
Taylor, W. P.	24	10	6		
Torrence, H.	0	8	6		
Winslow, Samuel	2	11	0—	361 7 5	
		<hr/>			£583	1 7

No. 2.

Statement shewing the sums paid for improving the Inland Navigation from 1st November 1858 to 31st October 1859.

R. Swim, South West Miramichi,	£176	16	0
R. Crocker, Renous River,	100	0	0
Richibucto Harbour, J. W. Weldon,	2	8	6
T. C. Atherton and I. Ingraham, Saint John River, from Fredericton to Woodstock,	263	4	9
S. Glazier, do. do.	83	0	0
Isaac Kilburn, do. do.	2	0	0
T. Miller, above Woodstock,	72	5	4
Expenses of repairing and working the Dredge Machine,	908	11	6
	<u>£1,608</u>	<u>6</u>	<u>1</u>

Office Public Works, 31st October 1859.

ASA COY, *Secretary.*

No. 3.

Statement shewing the amount paid by the Board of Public Works on Great Bridges from the 1st November 1858 to the 31st October 1859.

Grand Falls,	£3,137	17	6	Burden's,	220	0	0
Hampton Ferry,	454	12	5	Gibson's,	57	16	11
S. W. Oromocto,	6	7	6	Cliff's,	11	10	0
Long's Creek,	82	12	5	Bridge in Kingsclear,	2	12	6
Bridge near St. John, ...	10	0	0	Do. near Long's, £12 7 7			
Johnson's Cove,	100	0	0	Do. do. 4 9 10—	16	17	5
Nackawickak,	356	4	4	Bridge, Marsh Road, St. John,	14	6	0
New Canaan,	500	1	0	Do. Davidson's Mills,	132	4	9
Bellisle,	142	17	6	Do. Magaguadavic,	10	0	0
Caraquet,	917	4	7	Do. Cocagne,	35	0	0
Peabody's,	5	0	0				
Boiestown, ...	400	0	0				
Jocelyn's,	61	13	7				
					<u>£6,674</u>	<u>18</u>	<u>5</u>

Office Public Works, 31st October 1859.

ASA COY, *Secretary.*

No. 4.

Payments to Supervisors.

Armstrong, J.	£175	13	9	Crocker, R.	312	0	0
Burpee, J. C.	350	0	0	Cottrill, T.	75	0	0
Burpee, J.	338	0	0	Campbell, D. B.	75	0	0
Burnett, G.	218	13	10	Dow, Asa	456	10	11
Curry, G. W.	757	10	0	Fournier, F.	275	0	0
Charters, S. C.	371	11	6	Fitzgerald, W.	280	0	0
Covert, J. S.	649	10	10	Gervin, T.	150	0	0

Gibson, A.	....	....	230	3	0	M'Dougall, A. R.	....	....	304	12	2
Gross, S.	...	....	230	0	0	M'Millan, J.	....	....	400	0	0
Gallop, A.	....	...	400	0	0	Nase, P.	....	....	365	0	0
Hatheway, G. L.	....	....	290	0	0	Oulton, G.	....	....	125	0	0
Hazen, C.	....	....	207	12	0	Pratt, J.	....	..	125	0	0
Hitchings, H.	....	...	150	0	0	Piers, H.	....	....	130	0	0
Jordan, J.	...	....	840	0	0	Parker, W.	....	....	175	0	0
Kelly, W. M.	....	....	584	7	5	Robertson, J.	....	....	165	0	0
Kilburn, J.	....	....	210	0	0	Robinson, T.	...	....	125	0	0
Moore, G.	....	....	100	0	0	Reed, J. A.	....	...	200	0	0
Morton, G. A.	....	....	275	0	0	Wilson, G.	....	....	615	0	0
Menzies, A.	....	....	118	3	9	Woods, F.	....	....	75	0	0
M'Callum, A.	....	....	125	0	0	Welling, J.	....	....	105	0	0
M'Callum, H.	....	....	250	0	0						
M'Clelan, T.	....	....	450	0	0	Total,			£11,854	9	2

Office Public Works, 31st October 1859.

ASA COY, Secretary.

No. 5.

Statement shewing the Payments made by the Board of Public Works for special expenditures on the Great Roads from the 1st November 1858 to the 31st October 1859.

Allingham, J.	£5	0	0	Repairing Road.
Campbell, J.	1	0	0	Repairing Bridge near Eel River.
Carr, F.	2	0	0	Work on Miramichi Road.
Grant, D. P.	32	0	0	Repairs Woodstock Road.
Kelleen, T.	80	0	0	Turnpiking and Gravelling between Fredericton and Springhill.
Lewin, J. D.	51	17	6	Repairing and Gravelling Road near Suspension Bridge, Saint John.
Long, W. H.	4	0	0	Cedar Culvert.
Long, A. C.	2	10	0	Repairing Bridge.
Lunt, E.	10	0	0	Repairs to Abutment in 1858 for protection of bank of River and Road.
Missinett, C.	8	8	8	Balance due on Bridge.
M'Elwin, J.	5	0	0	Balance due for work on Road between Fredericton and Woodstock.
Parker, W.	44	1	1	Balance of Account for Exploring and Surveying Roads.
Sadler, D.	15	2	4	Balance of Account for Exploring and Surveying Roads in the County of Restigouche.
Steeves, E. S.	8	0	0	Repairs on Road between Saint John and Shepody.
				£268 19 7

SUNBURY BYE ROADS,—

Asa Carr, £5; W. E. Hoyt, £40; J. M'Clusky, £23; S. Smith, £10;— 78 0 0

£346 19 7

Office Public Works, 31st October 1859.

ASA COY, Secretary.

No. 6.

Schedule of Warrants on the Provincial Treasury received by the Board of Public Works from the 1st November 1858 to the 31st October 1859.

20	Nov. 18, 1858,	£1,000 0 0	317	July 20, 1859,	£2,000 0 0
38	Dec. 14, "	1,000 0 0	318	Sunbury Bye R'ds,	78 0 0
62	Jan. 10, 1859,	1,000 0 0	319	July 25, 1859,	2,000 0 0
140	Mar. 10, "	1,000 0 0	354	Aug. 20, "	2,000 0 0
221	May 9, "	1,000 0 0	366	Sept. 6, "	1,250 0 0
225	" 12, "	1,000 0 0	371	" 9, "	1,000 0 0
238	" 25, "	1,000 0 0	395	Oct. 9, "	82 10 0
269	June 20, "	1,000 0 0	396	" 20, "	500 0 0
288	July 4, "	1,000 0 0	403		300 0 0
290	" 5, "	2,000 0 0			
299	" 9, "	2,000 0 0			
					£22,210 10 0

Office Public Works, 31st October 1859.

ASA COY, *Secretary.*

No. 7.

Statement shewing the total amount of Payments by the Board of Public Works from 1st Nov. 1858 to 31st Oct. 1859, as detailed in foregoing Statements Nos. 1 to 6; also of Warrants on Provincial Treasury, and other sums received within same period.

No. 1. Public Buildings,	£583 1 7
H. B. Rainsford, Wood for House of Assembly, ...	£44 14 8
M. Driscoll and P. M'Garrigle, sawing wood, do.	16 5 0
H. Fairweather, Coals for Legislative Council,	6 0 0
	66 19 8
Paid on Account Grindstone Island Light House,	£355 9 10
Grand Manan, do.	4 14 0—
No. 2. Inland Navigation,	1,608 6 1
3. Great Bridges,	6,674 18 5
4. Supervisors,	11,854 9 2
5. Special Expenditures,	346 19 7
Travelling expenses of Board,	88 0 0
Advanced to Mr. Brown,	19 0 1
Printing and Binding,	54 15 0
Paid on Account of Hospital Island, ...	12 10 0
T. Williams, balance of Salary to 1st February 1859, ...	£17 9 3
and advanced on this year, ...	41 18 10—
Edward O'Brien, Usher of Superior Courts, ...	10 0 0
Office Contingencies,	34 16 7
Maps with last Report,	38 13 1
On account of Salaries, ...	327 14 8
Advanced on account of Steamer Westmorland, ...	£250 0 0
Arabian, ...	542 7 6—
	792 7 6
	£22,932 3 4

By amount received from Province Treasurer, state- ment No. 6,	£22,210 10 0		
Less—Undrawn on Warrant 403,	8 14 0		
		£22,201 16 0	
Balance remaining in Treasury last year,	£494 0 1		
Less—Duc Central Bank then,	1 7 0—	492 13 1	
		£22,694 9 1	
York County Bye Roads, Special Grant, 1858, Warrant 44, for Narkawickak Bridge,		200 0 0	
		£22,894 9 1	
From Josiah Adams, use of Dredge,	£27 13 6		
Proceeds of old Furniture, &c. from Government House, by T. R. Barker,	£6 15 5		
And same for old Lead,	3 7 6—	10 2 11—	37 16 5
Rents of Brick Buildings in Fredericton, viz:— Wetmore's House,—			
Joseph Sutherland, balance to 30th April,	£6 18 9		
John M'Clusky, 1st Quarter to 31st July,	3 0 0—	9 18 9	
		£22,942 4 3	
Less—Balance on deposit at Central Bank,		10 0 11	
		£22,932 3 4	

Office Public Works, 31st October 1859.

ASA COY, *Secretary.*

APPENDIX B.

Report of James M. Barker, of the work performed by the Provincial Steam Dredge during the Year 1859.

SIR,—Having finished my labours with the Provincial Dredge for this year, I have the honor to lay before you, herewith, a detailed statement of the labour performed at Salmon River and at Washademoak, shewing 28,050 cubic yards excavated at the former, and 14,675 cubic yards at the latter. On account of the low state of the water, our labours were brought to a much earlier close than usual.

I commenced repairing Dredge, Scows, and Chains, on the 23rd day of April, arrived at Salmon River on the 13th day of May, and continued to work until the 23rd of July, except during a delay of seven days, occasioned by the breaking of a cog wheel. The work at this place was as follows: The first cut, from Stewart's to Briggs', was 85 rods long, material sand, excavation 7 feet in depth. There is some doubts whether it will be permanent. The next cut was at Mistake, clay bottom, 30 rods long, 55 feet wide, 5 feet deep. The next was at Curley's, 15 rods long, 55 feet wide,

5 feet deep; also clay bottom. The Dredge will be required eight weeks on Salmon River to complete the channel from M'Donald's to D. Briggs'. On account of the lowness of the water, we were obliged to remove from Salmon River to the Washade-moak on the 25th day of July; commenced operations on the 28th, and continued without intermission to 27th August, and were then obliged to suspend our labours on account of the water being so low. The work at this place was a cutting 150 rods long, 55 feet wide, and from 4 to 7 feet deep, bottom clay, and when completed will be a permanent job. The Dredge however will be required at this place from three to four weeks to make a thorough finish.

The repairs on the Dredge have heretofore been small, but to put her in thorough working order for the next season, will require an outlay of fully £250.

All of which is respectfully submitted.

JAMES M. BARKER, *Master*.

Hon. W. H. Steeves, Chief Com. of Works, &c.

AT SALMON RIVER.

Date.	No. of Scow Loads per day.	No. of Cubic Yards per day.	Date.	No. of Scow Loads per day.	No. of Cubic Yards per day.
May 13	12	300	<i>Forward,</i>	566	14,375
14	10	475	June 20	10	250
16	15	375	21	22	550
17	24	600	22	22	550
18	23	575	23	21	525
19	22	550	24	22	550
26	24	600	25	15	375
27	22	550	27	19	475
28	21	525	28	25	625
30	12	300	29	23	575
31	23	575	30	28	700
June 1	25	625	July 1	29	725
2	24	600	2	25	625
3	23	575	4	20	500
4	19	475	5	26	650
6	20	500	6	23	575
7	24	600	7	25	625
8	23	575	8	23	575
9	31	775	11	10	250
10	30	750	12	22	550
11	20	500	13	13	325
13	21	525	15	17	425
14	26	650	16	18	450
15	22	550	18	20	500
16	22	550	19	13	325
17	19	475	20	20	500
18	9	225	22	18	450
			23	18	450
<i>Forward,</i>	566	14,375	<i>Total,</i>	1,122	28,050

AT THE WASHADEMOAK.

Date.	No. of Scow Loads per day.	No. of Cubic Yards per day.	Date.	No. of Scow Loads per day.	No. of Cubic Yards per day.
July 28	11	275	<i>Forward,</i>	234	5,850
29	11	275	Aug. 15	29	725
30	20	500	16	33	825
Aug. 1	25	625	17	32	800
2	20	500	18	31	775
3	20	500	19	32	800
4	10	250	20	30	750
5	26	650	22	34	850
9	28	700	23	15	375
10	22	550	24	35	875
11	24	600	25	32	800
12	10	250	26	15	375
13	7	175	27	35	875
<i>Forward,</i>	234	5,850	<i>Total,</i>	587	14,675

RECAPITULATION.

Salmon River, ....	....	....	1,122 Loads,	28,050 Yards.
Washademoak, ....	....	....	587 "	14,675 "
			<u>1,709</u>	<u>42,725</u>

APPENDIX C.

THE RIVER SAINT JOHN.

Report of Thomas C. Atherton, Commissioner for improving the Navigation of the River Saint John at the Meductic Falls.

Southampton, December 1, 1859.

SIR,—The work of improving the Meductic Falls was commenced as early as the state of the water permitted. By means of small Boats and the aid of six men, I judged that the tops of some of the most dangerous boulders in the Falls could be reduced by blasting, with economy and dispatch.

In this labour we were to some extent successful, but soon found that in order to remove those large boulders from the bed of the channel, it was necessary to construct a temporary breakwater to be placed above the boulder, in order to divert the force of the current during the process of removal.

Such a breakwater was consequently made, and the Crane Boat was at the same time repaired, to be used in mooring the breakwater where required, and in hoisting it as each boulder should be removed. The

The expedient proved to answer well, and I am satisfied that without it we could not have beneficially applied our labour to the large boulders which by its aid we successfully removed. By the close of the second week we had removed three or four of such boulders from the bed of the channel, thus proving the practicability of removing all those which had heretofore impeded the passage of Steamers at low water.

During the third week a second breakwater was therefore constructed, by which additional facility and a force of 18 men, we succeeded in removing twelve of the most dangerous boulders from the channel, varying in weight from 5 to 30 tons by estimation, and some of which had received fifty blasts from 18 to 36 inches in depth, and from one to two and a half feet under water. By the close of the fourth week, with the same arrangements and number of men, we had succeeded in removing some thirty large boulders from the bed of the channel, making the Falls much smoother and quite safe, so that in my opinion a Steamer of no greater draught than the "Bonnie Doon" could without risk pass through at the lowest pitch of water.

It is at the same time necessary that the channel should be made wider for the convenience and safety of ascending Steamers, which owing to the rapidity of the current sometimes lose steerage way, and swing round.

With this object and in order to remove projecting points of rock, and to give boats a straight run, the succeeding four weeks were employed, with an average force of eleven men. During this period some of the boulders were reduced and some of the most dangerous removed, the labour being employed nearer to the shore or the bed of the channel as the rise or fall of the water permitted.

Additional work of the same kind remains to be done, in particular at Betts' Rapids and at Shaw's Rocks. The tow-path is also in much need of improvement.

I have the honor to be, Sir, your obedient servant,

Hon. W. H. Steeves, Chief Commissioner, &c.

THOS. C. ATHERTON.

Report of Stephen Glasier, Commissioner for improving the Navigation of the River Saint John, at Bear Island Bar.

Fredericton, 11th January, 1860.

SIR,—Having been authorized by you to improve the Navigation of the River Saint John at Bear Island Bar, I, in company with Captain Smith of the Steamer Bonnie Doon, in the month of August last, made an examination of the River. We found the deepest water at the breach or break in the Dam, where the channel was before the Dam was built. Notwithstanding it was somewhat crooked, we came to the conclusion that it was best to open that channel, as the main body of water passed through it.

It would cost a large sum of money to repair the Dam, and when repaired, in my opinion, would never stand. The break in the Dam was about fifty feet; we enlarged it sixty feet more, which made a channel of about one hundred and ten feet. We now find, by running the Steamer through it, that it should be made still larger. I would recommend that fifty feet of the Dam should be taken off on the west side, or at the Point of Hog Island, and also remove some of the Bar on the east side, which would help to straighten the channel. I think that the sum of £150 would be sufficient to make that part of the River navigable for Steamers of light draught of water during the Summer season.

In

In reference to the channel that has been used since the Dam was built, I think it can never be opened so as to make it passable without a very large expenditure of money, and then subject to be filled up by the ice. The Bar is enlarging and will continue to do so unless the cause is removed. This can only be done by changing the course of the water by building a Wing Dam from the head of Bear Island towards the eastern shore, and also from the head of Long Island to the western shore, so as to turn the water down between the two Islands; but such alteration would cost a large amount of money.

STEPHEN GLASIER.

Hon. W. H. Steeves, Chief Com. of the Board of Works.

SOUTH WEST MIRAMICHI RIVER.

Report of Robert Swim, of the improvements of the South West Miramichi River, during the Year 1859.

Blissfield, 17th November, 1859.

SIR,—My labours as Commissioner for improving the South West Branch of the Miramichi River, having been brought to a close for the present season, I now report thereon for the information of your Department.

In order that you may have a correct idea of the nature and extent of the work done under my supervision, I proceed to give a detailed statement of the places improved, from the head of the tide to the "Quaw Leach," (a distance of 40 miles,) and the nature and extent of these improvements.

In commencing operations I began at the "Quaw Leach," eight miles above the Doak Bridge. This part of the River to the Bridge had several large rocks which interfered very much with the navigation, namely—at "Quaw Leach," "Half Moon Cove," and at Nelson's. All these were removed by blasting, and a material improvement made in this portion of the River. From the Doak Bridge down to "Bull's Rapids," (22 miles,) the work was more thorough in its character. The large sunken rocks were blasted, and those of a smaller size, with the larger fragments of those blasted, were raised by grapnels and removed from the channel by scows. The "Bars" differ very much from each other in the materials that enter into their formation. From Doak's to Cain's River they are principally gravel bars, and from Cain's River to the head of the tide they are formed of round granite rock, resting on a clay stratum. These were improved by removing the rocks in scow loads and using the plough and scraper. By this course of proceeding an additional depth of water was obtained varying from nine to fifteen inches. I would particularly notice the following Rapids and Bars thus improved: At "Swim's Rapid" removed three scow loads of rock, which increased the depth of water nine inches. At "Robinson's Rapids" blasted seven large rocks, removing the fragments and several scow loads of smaller size; in the vicinity of this Rapid improved a gravel bar by the plough and scraper, which increased the depth of water one foot. At "Harris' Rocks" blasted a large number of granite and free stone rocks of large size, and cleared the channel by the aid of the grapnel—a short distance below blasted a large granite rock and removed several others. In this vicinity

deepened "Arbo's Bar" by means of the plough and scraper, and the depth of water was increased considerably. At "Bull's Rapids" blasted three large rocks and removed the smaller size to the extent of several scow loads, deepening the water fifteen inches. In consequence of the protracted drought the water was very low in the River, which made it a favourable time to blast those large sunken rocks in the "White Rapids," which could not be got at so advantageously in an ordinary season. Having an improved apparatus for under-water blasting, I was the more anxious to improve this Rapid, by far the most difficult and dangerous on the River. Accordingly I blasted six large granite rocks and one free stone, removing the fragments in the manner already described. Further down the Rapid there was a large granite rock known as the "Heckle." Years ago several attempts were made to remove this dreaded impediment, but were ineffectual. Some idea may be had of its immense size from the fact that it required 32 charges, all of which took effect, to reduce it so as to be removed by means of grappels. A mile further down I blasted three large rocks, removing the fragments, and a short distance above the tide blasted the "M'Kenzie Rock," and several others in that vicinity. Whilst employed in this locality a freshet came on, and nothing further could be done to advantage the remainder of the season. I, however, employed a part of the time in improving the tow-path around the Rapids, which for the purposes of navigation is as necessary as blasting and removing the rocks.

The action of the frosts and the heavy rains on the clay hills in this locality and for some miles above frequently loosens large portions of the soil, causing land-slides which carry down with them large trees, and completely block up the tow-path. Three of these "slides" were removed this Summer, and the tow-path improved for several miles above the Rapids. I expended a portion of the Grant above Boiestown, blasting those rocks that were the greatest impediment in that part of the River. The improvements made embraced a distance of 20 miles, viz: from "Rocky Bend" (18 miles above Boiestown,) to the chain of rocks above the "Narrows." The places thus improved were "Rocky Bend," "Burnt Hill," "M'Millan's Pond," "Poff's Defeat," "The Narrows," and the chain of rocks above.

The above statement embraces the nature and extent of the improvements made by me for the present season, which have materially benefited the Navigation, more particularly from the head of the tide to the Doak Bridge. In proof of this I would remark, that from Indian Town to the Forks of Cain's River, on an average, an additional depth of fifteen inches of water has been obtained on the Bars and Rapids already referred to, and from the latter place to Doak's, the channel has been deepened on an average nine inches.

There are several places along the River which yet require to be improved, viz: "Mahoney's Rapids," "Harris' Rapids," "Black Rapids," "Grey Rapids," and "Underhill's Rapids." The rocks in these Rapids are all large and sunken, and can only be blasted at very low water. The sum of £200, in my opinion, would make all the improvements on the Bars and Rapids from the Doak Bridge to Indian Town, that could be made without the aid of the Dredging Machine.

From the Doak Bridge to Boiestown, (17 miles) several rocks would require to be blasted, and others removed by the means of grappels; the Bars which are principally formed of gravel could be very much improved by the plough and scraper. The sum
of

of £100 could be judiciously expended on this part of the River. Above Boiestown, "the chain of rocks" is now the greatest obstacle. The inhabitants are very anxious that this part of the River should be improved, and a small Grant, say £50, could be expended here to good advantage.

In drawing this Report to a close, I would observe, that a very extensive business is done on this River, far exceeding that of any other in the Province—the Saint John excepted. Large quantities of merchandise are transported in tow boats to Boiestown, and frequently many miles above; and as the navigation of the River improves, the traffic will proportionally increase. In addition to the large and increasing population on the banks of the main River, several of the larger tributaries are thickly settled, particularly the Bartholomew's, Cain's, and Taxes Rivers. The population of these tributaries increase the general traffic on the River, and are as much interested in the improvement of the navigation as if living along its banks. When the Road from the Doak Bridge to the Gaspereaux River is opened up, and a thriving settlement springs up along the line, a very great impetus must be given to the River trade, which will demand all the increased facilities which an improved navigation can furnish.

All of which is respectfully submitted.

ROBERT SWIM.

Hon. W. H. Steeves, Chief Com. Board of Works, Fredericton.

APPENDIX D.

Report of I. Woodward, Superintendent of Light Houses in the Bay of Fundy, on the completion of the Grindstone Island Light House.

Commission of Light Houses, St. John, N. B. Dec. 12, 1859.

SIR,—Since my communication to you of the 13th October last, on the subject of the Light House at Grindstone Island, I have now to report that the work was completed, the Station lighted on the 20th of that month as reported, and since continuously exhibited from sunset to sunrise. From reports by Masters of Coasting Vessels and others, it is represented as showing a good light, and useful to those navigating that part of the Bay.

I enclose you a "Notice to Mariners," containing a description of the Light House, with bearings and distances of certain points in the vicinity, with instructions for running into the anchorage near the Light House, known by Coasters as the "Five fathom Hole." For the bearings and distances, and the instructions for sailing into the anchorage, I am indebted to Captain Shortland, R. N., in charge of the Surveying party in the Bay of Fundy.

Copies of the Notice are posted in the Treasury Office at this Port, and at the different Deputy Treasurer's Offices in the Bay of Fundy, say at Saint Stephen, Saint Andrews, Saint George, Harvey, Hillsborough, Moncton, Dorchester, Sackville, Bay of Verte, and North Joggins; also sent to the Board of Works, Halifax, Nova Scotia, and to the Harbour Department, Admiralty, London. I had also the Notice inserted once in the daily Papers of the City.

I have the honor to be yours respectfully,

I. WOODWARD,

Superintendent Light Houses, Bay Fundy.

Hon. Wm. H. Steeves, Chief Com. Board Works, Fredericton.

 NOTICE TO MARINERS.

GRINDSTONE ISLAND LIGHTHOUSE.

Notice is hereby given, that on and after Thursday Night, the 20th October instant, a fixed White Light will be exhibited from sunset to sunrise in the Lantern on the Wooden octagonal Light Tower, sixty feet above the level of high water, lately erected on the western point of Grindstone Island, in Chignecto Bay, in latitude $45^{\circ} 43' 13''$ N., longitude $64^{\circ} 37' 25''$ W. The octagonal Tower is painted white, as is also the Keeper's House, one story, situate about 50 feet to the eastward of the Tower.

Bearings and distances of several places from the above Light House, as follows:—
Cape Enrage Light, by Compass, S. $61\frac{1}{2}^{\circ}$ W. 10 1-7 miles.

Highest Point of Saint Mary's Ledge, by Compass, N. 40° W. 6 1-10 miles.

The point of low water off the Light House, by Compass, S. 78° W. 2-10 mile.

Jones' Ledge, N. 10° W. 3-10 mile, it dries at low springs, and has about $2\frac{1}{2}$ fathoms on it at half-tide.

A Sand Bank, S. 15° W. 6 1-10 mile, it has $1\frac{1}{2}$ fathoms on its shoalest part at low water springs.

To enter Grindstone Island Anchorage—when in a fair way off Cape Enrage, steer nearly for Grindstone Island Light, keeping it a little on the starboard bow, until it is about one mile distant, when haul a little more to the northward, taking care on the one side not to approach the Light nearer than 4-10 mile, and on the other to keep Enrage Light open of Saint Mary's Point (which avoids Saint Mary's Ledge) until Grindstone Island Light bears S. 30° E. when the vessel will be passed Saint Mary's Ledge, and can haul more to the northward, towards Shepody Mountain, and anchor any where off and near to the middle ground.

By Order of the Chief Commissioner of the Board of Works.

I. WOODWARD,
Sup't of Lights, Bay of Fundy.

Saint John, N. B. October 14, 1859.

There is a Light House and Keeper's House erected at the Swallow's Tail, on the northeastern part of the Island of Grand Manan, in the Bay of Fundy, which will be lighted next season. The Light House is 45 feet from base to deck; the point on which it stands is 103 feet above high water, making 148 feet elevation. This is a conspicuous mark in the South Channel, between Brier Island and Grand Manan. Both Houses are painted white.

 Report of I. Woodward on Light House on "Swallow Tail," Grand Manan.

Commission of Light Houses, St. John, N. B. Dec. 15, 1859.

SIR,—I have to report, that in accordance with your request made to me in the month of June last, that I would proceed to Grand Manan, taking with me Mr. John P. M'Kay, and select a site for a Light House at the "Swallow's Tail," which he had contracted to build, we left Saint John on the 27th June by Steamer for Eastport, where, joined by Captain Robinson, R. N., Commissioner of Light Houses, we proceeded to Grand Manan, where, on the 28th and 29th, we selected a spot on the Point
known

known as the "Swallow's Tail," for the contemplated Light House and Keeper's House, and made an arrangement with the owner of the land, Mr. James Small, residing at Sprague's Cove, as follows :—

Grand Manan, N. B. 29th June, 1859.

I do hereby agree to sell and convey to the Government of this Province, for Light House purposes, so much of my land at the outer Point known as the "Swallow's Tail," as may be required for a Light House Establishment, at the option of the Government, quantity not to exceed four acres, for £6 5s. (\$25) per acre.

I. Woodward, Sup. of Lights.

JAMES SMALL.

We then selected and marked the precise spots for the Light House and Keeper's House, and directed Mr. M'Kay to go on with their erection under his Contract, according to the Plans and Specifications, which he did, and completed the same with the exception of the deck, which has to remain until the Lantern is ready, when it will be completed and finished with the placing of the Lantern on the Tower. The Lantern will be prepared and ready as early the ensuing Spring as the season and weather will permit.

I have paid Mr. M'Kay according to your instruction and with the consent of his Sureties, William Wright and William A. Robertson, from time to time, as the work progressed, in all up to this period, £448 6 5, out of the amount of the contract of £495, besides which there will be a small amount of extra work not included in the Specification, and some alterations, not to exceed £40.

I visited the Point while the work was in progress, but at the time of finishing or closing the work for the season I was prevented by the weather from getting there in time to meet the Contractor, who, in the mean time, had closed up and returned here, bringing with him, at my previous suggestion, a Certificate from Mr. Small, a man of good judgment, and from Mr. Drugan, a carpenter, in whom I think confidence may be placed, as follows, viz :—

Grand Manan, October 29, 1859.

We, the undersigned, having been called by Mr. John P. M'Kay to examine a Light House and Keeper's House, built on "Swallow's Tail," and having examined the Specification, we find the work done in accordance therewith, in every respect, in substantial workmanlike manner, with the exception of the outside of the Light House, which is specified to be clapboarded, but is shingled with the best pine shingles, which we consider is a much superior job and is done in a faithful workmanlike manner.

(Signed)

JOSEPH W. DRUGAN,
JAMES SMALL.

I am now preparing Drawings and Specifications for the Lantern and Lighting apparatus, and expect to have it all furnished here with the exception of the parabolic silvered Reflectors, which will have to be imported from England or the United States. I estimate the cost of the Lantern, Glass, Lamps, Reflectors, &c. will be about £500, making the whole amount for the erection and completion of the Light Station about £1000. All which is respectfully submitted by your obedient servant,

I. WOODWARD,
Sup. of L. Houses' B. of Fundy.

To the Hon. Wm. H. Steeves, Chief Com. Board of Works, Fredericton.

 Correspondence relating to the erection of a Steam Signal on Partridge Island.

Commission of Light Houses, St. John, N. B. 13th June, 1859.

SIR,—I am directed by the Commissioners to forward to you, with the request that you will lay the same before His Excellency the Lieutenant Governor, copies of a Letter from Mr. T. T. Vernon Smith, C. E., of the 26th April last, in answer to my enquiry on the subject of a Steam Whistle on Partridge Island, as a guide to Passenger Steamers and other Vessels approaching this Harbour in foggy weather, with a tracing of the Engine, Boiler, &c., for producing the sound from the whistle; also of an offer from Messrs. Fleming and Humbert, of the 3rd May, ult., to put the same in operation for £300, with a guarantee that the Whistle shall be heard at the distance of six miles.

Those documents were submitted by me, under the direction of the Commissioners, to the Chamber of Commerce, at a meeting of that Body on the 10th of May ult., and by them referred to a Committee for their report on the subject. On the 9th instant they were returned with a note from the Secretary, covering Resolution of the Chamber, with Report of their Committee of the 24th May, copies of which are annexed.

The Commissioners respectfully recommend that they may be allowed to accept and carry out the proposal of Messrs. Fleming & Humbert, particularly as there will not be any expense incurred unless the Whistle should be effective for the purpose contemplated.

I am, respectfully, your obedient servant,

I. WOODWARD,
Sup't of Light Houses, Bay of Fundy.

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

(Copy)

Saint John, April 26, 1859.

ISAAC WOODWARD, Esquire,

DEAR SIR,—I beg to enclose you a tracing of a Whistle Signal adapted for the entrance of a Harbour, to guide Vessels during foggy weather. The Whistle is a six inch diameter sharp toned bell whistle, similar to those in ordinary use on Railways, but much larger, and intended to be actuated in the same manner, and by steam of the same pressure. Locomotive Whistles are seldom made over four inches in diameter, giving a whistling circumference of 12 linear inches, measured on the rim of the bell. This I propose to be six inches in diameter, giving a circumference of nearly 19 inches exposed to the steam, and creating consequently a much larger and louder volume of sound. The steam is admitted to the whistle bell by a self-closing valve pressed down by the tail of a lever, the other end of which is raised by a succession of cogs on a movable clutch, set according to previous arrangement, and understood by the Shipping frequenting the Port. As shewn in the drawing, the whistle lever would be raised three times in the first 15 seconds, giving three short shrill alarms. It would then for half a minute give a scream that would be distinctly audible from eight to twelve miles out to sea. In the next 15 seconds, four short whistles would close the diapason, and for two minutes the whole affair would be silent. Of course these distances and times could be altered, but as the consumption of steam would be very great.

great, I do not think that a longer period of whistling would be advisable per hour on the average, than I have given above, or one quarter of the whole time.

A vessel approaching at the rate of ten miles per hour would hear this whistle for an hour before she passed Partridge Island, and during that time she would have twenty distinct rounds of the signal to assure her that nothing else but the Partridge Island Signal was causing the whistling.

The Boiler is what is called in England a four horse Agricultural Boiler, which is worth, complete with furnace bars, chimney, gauge cocks, spring balance, and water pump, with 27 2½ inch iron tubes, Lowmore firebox, and every thing complete, £145. The small Trunk Engine to supply the Boiler with water and actuate the whistle, would be about £65, including the worm and spur wheel, or altogether £210, exclusive of house and well, neither of which may be necessary. In addition to this, to guard against the effect of echo and to intensify the sound, I would recommend a Russian or galvanized iron speaking tube about ten feet long, with a reflector at the back of the whistle, to throw the whole of the sound of the tube. I think that the expense of the whole affair need not be over £250. The consumption of fuel would be probably about 30lbs. of common coal per hour, or 6 cwt. per day of 24 hours, if worked continuously. It would require feeding about once an hour, and with the addition of a governor to regulate the speed, would be as near automatic as possible.

The men attending the Lights would soon know all there was to know about it, and as I understand from you that about 10 weeks would be all that would be required per annum, the annual expense of fuel, oil, wear and tear, and every thing, would not amount to over £25 per annum.

Any further information shall be happy to give.

I am, dear Sir, your obedient servant,

T. T. VERNON SMITH.

Saint John, May, N. B. 3, 1859.

I. WOODWARD, Esquire,

DEAR SIR,—We will undertake to complete the Engine, Boiler, Whistle, and other apparatus necessary for the Steam Signal Whistle on Partridge Island, according to the plan and specification of Mr. Vernon Smith, and to erect the same ready for action complete, for the sum of three hundred pounds, (£300,) to include every expense except the cost of House and procuring water.

Your obedient servants,

FLEMING & HUMBERT.

We will guarantee that the above Whistle will be heard six miles, or we will require no pay for the same.

F. & H.

Chamber of Commerce, St. John, N. B. June 9, 1859.

SIR,—I beg to acquaint you that I have been directed to enclose the Report of the Committee of the Council of the Chamber of Commerce, relative to a Fog Whistle being placed on Partridge Island, and request you to lay the same before the Commissioners of Light Houses; and I have been further directed to send an extract from the Minutes of that Board, as follows:—

“ Moved

“ Moved by Mr. Alexander Jardine, and seconded by Mr. Thomson,—That the Report of the Committee relative to the utility of a Steam Whistle being placed on Partridge Island, to be used during foggy weather, be accepted; and that the Report be forwarded to the Commissioners of Light Houses, together with a copy of this Resolution.

I remain, Sir, your obedient servant,

CHARLES V. FORSTER,
Sec. Chamber Commerce.

Isaac Woodward, Esquire, &c. &c. &c.

Saint John, N. B. 24th May, 1859.

FRANCIS FERGOUSON, Esquire, President Chamber Commerce,

SIR,—The Committee named at a late meeting of the Chamber of Commerce, to make enquiries and report on the utility of having a Steam Whistle placed on Partridge Island, to assist Steamers and Sailing Vessels to enter the Harbour more safely in thick and foggy weather, beg leave to report—

That your Committee have availed themselves of the opinion of several scientific men, as to the practicability of constructing an instrument of sufficient power on which reliance at all times could be placed, and from the evidence of the Commanders of the American Steamers plying between this and the Port of Boston, as to the distance the ordinary Whistle in use on board Steamers on the coast may be heard to windward when blowing fresh, they, your Committee, are fully convinced that a *Steam Whistle* may be so constructed and placed on Partridge Island, that in all cases of thick and foggy weather, Steamers and Sailing Vessels may safely approach to within hearing distance, and be so guided by its sound, as to enter the Harbour comparatively in safety; and your Committee would strongly recommend that the Chamber of Commerce do urge the immediate undertaking of the work, believing as they do, that it will be of far greater service than any of the appliances now in use for the purpose.

Respectfully submitted.

J. V. TROOP,
SAM. D. BERTON,
WM. WRIGHT.

Office Public Works, Fredericton, 8th July, 1859.

SIR,—Your communication of 13th June, with Enclosures, recommending the expenditure of £300 for the construction of a Steam Whistle on Partridge Island, were by an Order of His Excellency the Lieutenant Governor in Council, referred to this Department, with authority to have the same constructed if deemed advisable.

The Board have therefore to request that you will make the necessary arrangements, at your earliest convenience, to carry out and complete the recommendation above referred to, and report from time to time to this Office the progress of the work.

I am yours, &c.

WM. H. STEEVES.

Isaac Woodward, Esq., Superintendent of Lights, Bay of Fundy.

Saint

Saint John, N. B. November 18, 1859.

SIR,—In accordance with the direction in your letter of the 8th July last, respecting the offer of Messrs Fleming and Humbert to erect on Partridge Island a Steam Whistle, I requested them to go on and complete their proposition.

I now enclose a letter from Mr. Smith of the 14th instant, with Certificate from Mr. Cudlip, Mr. William Wright, and the Captain of the Steam Tug "Conqueror," of the 15th; also from Fleming & Humbert of same date, requesting "payment in accordance with their proposal" of the 3rd May last.

As the Whistle cannot be put in effective operation this season, and that in consequence of their not completing the work at the time proposed, which was from six to eight weeks, say about the middle of July, I would suggest that payment of half or two thirds should be made them on account.

Yours very respectfully,

I. WOODWARD.

Hon. W. H. Steeves, Chief Com. Board of Works, Fredericton.

PHENIX FOUNDRY AND LOCOMOTIVE WORKS,

Pond Street, Saint John, N. B. Nov. 15, 1859.

SIR,—Having completed the Steam Alarm Whistle, and placed the same on Partridge Island, in accordance with the proposal made by us on the 3rd day of May, and having tried it on Saturday last, we have now to request that you will report the same to the proper authorities in order that we may obtain payment in accordance with the proposal above referred to, at the earliest period possible, as the outlay not only in building but in placing the same on the Island has been considerable.

Your obedient,

FLEMING & HUMBERT.

Isaac Woodward, Esq., Commissioner of Lights.

Saint John, N. B. November 14, 1859.

SIR,—I beg to inform you that the Steam Whistle built by Messrs. Fleming and Humbert, has been taken down to Partridge Island, and on Saturday was at work from 12 M. to 4½ P. M., to test its powers. From the accounts of the Captains of Vessels at sea, it appears to have been distinctly heard by a schooner at Pasirinco, by the Conqueror Steamer, and the Lampedo Packet Ship, six miles south of the Island, and as far as can be ascertained, for a circuit of at least five miles. There was but little wind at the time, but that little was S. W. to W., so that Pasirinco—ten miles distant, was to windward. The Whistle is not at present protected by any house; the Whistles themselves have not been gauged to the proper height for eliciting the best sound, as such can only be done experimentally, for which adjusting screws are provided; and what is of more consequence, the reflector to concentrate and throw the sound out to sea, has not been placed in position to effect that, and cannot be so, till a proper house is erected over it. In the trials on Saturday, the effect of the wind on the exposed Whistles was evident, and the sound was diffused and spread in all directions, instead of being concentrated and thrown out to sea. The working of the machinery was perfect, and the ability of the Boiler to raise the requisite amount of Steam on a light consumption of fuel sufficiently demonstrated.

Referring you to the accompanying testimonials, I am, Sir,

Your obedient servant,

T. T. VERNON SMITH.

Isaac Woodward, Esq. Com'r Light Houses, Bay of Fundy.

Saint John, 15th November, 1859.

I was on board the Lampedo outside Partridge Island, on the 12th instant, when the Steam Whistle on the Island was in operation, and should judge the sound was heard from five to six miles. We were to the windward of the Island also, with a light breeze.

JOHN W. CUDLIP.

I believe the Steam Whistle will answer the end intended, and that it will be heard far enough to windward to be of great service to Ships and Steamboats coming to the Port.

W. WRIGHT.

I hereby certify that on Saturday last, we towed the "Lampedo" out to sea between five and six miles outside of Partridge Island, at which distance the Steam Whistle on the Island was distinctly heard.

JOHN HAVLIN, *Capt. of Steamer Conqueror.*

Office Public Works, Fredericton, 19th Nov. 1859.

SIR,—Your communication of yesterday's date was duly received, with the enclosed communications from Messrs. Fleming & Humbert, T. T. Vernon Smith, Esquire, John W. Cudlip, Esq. Wm. Wright, Esq. and the Captain of the Steamer Conqueror.

If you are of opinion that the Steam Whistle furnished by Messrs. Fleming & Humbert is in all respects according to Contract, and that they have only failed in time of completion, the Board are of opinion you should pay the parties two thirds the amount of contract price.

I am, &c.

W. H. STEEVES.

Isaac Woodward, Esquire.

Commission of Light Houses, St. John, N. B. Nov. 26, 1859.

SIR,—I have to acknowledge the receipt of your communication of the 19th instant, directing me to pay Messrs. Fleming and Humbert two thirds of the amount for which they proposed to put up a Steam Whistle on Partridge Island as a Fog alarm.

I beg now to report, that I have paid them £200, and have their pledge in writing that they will put the Whistle in operation so soon as the weather in the opening of the season will permit.

I am respectfully yours,

I. WOODWARD.

Hon. W. H. Steeves, Chief Com. Board of Works, Fredericton.

Extract from Chapter 20 of the Revised Statutes, for "The Regulation of Light Houses."

"There shall be paid to the Queen for the support of Light Houses erected or to be erected upon any of the coasts of the Bay of Fundy, or Islands, or Rocks adjacent, a Duty of three pence per ton, according to the Register, of all Vessels which shall arrive at any place within such Bay, except such as may be one hundred tons or under, on which shall be annually paid as follows:—Not less than seventy five tons, thirty five shillings; not less than fifty tons, thirty shillings; not less than thirty five tons, twenty five shillings; and all under thirty five tons, twelve shillings; but on Vessels arriving from any place without the Bay of Fundy, and visiting several places within the Bay to complete the voyage, the Duties shall not be levied more than once, and in no case shall a vessel be liable for Duties oftener than six times in any one year."

TABLE

TABLE SHEWING THE LIGHT STATIONS IN THE BAY OF FUNDY,
Erected and supported by the Province of New Brunswick, by Funds received from a Tonnage Duty levied on Ships and Vessels arriving at Ports in the Bay of Fundy in the said Province.

No.	LIGHT STATIONS.	When erected.	No. of Lamps and Reflectors.	No. of Keepers.	Height of Light above high water.	North latitude.		West longitude.		Cost of Building when erected	Keepers' Salaries.	Expenses for 1859, exclusive of salaries.		DESCRIPTION.			
						feet	° ' "	° ' "	£ s. d.			£ s. d.	£ s. d.				
1	Partridge Island,	1791	16	2	119	45.14.20	66.3.50	120	0	0	165	0	0	174	7	6	Fixed white Light,
2	Beacon,	1828	4	1	41	45.15.0	66.3.36	1400	0	0	100	0	0	65	15	0	Do. do.
3	Head Harbour,	1829	8	1	64	44.57.40	66.53.55	456	2	11	100	0	0	112	2	8	Do. do.
4	Point L'Preau,	1831	10	1	81	45.3.50	66.27.4	579	9	6	100	0	0	165	13	8	Do. 2 lights 28 feet apart vertically.
5	Gannet Rock,	1831	8	2	66	44.30.40	66.42.50	860	6	9	210	0	0	204	10	5	Flash Light.
6	Machias Seal Islands,	1832	16	2	48	44.30.3	67.6.10	746	19	3	166	0	0	248	5	6	2 Light Houses, fixed Lights.
7	Indian Point,	1833	4	1	42	45.4.10	67.4.0	200	0	0	50	0	0	107	3	9	Fixed Light.
8	Quaco,	1835	6	2	71	45.19.33	66.31.55	404	13	11	146	0	0	112	2	5	Revolving Light.
9	Cape Enrage,	1840	6	1	160	45.36.0	64.46.40	600	0	0	100	0	0	85	6	11	Fixed Light.
10	Grindstone Island,	1859	4	1	60	45.43.13	64.37.25	851	13	9	100	0	0	63	4	2	Fixed Light.

Partridge Island Light House was destroyed by fire, 1832, and rebuilt same year. In 1845 a Granite Wall was erected around the lower part of the Light House at Gannet Rock for the protection of the building and inmates of that isolated and exposed Station, at a cost of £1,400. *Saint John, N. B. January 11. 1860.*

I. WOODWARD.

APPENDIX E.

Niagara, December 2, 1859.

SIR,—In accordance with your request dated 24th November, relative to the running of the Steamer Arabian, I beg to say, that the Steamer in question made ten full trips from Quebec to Shediac, and called, both ways, at Rimouski, Gaspé, Paspébiac, Dalhousie, Bathurst, Chatham, Newcastle, and Richibucto, the dates and particulars of which you will find under, viz:—

Trip No. 1, down.—Left Niagara on 28th May for Quebec, at which place was detained until 3rd June to get Boiler tested, and Brass Cocks and Water Gauges put on same. Left Quebec on 3rd June, called at Miramichi, and arrived at Shediac on 7th.

NOTE.—Was detained at Shediac from 7th to 15th June repairing Air Pump Rod which had got damaged going down.

Trip No. 1, up.—Left Shediac on Wednesday the 15th June, called at all the Ports, and arrived at Quebec on Sunday 20th.

Trip No. 2, down.—Left Quebec on Wednesday 22nd June, called at all the Ports, and arrived at Shediac on Sunday 26th.

Trip No. 2, up.—Left Shediac on Wednesday 29th June, called at all the Ports, and arrived at Quebec on Monday 4th July.

Trip No. 3, down.—Left Quebec on Wednesday 6th July, called at all the Ports, and arrived at Shediac on Sunday 10th.

Trip No. 3, up.—Left Shediac on Wednesday the 13th July, got aground in the Harbour of Richibucto, had to lighten Steamer, and put Barges under to get off; was three days aground. Called at Chatham, and pushed on to Quebec to get on regular day of sailing, arriving on Tuesday evening the 19th, and by putting on extra crew was enabled to leave again on 20th.

Trip No. 4, down.—Left Quebec on Wednesday evening 20th July, called at all the Ports, and arrived at Shediac 25th.

Trip

Trip No. 4, up.—Left Shediac on Wednesday 27th July, called at all the Ports, and arrived in Quebec Sunday the 31st.

Trip No. 5, down.—Left Quebec on Wednesday 3rd August, called at all the Ports, and arrived at Shediac Sunday 7th.

Trip No. 5, up.—Left Shediac on Wednesday 10th August, called at all the Ports, and arrived in Quebec on Sunday 14th.

Trip No. 6, down.—Left Quebec on Wednesday 17th August, called at all the Ports, and arrived at Shediac Sunday 22nd.

Trip No. 6, up.—Left Shediac on Wednesday 24th August, called at all the Ports, and arrived at Quebec Sunday 28th.

Trip No. 7, down.—Left Quebec on Wednesday 31st August, called at all the Ports, and arrived at Shediac on Sunday 4th September.

Trip No. 7, up.—Left Shediac on Wednesday 7th September, called at all the Ports, and arrived at Quebec on Sunday 11th.

NOTE.—Had to lay over at Quebec from 11th September to 24th, to put on false sides, and change day of departure from both ends of route, so as to have the alternate week with Steamer Lady Head.

Trip No. 8, down.—Left Quebec on Saturday 24th September, called at all the Ports, and arrived at Shediac on 29th.

Trip No. 8, up.—Left Shediac on Saturday 1st October, called at all the Ports, (lay aground at Bathurst one day,) and arrived at Quebec on 6th.

Trip No. 9, down.—Left Quebec on Saturday 8th October, called at all the Ports, (got aground at Bathurst,) and arrived at Shediac on 13th.

Trip No. 9, up.—Left Shediac at 4 p. m. Saturday 15th October; had to wait for Cars with Passengers from Princess Royal; blowing hard from Southeast, heavy sea on, and very dark, could not call at Richibucto, took rest of Ports, and arrived at Quebec on the Saturday evening following, after laying aground at Bathurst thirty six hours.

Trip No. 10, down.—Left Quebec on Tuesday 25th October, called at all the Ports, and arrived in Shediac on 31st.

Trip No. 10, up.—Left Shediac November 3rd, called at all the Ports, and arrived at Quebec on 9th November; laid up at Sorel, and paid off Crew on 17th November.

NOTE.—The Steamer Lady Head only went down as far as Dalhousie last trip; Arabian was running after she had laid up. The Arabian was the last Steamer that passed up the Gulf of Saint Lawrence this season to Quebec.

Respectfully yours,

A. HERON.

Hon. W. H. STREEVES, New Brunswick.

APPENDIX F.

ABOIDEAU AT AU LAC.

Westmorland, 2nd February, 1859.

SIR,—The proprietors of the Marsh protected by the Aboideau across the AuLac River, on the Post Road between Westmorland and Sackville, have held a Meeting, to take into consideration the most desirable means of securing their Marsh; and have resolved that it would be better to repair the old Aboideau than build a new one, as it would cost three (3) thousand pounds to build a new one, and we think the old one could be repaired for about eight hundred pounds.

Now

Now we would like to have your decision upon it, and also to know what Legislative aid would be extended, should we engage in repairing the old Aboideau.

Have the goodness to communicate your official opinion as early as convenient, that we may prepare accordingly.

Your obedient servant,

PETER ETTER, *Commissioner.*

Hon. W. H. STEEVES, Chief Com. Board of Works.

Office Public Works, Fredericton, 8th February, 1859.

SIR,—Your communication of the 2nd instant was duly received, and contents noted.

As the Marsh-owners in your District have had much experience in erecting and maintaining Aboideans, and as they are largely interested in the proper construction and durability of the Works required, I will not interfere with the arrangements as proposed.

The Board will be prepared to pay a portion of the expense, but before deciding either upon the amount, or proportion, they would like you to state to this Department, viz :—

1. The extent of the work, and mode of construction :
2. Whether it is intended to proceed by public contract or by day's work ; if by day's work, the price to be paid per day for teams, men, &c., with an estimate of the total cost, including every description of work, and charges made up by separate items.

Your early reply will oblige yours very truly,

W. H. STEEVES.

To Peter Etter, Esquire.

Westmorland, 21st February, 1859.

SIR,—Yours of the 8th instant is received, in reply to which I have to say, that the present state of the Aboideau in question is so bad, as to render a considerable expenditure in repairs necessary.

We propose to cut the lower face about forty feet wide and fifty feet deep, to cut the upper face twenty feet wide and fifty feet deep. The former cutting or the cutting on the lower side to be filled as follows, viz :—

Build a breast six feet thick with squared timber and stone, and fill the remaining cavity with mud, brush, &c. The latter cutting on the upper side to be *filled* in the ordinary way.

Below is an estimated Bill of the costs, given by me as the nearest approximation that a prospective view of the work will allow :—

300 sticks of timber, at 15s.	....	....	....	....	£225
Small timber,	....	....	....	....	20
500 loads of stone, at 2s.	....	....	....	....	50
600 do. brush, at 3s. 6d.	....	....	..	....	105
Clappers,	....	....	....	....	30
20 teams, three men with each team for 20 days, at 20s. per day each,					400
20 men for five days, to cut down the old work, at 5s. each per day,					25

Total cost, £855

The timber, brush, and stone, to be got by public contract, and the remainder of the work to be performed by day's work as above shewn.

On receipt of this, I wish you to inform us what we may expect from Government.

Your obedient servant,

PETER ETTER, *Commissioner.*

To the Hon. W. H. Steeves.

Office Public Works, Fredericton, 1st March, 1859.

SIR,—I am in receipt of yours of the 21st February, and note its contents.

The mode by which you propose to do the work in repairing the Aboideau, viz. by letting the furnishing of materials by public contract, and the labour by day's work, appears reasonable, and the rate per day also to be about right.

The Board will be prepared to pay one-third the amount of expenditure; the Accounts to be made up, vouched, and sworn to, in the same manner as all other Public Accounts are prepared for Audit.

I am yours truly,

W. H. STEEVES.

To Peter Etter, Esquire.

Memramcook, 5th December, 1859.

SIR,—Your favour of the 23rd ult. was duly received, and contents carefully noted.

I have now to inform you, that my Account with the vouchers for the past year's expenditure, have been forwarded to the Audit Office, and I trust will be found correct. In reference to the Aboideau over Au Lac, I beg to inform you that when I last saw Mr. Etter, he had just finished filling up the cutting (and other repairs he intended doing this season), on the upper side of the Aboideau. The work done on the lower side of the Aboideau in the early part of the season appears to stand well; as yet no indications of giving way or settling appear beyond what might reasonably be expected; the sluice appears in good order. Should the ice not injure the work, or the mouth of the Sluice, it will in all probability last for some years. Mr. Etter has not as yet submitted his Account of expenditure on the Aboideau.

I am, dear Sir, respectfully, yours very truly,

J. C. CHARTERS.

Hon. W. H. Steeves, &c. Fredericton, N. B.

APPENDIX G.

PROVINCIAL LUNATIC ASYLUM.

Report of the Medical Superintendent.

Provincial Lunatic Asylum, St. John, N. B. Dec. 31, 1859.

At your request, I beg to report to you on the subject of new work completed, repairs made, and amount expended by your instructions in connexion with this Institution, during the last year; also on buildings, furniture, fences, and repairs required, with an estimate of probable cost.

New

New work done.—A fence for the purpose of an enclosure for the benefit of the patients, has been erected around the north wing, (or Lodge,) eight feet four inches in height, and one hundred and seventy feet in length. This fence is boarded on both sides with inch pine, with base on the outside, and the posts are cedar. Around three sides of this yard, to the extent of one hundred and forty eight feet, a shed roof covered with pine boards and cedar shingles has been put on, for the purpose of affording shelter to patients from summer sun and winter storm, when exercising in open air. This roof is ten feet on the rafter, and supported by the fence in the rear and cedar posts on the front, and finished with arch-work from post to post. On one side of the yard, under the roof, there is a floor of two inch stuff seventy six feet long and eight feet wide.

From the yard above described, a fence has been built eight feet six inches high, running south one hundred and fifty feet, across the rear of the main centre building to a corresponding enclosure around the south wing, (or Lodge.) This fence is made with cedar posts, and boarded on both sides with inch pine, with cap and base board on both sides, with a large gate and a small one in the centre, entering the large square yards in the rear of the main building. The enclosure on the south is larger than the one on the north, and is divided into two yards, the one for females and the other for males in the south wing.

The fence surrounding these yards on the south side, is of the same material and the same height as the new one described, and was built a few years ago. Around three sides of it, and to the extent of two hundred and twenty seven feet, a roof of the same material and dimensions and finish, and supported in the same manner, has been recently put on; and for the whole length of the roof, two hundred and twenty seven feet, a floor has been laid of the same width, and with plank of the same thickness, all corresponding with work of the same kind on the north.

For these roofs, fences, and floors, a large quantity of scantling has been used for plates and rafters, ribbons and sleepers.

The ceiling in the basement of the lodge on the north has been lathed.

These jobs have been done, in a very satisfactory manner, by James Quinton, Esquire. His bill for labour and materials is herewith forwarded, amount £157 6 10.

The painting of the fences and roofs above described is being done by Mr. Isbister. He furnishes all materials, oil and metallic paint, and performs the labour, for two coats, on a rough surface, at eight pence per yard.

Repairs made.—The slate roof, on the main centre building, was in a very leaky state at two points, near two chimneys, and every gale some slates are blown off. As no repairs had been done since last winter, the whole roof, centre building and wings, required a slate here and there; and to make a satisfactory job at the chimneys, some lead was required. The materials were furnished, and the labour performed, by Messrs. Crosby, and their Bill is now forwarded, amount £19 2 2.

Plastering.—The ceiling in the basement in the men's lodge has been newly plastered, and the broken plaster through the whole establishment has been repaired. Besides this, all repairs of every kind in the masons' department, have been attended to, preparatory to winter. This work has been done by Mr. Hopkins, and his Bill for labour and materials now enclosed, amounts to £20 0 9.

New

New work required.—A three story building, forty by thirty six feet, on the north-east corner, with a two story wing, sixty by thirty feet, to connect on the south with the main centre building, and another two story wing, seventy by twenty eight feet, to connect on the west with the three story building now designated "The Lodge," on the northwest corner, to complete the north wing.

Annexed is Mr. Crosby's note on the subject of probable cost.

Owing to the unfortunate circumstance of the walls in the main centre building having been originally plastered on the brick, many of the rooms have become so damp, and the plaster so much destroyed, that they are now unfit for use. Two of these rooms 18 x 19, 12 feet high, are parlours connected with the halls occupied by patients, and their condition is such as to render it absolutely necessary for the health and comfort of the occupants that they should be lathed and plastered anew. Messrs. Quinton and Hopkins estimate the expense at £21 for each room.

The furniture in the best halls, is very deficient, and ill-adapted to the purpose to which it is now put, and a small sum is required to supply what is urgently needed to make the apartments comfortable and respectable.

From the corner on which Mr. Graham's Cottage stands, along the line of the road to Mr. Avery's corner, thence along Avery's line to a point near the River at the Suspension Bridge, thence westerly around the grounds till it joins the fence erected on the upper side of the road to the Suspension Bridge, a new fence of the same height and description of the one referred to, and which it is to join at both ends, is much needed, to prevent the escape of patients who might be entrusted to enjoy themselves within such an enclosure, and who ought not to be allowed to go at large. Probable expense about £14 per one hundred feet.

Should the erection of this fence in the meantime be deferred, then the old one will require in repairs, alterations, and extensions, an expenditure of about from £20 to £25.

General Repairs.—Around a large establishment like this, many repairs in the course of the year are likely to be required, that it is impossible to foresee and specify, but for which it would be prudent to provide.

Respectfully submitted by

JOHN WADDELL, M. D.
Medical Superintendent P. L. Asylum.

To the Hon. W. H. Steeves, Chief Com'r of Prov. Board of Works.

J. WADDELL, M. D.

St. John, 7th December, 1859.

DEAR SIR,—The probable cost to complete the northern wing to the Asylum would be £3,500.

Respectfully yours,

H. B. CROSBY,
per JOHN TAYLOR.

St. John, 13th December, 1859.

DEAR SIR,—Your favour of the 10th instant duly received, and contents noted.

Our price for the portion mentioned in your memorandum was £3000. I think you will require £500 more to complete what is required, as we had some extra work on that portion which is completed.

Respectfully yours,

H. B. CROSBY,
per JOHN TAYLOR.

J. Waddell, Esquire, M. D. Prov. Lun. Asylum.

St. John, 19th December, 1859.

DEAR SIR,—The prices and figures already furnished, I believe you will be safe in relying upon.

Yours respectfully,

H. B. CROSBY,

per J. HN TAYLOR.

J. Waddell, Esquire, Prov. Lunatic Asylum.

APPENDIX H.

Report of Commissioners of Light Houses in the Gulf of Saint Lawrence.

Miramichi, 7th January, 1860.

SIR,—Herewith we beg to hand you account of expenditure for the support of Escuminac and Miscou Lights during the past year, amounting, with Commission, to the sum of £211 2 4.

Some necessary repairs have been put on the Keeper's House at Escuminac, and the Light House was painted; both of which were absolutely required for the preservation of the buildings.

At Miscou it was found that in calm weather there was not sufficient draft to carry off the smoke from the Lantern, and tin tubes or smoke conductors were procured, similar to those already in use at Escuminac. These have fully answered the purpose, saving much labour and material formerly required in cleaning the glass, and adding to the brilliancy of the light. These improvements have added a little to this year's expenditure, but will be of permanent benefit; and we are glad to be able to state that the lights continue to give the utmost satisfaction, and have been of great service to the Shipping and Gulf Steamers during the past season.

An iron tank will be necessary to hold the oil at Miscou Light, which we will feel authorized to have provided early next season. The expense will be from £15 to £20.

Respectfully your obedient servants,

JOHN HARLEY,

GEORGE KERR,

RICHARD HUTCHISON,

} Commissioners.

The Hon. W. H. Steeves, Chief Comm'r Board Works, Fredericton.

Light Houses in the Gulf of St. Lawrence erected and supported by the Province of New Brunswick.

LIGHT STATIONS.	When erected.	No. of Lamps and Reflectors.	No. of Keepers.	Height of Light above high water.	North latitude.			West longitude.			Cost of Building when completed.	Keepers' Salaries.	Expenses for 1859, exclusive of Salaries.	DESCRIPTION.				
					°	'	"	°	'	"								
Point Escuminac,	1841	8	1	70	47	4	30	64	50	30	£ 1,700	s 0	d 0	£ 100	s 0	d 0	117 8 0	Fixed White Light.
Miscou Island,	1856	8	1	76	48	1	0	64	32	0	2,200	0	0	125	0	0	93 14 4	Fixed Red Light.

APPENDIX I.

Report of the Secretary of the Provincial Penitentiary.

Saint John, 1st February, 1860.

SIR,—In reply to your communication of 9th ultimo, calling for a statement of new erections added to, and repairs made on the Buildings of the Provincial Penitentiary during the year ending 31st October last, also a description and estimate of cost of what may be required to be done the present year, I have the honor to report—

That the expenditure during the past year has been confined to some alterations and repairs to the Out-buildings, and the building of a Tank connected with the Steam Engine, and amounts to about £60.

That in the present year it will be necessary to repair the palisade fence on the southern side, about one thousand feet of which must have new posts and stringers, involving an expenditure of about £100. The southern end of the granite Building requires to be sheathed, or pointed with oil putty. This cannot be delayed another year without serious injury to the masonry, and will require an outlay of about £40.

A new Building of stone or brick, about one hundred feet in length by twenty five in breadth, and two stories in height, is very much needed for the safe keeping of Manufacturing Stock and Manufactured Articles, &c. a portion of which has now to be stowed in an old and insecure wooden Building outside the palisade fence,—estimated cost, £550. If this be not proceeded with, the sum of £50 should be appropriated to make the present wooden Buildings weather-proof, and capable of sustaining the weight of what they will be required to contain.

A cedar fence to replace the present dilapidated picket fence on the side of the lot fronting on the highway is much needed, the expense of which will be about £40.

I have the honor to be, Sir, your obedient servant,

SAM. D. BERTON, *Secretary.*

Hon. W. H. Steeves.

APPENDIX K.

GRAND FALLS BRIDGE.

Statement of the principal dimensions and relative strength of the Grand Falls Suspension Bridge, according to the Specification.

The Towers.—The masonry of the towers is of the best coursed ashlar, built upon foundations of like description, rising from the solid rock.

The height of each tower from the base to the cap-piece is 21 feet 5 inches, and including the latter, 22 feet 7 inches. They have each a total batter of 15 inches, rising from a base of 7 feet by 6 feet 6 inches, and terminating in a space of 4 feet 6 inches by 4 feet below the cap-piece, presenting a bearing surface of 2,592 superficial inches. The greatest probable load likely to rest upon the four towers, equally distributed,

distributed, is estimated at (167 x 2,) equal to 334 tons; or 83½ tons, or 187,040 lbs. to each tower; or about 72 lbs. only of crushing force per superficial inch.

The Cables and suspended Roadway.—The span between the points of suspension of the wire cables is 214 feet, and the deflection or versed sine is 21 4 feet. The length of the suspended roadway is 198 feet, and the clear width 15 feet, making a superficial area of platform equal to 2,970 feet. The number of cables is two, consisting of 931 wires each, or 1,862 wires in all; subject to a test of 1,400 lbs. per wire; or equal to an ultimate direct strain of 1,164 tons for both cables; or when suspended at an angle of 21° 46', equal to the support of a vertical load of 863 tons. The vertical stiffness of the roadway is provided for by a trussed railing 4' 3" in height on each side.

The whole weight of the suspended materials, including the cables between the towers, is estimated at 78,105 lbs. or nearly 35 tons of permanent load.

The extreme incidental load which it is probable could ever be imposed at one time may be stated at 100 lbs. per superficial foot of platform, or (2,979 ft. x 100 lbs.) equal to 132 tons nearly, making, with 35 tons of permanent weight, a gross maximum load of 167 tons, or below one-fifth of the specified strength of the cables, or equal to less than 280 lbs. tension to each wire equally distributed.

The Suspending Rods—Have a total sectional area equal to 26.5 inches, which at 60,000 lbs. per inch will sustain 709 tons, or upwards of 4½ times the assumed maximum load of 157 tons, equally distributed over the platform, including the permanent load, less 10 tons for the weight of the cables between the towers.

The Anchor Irons—Have a minimum united sectional area of 63 inches, which at 60,000 lbs. per inch would sustain before breaking a *direct* strain of 1,687 tons, or 15 times the maximum *vertical* strain upon the cables between the towers.

The Transverse Beams—Have a length of 15 feet between the points of suspension, and a mean depth of 10 inches by a breadth of 3½ inches, and should sustain before breaking a weight uniformly distributed, equal to nearly eight tons each, or for the whole number of 58 beams a total of 443 tons, or 3½ times the maximum load of 100 lbs. per superficial foot of roadway.

The relative strength indicated by the above statement will be more clearly understood, when it is considered that the assumed maximum load of 100 lbs. per superficial foot is more than eight times the test applied in 1853, according to the Report of Mr. Light, in order to prove the safe useful strength of the Saint John Suspension Bridge. This test was 70 tons nearly, equally distributed over a platform of 13,340 superficial feet, or about 12 lbs. per foot.

The regulation test in France in like cases is stated to be a load equal to 200 kilogrammes per square metre of platform, or about 41 lbs. per foot, imposed during 24 hours.

Under any of these proportions it will appear that a large excess of strength has been provided for by the specification.

J. WILKINSON, *Civil Engineer.*

**Report of the Railway Commissioners of the Province of New Brunswick
For the Year 1859.**

Railway Commissioners' Office, St. John, 6th Feb. 1860.

To the Honorable Provincial Secretary,

SIR,—I beg to submit for the information of His Excellency the Lieutenant Governor in Council, a Report of the operations on the European and North American Railway for the Year ending 31st October 1859.

Quarterly Accounts of Expenditure, Liabilities, and Receipts, have been furnished to the Auditor General, and an Officer from that Department has audited the Traffic Accounts and Books in this Office.

The following are Abstracts of Accounts and Balance Sheet for the year.

CAPITAL ACCOUNT.

Engineering,	per Abstract A,	£45,055	10	0
Permanent Way,	" B,	250,627	13	0
Buildings,	" C,	19,628	7	9
Rolling Stock and Machinery,	" D,	63,213	18	9
Miscellaneous Stock,	" E,	2,157	6	5
General Expenses,	" F,	10,119	14	8
				£390,802 10 7
	Rails, Chairs, &c.			
John Brookfield, Sec. 1, 2, 3, and 4, St. John,	£1,722	1	2	£19,634 13 5
Do. " 4, do.	517	3	6	15,100 1 0
Walker & Co. " 5, do. }	21,141	2	10	} 59,741 19 3
Do. " 6, do. }					27,302 19 8
Johnston & Blackie, Section 7, Hampton,	10,613	12	7	38,468 18 3
D. P. Myers, " 8, do.	9,298	16	3	28,482 12 3
Thomas King, " 9, Sussex,	12,008	8	6	20,758 15 10
Beckwith, Foster & Co. " 10, do.	170	16	5	6,419 7 9
John Brookfield, " 10, do.	73	9	9	2,317 18 8
Do. " 11, do.	80	0	0	5,423 18 9
Do. " 12, do.	295	0	0	6,757 16 1
D. P. Myers, " 13, do.	158	15	0	6,021 4 8
William Stevens, " 14, do.	153	15	0	8,416 11 6
W. H. T. Sumner, " 15, do.	167	7	0	7,313 2 3
Beckwith, Foster & Co. " 16, do.	241	12	6	8,701 17 6
Walker & Co. " 5, Salisbury,	3,609	11	11	11,565 0 4
A. M'Bean, " 5, do.	5,001	12	10	16,614 2 2
M'Bean & M'Donald, " 4, do.	7,406	3	7	31,624 14 11
Small & Crosby, Hammond River Viaduct,	6,735	2	0	17,097 9 0
H. B. Crosby, Engine House,	0	0	0	3,709 19 0
Thomas King, Station, Sussex,	0	0	0	2,941 0 0
M'Kay & Butcher, Station, Salisbury,	6	7	6	1,443 14 2
H. Crosby, Car Shed,	0	0	0	261 10 0
Do. Wood Shed,	0	0	0	153 1 9
C. W. Allen, Freight Shed,	0	0	0	200 0 0
	£82,430	18	4	£346,472 8 2
				428,903 6 6
				Carried forward, £819,705 17 1

				<i>Brought forward,</i>		£819,705 17 1
General Store Account, ... ..	...	...	...	£32,329 5 2		
C. W. Allen, Fencing, ... ..	...	...	...	87 9 3		
Fleming & Humbert, Locomotive, ... ..	...	...	...	112 13 8		
Fred. James, Car Builder, ... ..	...	...	...	129 4 6		
Martin & Earle, Fencing, ... ..	...	...	...	1,610 13 2		
John R. Marshall, Sundries, ... ..	...	...	...	35 13 7		
George Craig, Frogs, &c. ... ..	...	...	...	65 0 0		
Arch. Rowan, Sundries, ... ..	...	...	...	15 0 0		
Moosehorn and Passekeag Bridges, ... ..	...	...	...	255 0 0	—	34,639 19 4
						<u>£854,345 16 5</u>

			CR.			
By Amount advanced per Province Treasurer, ... ..	...	...	...	£835,369 16 11		
Baring Brothers & Co., Balance of Account, ... ..	...	...	...	13,317 17 1		
A. Smithers & Co., New York, ... ..	...	...	...	277 14 1		
John Ferris, Boston, ... ..	...	...	...	44 12 7		
Holt, Gilson & Co., New York, ... ..	...	...	...	71 12 6		
Bank of New Brunswick, overdrawn, ... ..	...	...	...	38 11 8		
Balance carried to General Balance Sheet, ... ..	...	...	...	5,225 11 7		
						<u>£854,345 16 5</u>

REVENUE ACCOUNT.

To Locomotive Power,	St. John Division, Shediac, "	£3,586 3 3		
		963 15 2		£4,549 18 5
Merchandise and Passenger Cars,	St. John, Shediac, "	£1,150 19 11		
		731 7 1		1,882 7 0
Maintenance of Way and Buildings,	St. John, Shediac, "	£162 1 11		
		565 8 2		727 10 1
General Charges,	St. John, Shediac, "	£1,100 12 1		
		742 4 11		1,842 17 0
Balance carried to General Balance Sheet, ... ..	...	...	...	5,795 2 7
				<u>£14,797 15 1</u>

			CR.		
By Passenger Traffic,	Saint John Division, Shediac, "	£4,983 4 0			
		821 0 8		£5,804 4 8	
Freight Traffic,	Saint John, Shediac, "	£1,607 13 6			
		1,314 13 10		2,922 7 4	
Storage,	Saint John, Shediac, "	£5 13 0			
		53 12 0		59 5 0	
Wharfage,	Shediac, " ... ..	...	...	13 1 0
Locomotives and Cars,	Saint John, Shediac, "	£5,629 17 1			
		369 0 0	—	5,998 17 1	
				<u>£14,797 15 1</u>	

GENERAL BALANCE SHEET.

Capital Account,	£5,225 11 7	Revenue Account, ...	£5,795 2 7
Stations, £133 12 3			
Westmorland Bank, 85 9 10			
Cash, 350 8 11—	569 11 0		
	£5,795 2 7		£5,795 2 7

Abstract A.—Engineering Account.

PARTICULARS.	1856 to 1858.	1859.	Total.
Salaries and Office Expenses,	£14,900 16 4	£6,492 10 11	£21,393 7 3
Surveying, &c.	11,835 10 0	159 1 11	11,994 11 11
Travelling and Incidentals,	6,179 19 7	1,533 7 4	7,713 6 11
Instruments and Drawing Material,	506 15 9	189 17 2	696 12 11
Inspectors,	1,613 17 6	1,226 5 5	2,840 2 11
Miscellaneous,	370 16 0	46 12 1	417 8 1
	£35,407 15 2	£9,647 14 10	£45,055 10 0

Abstract B.—Permanent Way.

PARTICULARS.	1856 to 1858.	1859.	Total.
Labour by Contract or otherwise,	£101,178 19 1	£43,011 3 1	£144,190 2 2
Rails, Chairs, Ties, Signals, &c.	57,023 10 1	37 8 8	57,060 18 9
Land Damage,	19,331 17 9	10,416 1 6	29,747 19 3
Miscellaneous, including Fencing,	16,352 10 7	3,276 2 3	19,628 12 10
	£193,886 17 6	£36,740 15 6	£250,627 13 0

Abstract C.—Buildings Account.

PARTICULARS.	1856 to 1858.	1859.	Total.
Terminal Stations,	£3,849 9 4	£2 7 0	£3,851 16 4
Stations,	4,006 16 2	710 7 4	4,717 3 6
Way Stations,	324 13 6	0 0 0	324 13 6
Wharves,	9,019 14 5	83 14 3	9,103 8 8
Miscellaneous,	674 0 0	957 5 9	1,631 5 9
	£17,874 13 5	£1,753 14 4	£19,628 7 9

Particulars of Additions since 31st October 1858.

Shediac Station Buildings,	£2 7 0
Station Building, Moncton,	£12 4 8
Tank House,	3 8 9
Freight House, P. Du Chene,	208 4 3
Kennebecasis Station,	121 19 9
Do. Freight Shed,	25 19 5
Hampton do.	335 10 6
	<hr/>
	£710 7 4
Shediac Wharf,	£70 1 6
Moncton do.	13 12 9
	<hr/>
	£83 14 3
Blacksmith's Shop, Saint John,	£6 9 9
Lock-up House, Salisbury,	110 16 0
House and Store, do.	340 0 0
Store House near Saint John Station,	500 0 0
	<hr/>
	£957 5 9

Abstract D.—Rolling Stock and Machinery.

PARTICULARS.	1856 to 1858.	1859.	Total.
Engines and Tenders,	£18,226 1 2	£6,828 6 6	£25,054 7 8
Spare Gear,	1,412 3 8	1,004 12 3	2,416 15 11
Tools and Implements,	1,653 7 9	418 15 3	2,072 3 0
Snow Ploughs,	505 0 0	197 0 0	702 0 0
Stationery Engines,	570 13 0	...	570 13 0
Passenger Cars,	5,547 3 10	4,616 16 10	10,164 0 8
Freight Cars,	3,213 13 11	...	3,213 13 11
Platform Cars,	4,722 15 10	6,858 11 4	11,581 7 2
Ballast Cars,	6,772 0 0	89 0 0	6,861 0 0
Miscellaneous,	262 6 9	315 10 8	577 17 5
	<hr/>	<hr/>	<hr/>
	£42,885 5 11	£20,328 12 10	£63,213 18 9

Abstract E.—Miscellaneous Stock.

PARTICULARS.	1856 to 1858.	1859.	Total.
Furniture in General Offices,	£966 6 6	£43 16 8	£1,010 3 2
Furniture in Stations,	351 16 2	474 10 7	826 6 9
Horses and Carriages for Engineers and Police,	245 6 6	75 10 0	320 16 6
	<hr/>	<hr/>	<hr/>
	£1,563 9 2	£593 17 3	£2,157 6 5

Abstract I.—Maintenance of Way and Buildings.

PARTICULARS.	Saint John.	Shediac.	Total.
Inspectors and Platelayers, wages and repairing tools,	£158 7 4	£554 9 7	£712 16 11
Rails, Chairs, Ties, Fittings, &c.	0 18 7	1 17 2	2 15 9
Small Stores,	2 6 6	8 11 3	10 17 9
Repairs to Snow Ploughs,	0 9 6	0 10 2	0 19 8
	£162 1 11	£565 8 2	£727 10 1

Abstract K.—General Charges.

PARTICULARS.	Saint John.	Shediac.	Total.
Salaries to Officers and Clerks,	£721 9 9	£493 5 10	£1,214 15 7
Advertising, Printing, Stationery, and Books, ...	55 18 7	16 13 0	72 11 7
Insurance,	158 7 6	129 9 11	287 17 5
Damages to Men, Animals, Goods, &c.	8 16 9	16 5 0	25 1 9
Miscellaneous,	155 19 6	86 11 2	242 10 8
	£1,100 12 1	£742 4 11	£1,842 17 0

Expenditure on Account of Construction from 1st November 1858 to 31st October 1859.

Amount received from Province Treasurer,	£317,500 0 0	
Amount paid Baring Brothers, per Province Treasurer, charged in Railway Books in November 1858,	251 16 9	£317,751 16 9
Balance due Messrs. Baring Brothers at date,	£13,317 17 1	
Messrs. A. Smithers & Co., New York,	277 14 1	
Mr. John Ferris, Boston,	44 12 7	
Messrs. Holt, Gilson & Co., New York,	71 12 6	
Bank of New Brunswick,	38 11 8	13,750 7 11
This sum used in Construction, being part of the Balance of Revenue, as shewn in Capital Account to date,		5,225 11 7
		£336,727 16 3
Deduct—		
Balance due Messrs. Baring Brothers, per Account 31st October 1858, see Report page 7,	£7,109 1 0	
Balance due Bank of New Brunswick, same date,	216 16 9	
Amount of Revenue Balance of same date, £747 19 4		
Less—Amount due by Traffic Department, and Cash on hand,	601 18 9—	146 0 7
		7,471 18 4
Total Year's Expenditure,		£329,255 17 11

Amount of Expenditure as shewn at page 11 of Report, 31st October 1858, ...	£525,089 18 6
Expenditure this year, per the above Statement. ...	329,255 17 11
Total Expenditure to date, ...	<u>£854,345 16 5</u>

Annexed are—Report by the Chief Engineer; Report by the Superintendent; and Statement of Amounts paid for Land Damage.

Early in the year, the Commissioners asked the sanction of the Government to the expenditure during the year of a sum larger than authorized by law, with a view to having the whole Road opened in the Summer of 1860, and this having been granted, the amount in excess has been £89,255 17 11. The Road will probably be ready for traffic about 1st July next.

On reference to the Report of the Chief Engineer, it will be observed that the cost of the Road when completed, will probably exceed his original estimate by about fifteen per cent.

Some of the causes which have led to this, were brought under your notice by the Commissioners in their Supplementary Report of last year, at pages 5 to 7, and 27 to 33. The others are given at length by the Chief Engineer.

In last year's Report it was stated that "there is good reason to suppose that with the extension of the Railway, a more than corresponding increase in the profits may be expected, and the Commissioners feel satisfied that when Hampton and Sussex are reached, a considerable per centage on the cost of the Road, over working expenses, will be realized."

The Line was opened to Hampton on 10th June last, and the following statement shews the result:—

TRAFFIC RECEIPTS AND EXPENSES.

<i>From 1st June to 31st October 1858.</i>	<i>From 1st June to 31st October 1859.</i>
Receipts, - - - £2,003 12 9	Receipts, - - - £5,214 16 9
Expenses, (approximate) 1,336 4 0	Expenses, (approximate) 2,456 5 0
<u>£667 8 9</u>	<u>£2,758 11 9</u>
£667 8 9 is equal to 16s. 5d. per cent. on £81,000.	£2,758 11 9 is equal to 26s 8d. per cent. on £207,000.

£6,226 16 5, the balance of Revenue Account on the Saint John Division, from Saint John to Kennebecasis, from 1st November to 8th June, 9 miles, and from Saint John to Hampton, from 8th June to 1st November 1859, 23 miles, is equal to 60s. 1d. or three per cent. on the cost of 23 miles of Railway, say £207,000.

£5,795 2 7, the Nett Revenue, is equal to 30s. 8d. per cent. on the cost of 42 miles of Railway, say £378,000.

Or if 9 miles of Railway in five months, gave £667 8 9, 23 miles in the same time, and in the same proportion, should give £1,705 13 5, it has given £2,758 11 9.

The line was opened to Sussex on 10th November a further distance of 21 miles, and up to this time there has been more than a proportionate increase of traffic.

The

The following are the Gross Receipts from Traffic in November and December 1858 and 1859, and January 1859 and 1860:—

CHARACTER.	St. John and Kennebecasis, 9 miles, 1858 & 1859.				St. John and Sussex, 44 miles, 1859 & 1860.			
	Nov. 1858.	Dec. 1858.	Jan. 1859.	Total.	Nov. 1859.	Dec. 1859.	Jan 1860.	Total.
Passengers,	£199 11 5	£120 15 0	£99 14 4	£420 0 9	£968 5 4	£816 10 1	£570 15 10	£2,356 0 3
Freight,	29 7 7	12 19 5	11 10 9	53 17 9	567 4 9	503 9 7	371 9 3	1,442 3 7
Totals.	£228 19 0	£133 14 5	£111 5 1	£473 18 6	£1,535 10 1	£1,320 8 8	£942 5 1	£3,798 3 10

All the Station Buildings, Locomotives, and Passenger Cars, have been kept insured against fire, and the premiums of insurance charged to Traffic Account.

In conformity with instructions from the Government, the Commissioners have taken Tenders for, and put under contract two Bridges across the Kennebecasis River at Norton and Millstream, to bring the more settled portions of King's County, north of the River, in connection with the Railway.

Respectfully submitted.

By order of the Board.

R. JARDINE, *Chairman.*

APPENDIX.

REPORT OF THE CHIEF ENGINEER.

To Robert Jardine, Esquire, Chairman of the Board of Railway Commissioners.

SIR,—I have to submit the following Report upon the Works of the European and North American Railway during the past year.

At the date of my last Report, the whole of the line had been put under Contract. The principal features and characteristics of the Road, both as regards location and construction, were described therein; and estimates of the probable cost of the different Divisions, Stations, and Rolling Stock, furnished. Tables also of the alignment and gradient, had been carefully and minutely prepared. Those details will, in most cases, and the Tables will altogether apply to this year; and I have deemed it unnecessary to enter into any further particulars, as it would be almost a recapitulation of what had been already done.

In my Report for 1858, at page 28, I stated that "the sums at which the unfinished Divisions had been taken by the several Contractors had been assumed, and as usual in Railway estimates, fifteen per cent. on the whole then under construction, had been added for contingencies." On referring to that Report, at page 35 to 42, and pages 27 to 33 of the Supplementary Report, it will be observed that the first Divisions of the work were let on an incomplete survey. In consequence of this, and of the usual difficulty

difficulty in ascertaining with precision, the amount and kind of work required to be done in constructing the Railway, through a new country, and without surveys more accurate than from various causes I had been enabled to make, it has been ascertained that the allowance for contingencies was too limited, and that the ultimate cost will probably exceed the estimate by about fifteen per cent. As the works are nearly finished, I have the means of knowing that this calculation is very nearly correct.

At all the lettings of these works there was much competition, and the proposals were generally much under my estimate of the value of the work. The lowest offers having in nearly all cases been accepted, several of the Contractors (as they allege) have lost money, and have preferred claims for extras and damages. I have felt it my duty to resist these claims, so far as they were not based, in my opinion, upon just grounds having relation to the contracts; and it has afforded me great satisfaction, that in taking this stand—amidst the storm of obloquy to which I was exposed—I have been supported by the Commissioners and Government.

It is the rule, and not the exception, that there should be large claims for extra allowance on Railway works, as they are let, upon this Continent, as even where surveys have been made in the most elaborate manner, unforeseen contingencies will always arise. I have no reason to believe that upon this Railway they have been greater than usual.

All the claims that, in my view, had an equitable basis, have been allowed and settled.

It may not be improper to state that one of the principal causes of the difference between my original estimate and the probable cost of the Railway, was the incompleteness of the surveys, caused by the great difficulty in procuring a good and efficient staff at that time, as already stated in the Report of 1858, pages 37 and 38, and in the Supplementary Report, pages 30 to 32.

Every country has its own peculiar difficulties in the way of Railway construction. No one can build in New Brunswick, or elsewhere, without adding to his former experience. The sudden alternations of climate, from frost to thaws and heavy rains, is one of the peculiarities of the portion of this country through which the Railway is located.

I would not now think of putting a Road under bulk sum contracts, or making an estimate of the quantities of work to be done, or the probable cost, until a sufficient portion of the Summer season, with a full staff of competent Surveyors, had been occupied in perfecting the location; and a Winter and Spring devoted to observing the fall of rain and effect of freshets. It would require all the information derived from these sources, to enable an Engineer to calculate the requisite height of embankments, width of cuttings, and necessary quantities of culvert and bridge masonry, so as to render but few changes of plan necessary; and I would here state that no bulk sum contracts can be carried out satisfactorily unless based on an accurate survey, and in full knowledge of all the work to be done.

As already stated, the probable cost of completing the Road will exceed my estimate last year. In further explanation of this increase, I have to state that, in the lettings generally (especially the more recent ones,) the Commissioners required me to observe the strictest economy, and that in seeking to conform to their wishes, several of the grades were left quite up to the maximum allowed, which grades being for short distances

distances only, would mar the equable working of the Railway in those parts; while in some instances the grades were left above the maximum of other parts of the Road, and this to some extent would increase the expense of freighting upon it. When the remainder of the Road came to be located, it was found that the steep grades were all confined to a distance of a few miles; and as those above the maximum elevation would tend to diminish the working properties of the Road throughout its whole extent, it was, after mature deliberation, resolved to reduce those exceptional grades to a conformity with those on other parts of the line.

Besides this, some of the masonry in the first divisions was estimated and let for a quality, which although it might answer for the intended purpose, was below what a due regard to the safety and permanency of the Road was deemed to require.

Another deficiency was in the *size* of some of the Culverts and Bridges. The surveys were made in the Summer, and the Engineers in charge of surveying parties, although men of experience generally in such matters, were to a certain extent deceived with regard to the quantity of water passing in the time of floods. The freshets of last and the preceding year, have shewn it to be necessary to increase the water courses to a great extent. The country drained is larger than was supposed; and besides, the whole line from Passekeag to Sussex runs along the foot of a range of hills from which the water comes with sudden flushes, and on this account requires frequent openings through the Road.

The line from Moncton to Salisbury likewise crosses a range of table lands intersected at intervals by ravines, some of them from 40 to 60 feet in depth, running at right angles to the general course of the line, extending back and drawing the waterfall from an extensive range of high land. At the time of the survey, these ravines had very little water in them. From this cause the quantity of masonry has been, on these sections, more than doubled, and that of a much more expensive character than at first contemplated, has in many cases been substituted. The original specification, in several places, simply required box culverts of from three to four feet span. These were found to be insufficient; and as this kind of culvert is not suitable for large sized openings, six feet arches had to be substituted in many places, and this required, not only an increase in the quantity, but involved the necessity for a much more expensive kind of masonry. The increase in the size of these culverts was found to be absolutely necessary, and it was thought requisite to improve the quality of masonry in the culverts generally, that no chance of failure in the Road should remain that it was possible to avoid.

It would have been more satisfactory had all these facts been known at first; but it should be understood that these additions have not materially increased the ultimate cost of the Road beyond what the estimate would have shewn if all these facts had been known, as there had been little or no change of line, and no work has been thrown away. They have amounted to a considerable sum, and come now under the denomination of "Extras;" but, if they had been arranged for in the first letting, they would have entered into and become a part of the regular contract. They were determined upon before the work had proceeded so far that they would involve loss, so that the expense of them is but little greater in the one case than it would have been in the other.

The advantages of these changes are—that in the parts of the Road where the

gradients have been reduced, the passenger trains will travel with less risk; the danger of collisions will be greatly lessened, by the view not being intercepted by intervening summits; a freight engine will carry over the whole Road a train increased from 2 to 3 additional loaded freight cars with but little increase of expense; the Road will be perfectly safe from the action of floods; the permanency of the structures and the security of life will be greatly increased; and the masonry of all important structures is of that permanent description which will last without dilapidation or failure.

It is true these necessary improvements were attended with a considerable outlay in the item of grading and masonry; but this work once done, would hereafter have attending it but little contingent expense, and the beneficial effects of it would last during the continuance of the Road. On the other hand, if those changes had not been made, the heavier gradients would have governed the traffic during all future time. It is therefore believed that the expenditure was a judicious one.

During the past Summer 34 miles of new Road have been added to those already in operation, making a total of 64 miles in working order; and 45 miles now in course of construction and yet to be opened for purposes of traffic.

The division from Kennebecasis to Hampton, also that from Hampton to Sussex, have been successfully opened; the former on the 8th June, and the latter on the 10th November last, making a total length of open Road from Saint John of 44 miles. This portion is in good order, when the newness and incompleteness of parts of it are taken into consideration.

I will now review the progress of the work on the several Divisions and Sections, enumerating from Saint John.

SAINT JOHN DIVISION.

SAINT JOHN TO OSSEKEAG STATION.

That portion of this Division from Saint John to Salmon Brook, has been treated of at large in the Report for 1858. It comprises Sections Nos. 1, 2, 3 and 4, and was opened for traffic in June 1858. It is entirely completed, and is of a superior character; the future cost of upholding will be very light. The embankment at Lawlor's Lake is permanent, the settlement being less than was originally anticipated.

On the portion formerly known as Lakefield Division, tracklaying and masonry are completed, and the grading is nearly so; there remains a portion of the ballasting, some rip-rapping of embankments on Section 6, and other minor work, to finish it. There has been a considerable quantity of work done during the past summer, and although the Road was opened in June, the daily passenger trains were so ordered as not to interfere to any great extent with the workmen and ballast trains.

Hammond River was first passed by a temporary trestle bridge erected at the expense of the Contractor. The viaduct was finished in time for the opening in November last, and is now entirely complete. The girders have been put together in a substantial and careful manner, and in conjunction with the masonry, form a most durable structure. Before being opened to the public it was thoroughly tested.

HAMPTON

HAMPTON DIVISION.

FROM OSSEKEAG TO SUSSEX.

Section 7, from Groom's Cove to Norton Ferry, is in good order. The tracklaying is finished and the masonry and grading nearly so, a portion of the ballasting and ripping is still to be done. The iron work for the Passekeag Bridge has arrived from England, and is now being erected.

Section 8 is in about the same state of forwardness. The superstructure for the Bridge over the Moosehorn has been erected and properly tested, and is now passed over by the trains.

On Section 9, the grading has been sufficiently completed to admit of the track being permanently laid, but the embankments in several places will require widening in the Spring from the adjacent cuttings to complete them. The track is in pretty good order, considering that but a small portion of ballast has been laid on. Two out of three Bridges are still to be built: the Contractor has however erected substantial temporary structures at his own expense, by the aid of which the line was safely opened in November. He is delivering stone this Winter preparatory to commencing the erection of the permanent structures in the ensuing Spring, which can be done without interfering with the traffic.

SUSSEX DIVISION.

FROM SUSSEX TO HEAD OF PETITCODIAC.

Section 10 was let October 8th 1858, to Messrs. Beckwith, Foster & Co. but as the work did not progress in a satisfactory manner, it was in September last taken out of their hands and re-let to Mr. John Brookfield, who was the next lowest bidder. The latter has endeavoured to make up for the time that was previously lost, by pushing the work as fast as the season would permit.

On this Section are two of the most important Bridges upon the Division,—Trout Creek Viaduct of three spans of 80 feet; and Salmon River of two spans of 100 feet each, and of Warren & Kennard's Patent Iron Girder. The former had been originally designed for two spans, but it was found that there was not sufficient waterway for the periodical freshets in that stream; and another span and three feet additional height were accordingly added.

The abutments and piers are, with the exception of the extra three feet, completed and in readiness for the girders, which have not yet arrived from England. The masonry is of the best description, no better exists on the line.

At Salmon River the works had been so delayed, that it is very questionable whether any reasonable exertion will succeed in completing the Viaduct in time for the general opening of the Road next Summer; but by resorting to the construction of a temporary Bridge,—the materials for which may be delivered at a small expense this Winter—the opening need not, on this account, be delayed.

Sections 11 and 12 are nearly completed and in readiness for the rails, with the exception of a portion of the grading on the former Section, where the line passes over the interval of the Salmon River; this gap was caused by a scarcity of earth at this point which prevented the embankment from being completed. The opening of the line to Sussex has enabled the Contractor to deliver rails from Saint John, which have

have been laid down; the requisite amount of earth, to complete the embankments, will be hauled early in the ensuing Spring.

On Section 13 the grading is nearly finished, but cannot be properly formed until the opening of the Spring. This will prevent the sleepers from being distributed in a proper manner this Winter. A considerable proportion of the culvert masonry is still to do upon this Section.

Section 14. All the grading and masonry have been completed and thoroughly dressed and finished, with the exception of a small portion at the western end of the Section. A part of the track has already been laid, and all the sleepers have been delivered and distributed.

Section 15 is in about the same state of forwardness as Section 13; some of the grading and masonry is not yet completed, and the formation cannot be dressed off until the frost comes out in the Spring. This will also delay the distribution of sleepers and iron, and the laying of the track.

MONCTON AND SALISBURY DIVISION.

HEAD OF PETITCODIAC TO MONCTON.

Section 16. The grading and masonry are considerably advanced upon this Section, except upon the heavy embankment near the eastern end. The latter point however is the key of the work, and has been neglected by the Contractors.

Section 5, Salisbury, was let in December 1857, to Messrs. Walker and Company, but, in December of the following year, it became evident that the work was not progressing in such a manner as to ensure its completion within any reasonable period. The works were taken out of their hands in January 1859, and re-let to Mr. Alexander M'Bean, the Contractor for the contiguous Section, who has since done all in his power to forward the work. The dilatoriness of the former Contractors, in not finishing the culvert masonry in time to receive the heavy embankments, as already stated in the Supplementary Report of last year, page 47 to 49, has caused so great a delay, that no subsequent amount of energy would permit this Section being opened for traffic by the time specified, viz. the 1st November last. The whole of the masonry, by dint of great exertion, has been completed during the past Summer, and the grading will be finished early enough in the Spring to enable the track to be laid for the final opening, without being entirely ballasted.

Section 4, Moncton, was let in December 1857, to Messrs. M'Donald & M'Bean. Subsequently to the letting it was deemed desirable to make some changes in the gradients, which have been already enlarged upon in a former part of this Report. The principal grade was marked upon the original contract profile as 50 feet per mile; but, as it had been decided that 45 feet per mile should be the maximum grade on the line in every other instance, it was determined that there should not be an exception in this case. This decision necessarily increased in a considerable degree the quantities of earth work; and in order to expedite the work the Contractors went to considerable expense in purchasing a steam excavator to push these heavy points.

The masonry which comprises several large arch culverts under deep embankments, was completed early last Summer; and there is now no reason to doubt that the grading will be sufficiently advanced by the opening of the Spring, to permit of a continuous track being laid over the whole Section. The

The platelaying and ballasting from Sussex to Head of Petitcodiac was let in October last to Mr. William Stevens, his being the lowest tender for this work. The Contractor has formed a superior ballast pit near the line on Section 11 and is about opening it, which will much facilitate the completion of this part of the work. He is likewise energetically delivering sleepers and iron from Moncton and Sussex simultaneously, and distributing them over all the Sections that are ready for their reception.

MONCTON AND SHEDIAC STATIONS.

This Division is in about the same condition as it was at the date of my last Report, to which I beg to refer. See page 30, Report 1858.

STATIONS.

ST. JOHN.—The contract for the grading and preparing of the Depot ground has been approximately completed, within the amount stated in the last Report; and it may not be out of place to state, that these grounds thus far have been found very convenient, and will probably be all that will be required for the purposes of the traffic for many years to come, whilst their central position renders them very accessible.

The engine house, which is a circular building of brick, and 170 feet in diameter, as well as the car house, have been finished during the past year. These buildings are permanent and of a substantial description of their kind.

A wood shed and supplementary building for the cars at the Mill Pond, as also a freight shed, have been erected. The latter will answer all the purposes of traffic, until an increase of freight will warrant the expense of erecting a permanent freight building. Besides this it will require some experience of the nature and extent of traffic, to determine upon suitable buildings for the purpose.

All the Stations mentioned in the last Report as Class No. 2, comprising those at Kennebecasis, Ossekeag, Salisbury, Moncton, and Shediac, have been completed. The Sussex Station, with freight house, engine house, tank, wood shed, and turn-table, is now nearly finished.

The Class No. 3 Stations, namely, Norton, Apohaquie, Penobsquis, Annagance, and Petitcodiac, are now under contract. In arranging the plan of these structures, the main building has been made to answer for the accommodation of freight and passengers, a convenient and economical arrangement.

In conclusion, it is a matter of congratulation that no failure has taken place upon any of the completed structures, and that although the freshets of the last Spring and Autumn were unusually severe, not a single failure worth mentioning has occurred. The embankments, when complete, stand well, the masonry is good, and the iron rails and fastenings, as well as the Bridge superstructures, prepared in England, are all that can be desired.

The perfection of the alignment and gradients, and the solidity of the Road, may be judged of by the fact, that since the opening of the several divisions of the Road for traffic, covering a period of nearly three years, as appears by the Superintendent's Reports, not an accident has occurred, by which injury has been done to persons or property.

Respectfully submitted, by your obedient servant,

Saint John, 6th February, 1860.

ALEX. L. LIGHT.

Saint John, N. B. 21st December, 1859.

To ROBERT JARDINE, Esquire, Chairman Railway Board,

SIR,—I beg leave to submit for consideration of the Board of Commissioners the following Report upon the transactions of this division of the Railway service for the past year.

The Accounts and Statements now presented, date from 1st November 1858 to 31st October 1859, and embrace the following, viz :—

- 1st. Revenue Account ;
- 2nd. Abstract of Expenditure ;
- 3rd. Monthly Statement of Traffic Receipts ;
- 4th. Statement of Wharfage and Storage ;
- 5th. Abstract of Engine Returns ;
- 6th. Monthly Statement of Passengers ;
- 7th. Comparative Statement of Traffic Receipts for 1858 and 1859.

REVENUE.

DR.						CR.	
Particulars.	Ab- stract.	Shediac.	Saint John.	Particulars.	Shediac.	Ab- stract.	Saint John.
To Locomotive Power.	A	£963 15 2	£3,586 3 3	By Passenger Traffic,	£821 0 8	F	£4,983 4 0
Merchandise and Passenger Cars,	B	731 7 1	1,150 19 11	Freight Traffic,	1,314 13 10	F	1,607 13 6
Maintenance of Way & Buildings,	C	565 8 2	162 1 11	Wharfage,	13 1 0	"	"
General Charges,	D	742 4 11	1,100 12 1	Storage,	53 12 0	G	5 13 0
Balance gain this year,			6,226 10 5	Locomotives and Cars,	369 0 0	"	5,629 17 1
				Balance loss this year,	431 7 10	"	"
		£3,002 15 4	£12,226 7 7		£3,002 15 4		£12,226 7 7

BALANCE.

DR.						CR.	
To Balance, Shediac and Moncton Division,				By Balance, Saint John Division,			
Net Revenue,							
		£431 7 10					£6,226 10 5
		5,795 2 7					
		£6,226 10 5					£6,226 10 5

B
 STATEMENT shewing the Monthly Receipts at the respective Stations and in the Cars, for Passengers and Freight on the Shediac and Moncton Division, for the Year ending 31st October 1859.

PASSENGERS.

	Novem.	Decem.	January.	February.	March.	April.	May.	June.	July.	August.	Septem.	October.	Aggregate.
Moncton Station,	31 19 74	9 16 0	..	..	..	17 16 14	35 4 74	43 10 9	51 16 0	54 11 9	55 2 6	40 13 14	4338 10 6
Shediac Station,	..	46 6 44	..	..	..	18 13 6	33 15 84	50 1 24	61 15 04	50 14 114	45 0 0	45 0 0	374 12 6
Point DuChene Station,	..	..	..	..	..	..	8 19 9	16 3 6	4 9 6	11 1 9	13 1 6	9 13 6	80 9 6
Conductor,	..	3 12 104	..	..	..	2 6 04	3 8 74	3 7 6	3 9 0	5 5 44	3 1 44	2 1 44	27 8 2
Totals, .. £	81 18 104	24 7 3	..	..	..	38 15 8	81 3 84	113 2 114	138 9 64	125 9 4	120 0 4	97 8 0	4881 0 8

FREIGHT.

Moncton Station,	108 13 4	45 6 8	..	..	..	31 14 114	62 7 8	81 14 54	69 3 104	88 4 114	47 0 2	140 0 6	4667 6 9
Shediac Station,	..	60 11 94	..	..	..	55 7 24	37 5 14	22 19 2	20 3 04	57 8 9	20 11 3	33 19 6	325 8 4
Point DuChene Station,	..	59 12 64	..	..	..	..	18 14 3	82 7 44	42 16 14	30 16 8	38 15 4	39 10 2	321 18 9
Totals, .. £	223 17 8	69 15 64	..	..	..	87 2 2	118 7 04	187 1 0	132 2 114	176 10 44	106 6 9	213 10 4	1314 13 10

60

B
 STATEMENT shewing the Monthly Receipts at the respective Stations and in the Cars, for Passengers and Freight, on the Saint John Division, for the Year ending 31st October 1859.

PASSENGERS.

	Novem.	Decem.	January.	February.	March.	April.	May.	June.	July.	August.	Septem.	October.	Aggregate.
Saint John Station,	99 16 11	62 7 1	57 17 14	51 16 11	90 13 74	112 3 9	136 5 3	339 4 7	380 12 54	547 15 7	900 5 1	1249 18 44	3028 16 9
Kennebecasis Station,	87 10 6	32 16 9	37 14 5	42 9 3	71 13 3	68 16 9	70 1 3	38 11 10	26 6 3	26 18 10	38 9 3	26 10 91	587 19 14
Ossikeeg Station,	..	..	..	..	..	..	..	113 6 3	166 19 7	173 2 7	200 6 7	182 11 24	836 6 94
Conductors,	12 4 0	5 11 2	4 2 9	4 6 8	7 16 9	8 18 11	10 16 4	86 13 11	87 13 94	79 6 84	149 14 7	73 16 44	530 1 114
Totals, .. £	199 11 5	120 15 0	99 14 34	98 12 10	170 3 74	189 19 5	217 2 10	577 16 7	661 12 1	827 3 84	1288 15 6	6531 16 9	4983 4 04

FREIGHT.

Saint John Station,	29 7 7	12 19 5	11 10 94	77 16 2	27 0 8	31 8 14	35 12 9	123 5 34	173 3 10	154 15 10	214 16 3	482 16 8	1374 12 44
Kennebecasis Station,	..	..	..	8 12 14	32 2 2	0 15 8	15 13 5	13 18 1	18 7 2	15 6 2	7 14 2	31 17 7	144 6 64
Ossikeeg Station,	..	..	..	..	..	..	..	6 8 7	19 5 3	15 3 6	25 11 4	22 7 11	88 14 7
Totals, .. £	29 7 7	12 19 5	11 10 94	86 8 34	59 2 10	32 3 94	51 6 2	143 1 114	210 14 3	185 5 6	248 1 9	537 1 2	1607 13 6



STATEMENT shewing the Receipts at the several Stations, for Storage and Wharfage, for the Year ending 31st October 1859.

					Storage.	Wharfage.	Totals.
Moncton Station,	...	...	...	...	£26 9 10	... ..	£26 9 10
Shediac,	...	...	...	...	14 2 2	... ..	14 2 2
Point Du Chene,	...	...	...	...	13 0 0	£13 1 0	26 1 0
					£53 12 0	£13 1 0	£66 13 0
Saint John Station,	...	...	...	...	£0 5 3	... ..	£0 5 3
Kennebecasis,	...	...	...	...	2 16 3	... ..	2 16 3
Ossekeag,	...	...	...	...	2 11 6	... ..	2 11 6
					£5 13 0	... ..	£5 13 0

7

1859

Abstract of Performance of Engines on both Divisions of the Railway, for the year ending 31st Oct. 1859.

NAME.	CONSUMPTION OF				MILEAGE OF CARS.						Total Car Mileage.	
	Hours in Steam.	Miles Run.	Wood.	Oil.	Tallow.	Waste.	A	B	C	D		E
Hercules,	821	5191	18537	61.50	13.50	97.50	4602	4570	2649	3006	..	14827
Sampson,	1090	6633	25884	86.75	4.00	136.50	6036	6038	2864	2709	..	17647
Scadon,	1931	8599	21525	115.12	8.50	226.00	5459	5403	3060	3647	..	17569
Saint John,	3455	14490	12936	67.38	140.75	146.50	3306	3138	2021	24659	62311	95435
Kennebecasis,	2849	9685	1198	4.50	3.75	7.00	808	608	169	5474	75803	82862
Petitcodiac,	3727	14477	11776	55.00	116.50	144.00	1281	1201	312	21736	109061	133591
Anagance,	2992	11346	28152	132.00	389.00	323.00	8418	6026	1320	22342	14084	52190
Loostank,	3010	13128	28948	120.00	445.75	325.50	8397	8130	4556	14079	10547	45709
Osekeag,	1650	7917	13037	60.75	223.50	138.25	5788	4604	3831	8967	26562	49722
Apoaqui,	835	4677	12297	58.38	179.50	108.50	4903	4711	3798	5867	..	19279
Sussex,	176	651	..	..	..	..	..	..	..	3155	140	3295
Totals,	22536	96794	174290	760.39	1524.75	1652.75	48968	44429	24580	115641	298508	532126

RECAPITULATION.

Passenger and Freight Train, Shediac,	2910	17935	65946	224.50	26.00	365.50	16097	16011	8573	9362	..	50043
Construction Train, Sec. 4, Salisbury,	932	2488	..	37.87	..	94.50	..	..	..	18580	..	..
Passenger and Freight Train, St. John,	5592	29369	77209	332.63	1142.75	766.75	32871	28418	16007	20917	4141	95876
Construction Train, 1, 2, 3, 4, St. John,	2384	7085	26657	117.02	261.25	283.50	..	..	..	36189	293597	35058
Construction Train, 5 and 6, St. John,	9251	34511	..	..	..	..	..	..	..	22588	..	22588
Construction Train, 7, Hampton,	1077	3917	10479	48.37	94.75	142.50	..	..	..	7955	..	7955
Construction Train, 8, Hampton,	337	1378	..	..	..	..	..	..	..	50	..	820
Construction Train, 9, Hampton,	53	111	..	..	..	..	..	..	..	..	..	..
Totals,	22536	96794	174290	760.39	1524.75	1652.75	48968	44429	24580	115641	298508	532126

STATEMENT shewing the Number of Persons who have travelled in the Cars for the Year ending 31st October 1859.

SAINT JOHN DIVISION.				SHEDIAC AND MONCTON DIVISION.			
EAST.			WEST.	EAST.			WEST.
Month.	Number.	Total.	Month.	Number.	Total.	Month.	Number.
November,	1775	3,977	November,	321	513	November,	355
December,	1155		December,	192		December,	196
January,	1047		January,	..		January,	..
February,	1094	4,778	February,	997	4,659	February,	..
March,	1779		March,	1712		March,	..
April,	1995		April,	1950		April,	208
May,	2766		May,	2487		May,	917
June,	4063	11,769	June,	3692	10,621	June,	791
July,	4940		July,	4442		July,	1178
August,	9689		August,	8983		August,	811
September,	17,972	30,941	September,	16,793	28,836	September,	747
October,	3280		October,	3060		October,	970
Totals,	..	51,465	..	..	47,966	..	6173

Two Children from year old and under *twelve* years of age counted as one passenger.

RECAPITULATION.

Saint John Division,	East,	51,465
	West,	47,966
		99,431
Shediac and Moncton Division,	East,	4,977
	West,	6,173
		11,150
		110,581

Comparative Monthly Statement of the Traffic Receipts on the Shediac and Moncton Division, for the Years ending 31st October 1858 and 1859.

1858.

CHARACTER.	Novem.	Decem.	January.	February.	March.	April.	May.	June.	July.	August.	Septem.	October.	Aggregate.
Passengers, ..	72 15 44	82 2 10	..	..	..	33 12 44	91 7 14	144 5 3	172 9 9	91 57 9	9 116 6	88 18 6	£3959 7 10
Freight, ..	154 7 14	45 13 5	..	..	..	46 12 5	129 10 9	229 3 0	120 19 2	69 0 54	106 2 2	170 18 9	1,072 7 34
Wharfage and Storage, ..	..	..	..	..	..	..	..	0 14 6	3 19 6	6 11 1	2 17 2	4 6 10	18 9 1
Totals, ..	£227 2 6	127 16 3	..	..	..	80 4 94	220 19 11	374 2 9	297 8 5	233 1 34	225 6 24	204 4 1	12,050 4 24

1859.

Passengers, ..	31 18 104	24 7 3	..	..	..	38 15 8	81 8 84	113 2 114	138 9 64	125 9 4	120 0 4	97 8 0	£521 0 8
Freight, ..	223 17 8	69 15 64	..	..	..	87 2 2	118 7 0	157 1 0	132 2 114	176 10 44	106 6 9	213 10 4	1,314 13 10
Wharfage and Storage, ..	8 16 10	14 11 9	..	..	..	5 16 9	5 12 11	3 7 0	9 15 6	4 12 9	8 7 0	5 12 6	66 13 0
Totals, ..	£314 13 44	108 14 64	..	..	..	131 14 7	205 8 8	303 10 114	280 8 0	306 12 54	234 14 1	316 10 10	£2,292 7 6

61

Comparative Monthly Statement of the Traffic Receipts on the Saint John Division, for the Years ending 31st October 1858 and 1859.

1858.

CHARACTER.	Novem.	Decem.	January.	February.	March.	April.	May.	June.	July.	August.	Septem.	October.	Aggregate.
Passengers, ..	34 4 1	28 1 2	48 9 11	33 13 10	58 5 3	42 12 10	65 18 3	311 1 63	458 4 94	449 1 64	499 11 64	208 1 4	£2,237 6 1
Freight, ..	..	..	..	..	..	..	..	2 10 0	7 0 1	5 1 2	49 17 1	13 3 8	77 12 0
Storage, ..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals, ..	£ 34 4 1	28 1 2	48 9 11	33 13 10	58 5 3	42 12 10	65 18 3	313 11 63	465 4 104	454 2 84	549 8 74	221 5 0	£2,314 18 1

1859.

Passengers, ..	199 11 5	120 15 0	99 14 34	98 12 10	170 3 74	189 19 5	217 2 10	577 16 7	661 12 1	827 3 84	1288 15 6	513 16 9	£4,384 4 04
Freight, ..	29 7 7	12 19 5	11 10 94	86 8 34	59 2 10	63 18 104	19 11 1	143 11 114	210 14 3	185 5 6	248 1 9	537 1 2	1,607 13 6
Storage, ..	..	..	..	0 3 3	0 8 0	0 12 3	1 12 0	0 1 3	0 10 9	..	1 12 0	0 13 6	5 13 0
Totals, ..	£ 228 19 0	133 14 5	111 5 1	125 4 44	229 14 54	254 10 64	238 5 11	721 9 94	872 17 1	1012 9 24	1638 9 3	1069 11 5	£5,596 10 64

I may remark that no credit is given in the Account to either Division for carrying the Mails, for the reason that no definite arrangement with regard to the amount to be charged had been concluded with the Post Office Department up to the close of the year.

The Canadian rate for this service is \$30 per mile of Railway per annum if by day, and \$40 if by night.

The Accounts omitted, if credited here, at this figure, would stand as follows:—

Conveying the Mails between Shediac and Moncton, 17 miles for one year, exclusive of the Winter months, say from June 1858 to 31st October 1859, at \$30,	£127 10 0
Conveying the Mails between Saint John and Ossekeag, 23 miles for 5 months, say from 8th June to 31st October 1859, at \$12½,	71 17 6
	£199 7 6

which would be equivalent to an increased revenue of something more than 17-10th pence per mile run for Shediac, and a fraction over 58-100th of a penny per mile run for Saint John.

The Statements E, F, G, at the credit of "Revenue," shew a Monthly Summary of the Traffic Receipts for the present year.

The credit for "Locomotives and Cars," is made up of charges against Contractors and Construction, per Account rendered, for the use of these Machines during the past year.

For one Engine and ten Platform Cars the average rate is £5 per day where *found* by Contractor, or £7 10s. the Railway furnishing necessary supplies, which may be considered very low, particularly when the state of the Road over which Construction Engines are sometimes made to work, the high rate of speed at which they run, and consequent wear and tear to machinery, is taken into consideration.

The following extract from a Letter which I have received from a Gentleman well acquainted with Railway management in Canada, will suffice to shew the Rates there charged:—

"On the Grand Trunk the last two years we charged \$32 per diem for a Locomotive, finding men, oil, tallow, waste, fuel, and water; and forty six cents per Car, either Platform or Ballast. The day to be twelve working hours; every 2½ hours beyond that being taken as a quarter of a day extra.

"The Buffalo and Lake Huron charge the Welland Railway \$35 per diem; the Buffalo and Lake Huron finding men, oil, tallow, &c. but the Welland *wood* and *water*. The Buffalo and Lake Huron charge, on their own line, \$30 per diem for an Engine, which includes every thing; and fifty cents per Car per diem. Of course, [he adds] Contractors have the Cars supplied handed over in first class order, and are bound to deliver them in the same, including wheels and brasses. I think [he further adds] you will find these charges of the Grand Trunk Railway about the correct thing."

It will thus be seen, that if 25s. (the price per day of ten Cars at 2s. 6d. each,) be taken from the *highest price* charged per day by this Railway, when finding every thing for a Locomotive and Cars, the balance will be £6 5s., equivalent to \$25 per diem, being \$7 lower than the Grand Trunk, and \$5 cheaper than the lowest price charged in
Canada

Canada for these services ; without considering the fact that in our case the number of hours per day is not limited.

It should also be remembered, that when the completion of the several contracts permits the carrying trade to be properly developed, and these Locomotives otherwise employed, the rate will bear no very small proportion to the amount which either of them will earn ; that while the Revenue derived from this source will be larger in proportion to the mileage, the expenses will be less.

The debit side of the "Revenue" Account constitutes the entire expense to the Railway for operating the Road, not only the Passenger and Freight, but the Construction Trains also.

The whole is shewn under four general heads, viz :— "Locomotive Power," "Merchandise and Passenger Cars," "Maintenance of Way and Buildings," and "General Charges." Abstracts A, B, C, and D, shews a comprehensive summary of particulars of each heading referred to.

A shews the amount of wages paid for working all the Locomotives, the firewood consumed by all the engines except those which have from time to time been working upon Sections 5 and 6 Saint John, 8 and 9 Hampton, and Section 4 Salisbury ; and all the wood consumed in Shops, Engine Houses, and Tank Houses on the line ; all the Oil, Tallow and Waste used by all the Engines, and in all the Workshops and Engine Houses in use, except those upon Stations 5 and 6, and 8 and 9 ; all the repairs done to the Locomotives, except those with which the Contractors have been charged ; repairs to Workshops, &c, water for the use of these Machines, and the wages for Watchmen for all the Engines, as well as the small stores, and other miscellaneous items for their use and benefit.

B shews the amount of wages paid to Conductors and Brakemen on the several Passenger and Freight Trains, as well as to Porters and labourers employed in loading the Cars ; the amount for Oil, Tallow and Waste consumed ; the repairs to Cars in use, on construction upon Sections 1, 2, 3, 4, and 7, as well as for Passengers and Freight ; amount of wages paid Switchmen ; wood consumed in the Cars ; small stores, and other miscellaneous charges in connection therewith.

C gives the amount paid for maintaining the Permanent Way, &c., for the year on the line between Shediac and Moncton ; and on that portion between Saint John and Kennebecasis since the 1st of June last, the date at which the Contractors' maintenance expired.

D shews amount paid Superintendent, Book Keeper, Station Masters and Freight Clerks, for their services the past year ; the advertising and printing done, and Stationery used, as abstracted from the Bills as far as rendered ; the premium of Insurance paid on Buildings and Locomotives and Cars ; the amount paid for damage to Freight ; Watchmen at Stations ; Fuel for Stations ; and all other charges of a miscellaneous character, not included under the other principal headings.

The result shews a loss, on the face of the Account, in the operation of the Line at Shediac, of £431 7 10, and a gain at Saint John of £6,226 10 5½, and the Nett Revenue to be £5,795 2 7½.

It

It has always seemed to me very necessary to shew the exact expense of working and maintaining *each Locomotive, each description of Cars, each Station, and maintaining the Permanent Way*, as well as the exact expense of *running each Train, whether Construction, Passenger, Freight, or either*, and the proportion of each per mile run; but a series of difficulties have hitherto prevented the accomplishment of this desirable object. No correct statement of the whole expenses in these particulars can be given until the conclusion of present arrangement with Contractors throws upon the Railway the finding every thing, for unless the Stores and the Repairs are provided from one source, it is evident that those supplied by the Road will bear no proper proportion to the mileage; nor can comparisons be instituted between one Machine and another, elsewhere found so profitable in Railway management.

I am enabled, however, to give the hours in steam, miles run, and, where found by the Railway, the cubic feet of wood consumed by each Engine, as well as the oil, tallow, and waste; and transposed, the same particulars, as applied to the Passenger and Construction Trains. These will be found on reference to the Abstract of Engine Returns before given.

From this and the Accounts, I beg to offer the following Table, shewing, in addition to the average number of miles run by the Locomotives, in each service, during the year, and the average number of miles run to the specified consumption of wood, oil, tallow, and waste, and the average number of Cars, the approximate expenses per mile run for each service,—with the actual total cost to the Railway, per mile run,—the actual receipts per mile run, in each case, and approximately the gain or loss,—with the actual gain to the Railway per mile run on the whole. The Table is as follows:—

PARTICULARS.	Passenger Train, Shediac.	Passenger Train, Saint John.	Construction Train, Salisbury.	Construction Train, Sect. 1, 2, 3 & 4, & 7, Saint John.	Construction Train, Sect. 5 & 6 and 8 & 9, Saint John.	TOTALS.
Miles run,	17935	29369	2488	11002	36000	96794
Average number of miles to one hour in Steam,	61.63	5.25	2.67	3.17	3.73	4.29
Average number of miles to one cord of Wood,	34.81	48.69	none.	45.22	none.	71.00
Average number of miles to one gallon of Oil,	79.88	88.26	65.69	66.52	none.	127.29
Average number of miles to one pound of Tallow,	689.80	25.70	none.	30.90	none.	63.48
Average number of miles to one pound of Waste,	49.00	38.30	26.32	25.82	none.	58.56
Average number of Cars to one mile run,	2.79	3.26	none.	4.33	9.40	5.49
Expenses of mile run, (in pence)	37.00	30.00	22.9377	24.6224	8.00	22.3219
Receipts per mile run, (in pence)	29.4714	53.906	35.5952	40.7239	25.0866	36.6909
Gain, (in pence)	—	23.906	12.6575	16.1015	17.0866	14.3690
Loss, (in pence)	7.5286	—	—	—	—	—

The expenses to Railway for the several services per mile run, as here given, may be considered as correct; the calculations have been made with care, and after mature consideration.

With

With regard to the loss shewn as the result of the operations of the line at Shediac, I beg to say, that while the comparative statement given exhibits an increase in the traffic, the expenses were necessarily much greater than the previous year, and the circumstance of the loss of the "Maid of Erin" in April upon the second trip to Moncton, and consequent large diminution in the through traffic until July, when the "Princess Royal" was placed upon the route to the Bend, seriously affected that revenue, which is almost exclusively dependent upon the through trade, created by the connections which are formed with the Railway by the Bay of Fundy and the Gulf of Saint Lawrence Steamers.

The traffic at Saint John exhibits, as reference to the Comparative Statements will shew, an increase in the previous year of £4,281 12 5. The fact, however, must be remembered, that there has been 23 miles of this section of the line in operation since 8th June last, in the room of nine miles for the twelve previous months.

But in order to shew more clearly the increased traffic on the extension to Hampton, as compared with that to Kennebecasis, I have deemed it desirable to ascertain, as near as practicable, the receipts and expenses per mile run for the *five last months* of each of the two past Fiscal Years.

The statements are approximate, but may be esteemed as very nearly correct; they are as follows:—

SAINT JOHN AND KENNEBECASIS.

1st June to 31st October 1858.

Receipts,	8.908 miles run,	@ 53.9821 pence,	£2,003 12 9
Expenses,	8.908 miles run,	36.00 pence,	1,336 4 0
Nett,	8.908	17.9821 pence,	£667 8 9

SAINT JOHN AND HAMPTON.

1st June to 31st October 1859.

Receipts,	19.650 miles run,	@ 63.6926 pence,	£5,214 16 9
Expences,	19.650 miles run,	30.00 pence,	2,456 5 0
Nett,	19.650 miles run,	33.6926 pence,	£2,758 11 9

Nett receipts per mile run, 1858, 17.9821 pence.

Nett receipts per mile run, 1859, 33.6926 pence.

Difference in favor of present year, 15.7105 pence.

Some portion of the surplus arising out of the other transactions spoken of, will be requisite to place these Locomotives in the necessary good order, for the next season's operations, to what extent I am of course unable to say.

Reference to the monthly statement given, will shew the number of Passengers arrived east and west over both divisions of the line, to be one hundred and ten thousand five hundred and eighty one.

The number of Passengers carried one mile, has been ascertained at one million one hundred and eighty seven thousand five hundred and ninety five ; and the average number of miles travelled by each passenger to be $10\frac{739594}{1000000}$. The average rate per mile charged per mile has been $1\frac{9549}{10000}$ cents, a fraction less than the rate established for second class fares. This reduction has been frequently caused by the inducements held out to excursionists during the Summer, which has proved in every way advantageous.

I beg further to present—1st. Statement of Locomotives, with Mileage ; 2nd. List of Cars ; 3rd. Staff.

STATEMENT shewing the Name, Capacity, &c. of each Locomotive.

NAME.	Size of Cylinder.	Diameter of Driv. Wheels.	Capacity of Water.	Makers.	When placed on Line.	Miles run to date.
Hercules, ..	17 x 20,	5 feet,	1,700 gallons,	Hoston Locomotive Works,	..	7,717
Sampson, ..	17 x 20,	5 feet,	1,700 gallons,	Boston Locomotive Works,	..	9,686
Scadour, ..	14 x 22,	5 feet,	1,500 gallons,	Boston Locomotive Works,	1st January 1858,	20,417
Saint John,	12 x 20,	4 feet,	1,200 gallons,	Portland Co. Locomotive Works,	24th December 1856,	22,918
Petitodiac,	14 x 22,	5 feet,	1,500 gallons,	Boston Locomotive Works,	1st January 1858,	27,801
Kennebecasis,	12 x 20,	4 feet,	800 gallons,	Boston Locomotive Works,	15th December 1857,	14,444
Asagance, ..	15 x 22,	5½ feet,	1,700 gallons,	Boston Locomotive Works,	3rd June 1858,	17,222
Loostank, ..	14 x 22,	5½ feet,	1,600 gallons,	Fleming & Humbert,	31st August 1858,	15,314
Oseckag, ..	15 x 22,	5½ feet,	1,700 gallons,	Fleming & Humbert,	1st June 1859,	7,917
Apoahqui, ..	15 x 22,	5½ feet,	1,700 gallons,	Fleming & Humbert,	20th August 1859,	4,677
Sussex, ..	15 x 22,	5½ feet,	1,280 gallons,	Springfield Locomotive Works,	5th October 1859,	651

* These Engines were imported by Messrs. Peto, Betts, Jackson and Brassey, and no date can be given of the time when placed on Line. The Mileage here given dates from 19th April and 4th May 1858, respectively.

LIST OF ROLLING STOCK, (EXCEPT ENGINES.)

SHEDIAC.	SAINT JOHN.
2 First Class Passenger Cars,	9 First Class Passenger Cars,
2 Second do.	4 Second do.
11 Freight Cars,	6 Freight Cars,
18 Platform Cars,	56 Platform Cars,
3 Trucks,	40 Ballast Cars,
5 Hand Cars,	131 Earth Waggons,
1 Snow Plough.	9 Hand Cars,
	2 Snow Ploughs.

STATEMENT OF CASUALTIES.

Name.	Occupation.	Term.	Nature of Accident.	Date.	Cause.	Place.
—	—	—	—	—	—	—

Statement giving the Names, Occupation, Remuneration, and Date of Appointment, of the several Employees in this Division of the Railway Service at this date.

Name.	Occupation.	Remuneration.	Date of Appointment.
Samuel M'Kean,	Div. Superintendent,	£150 per annum,	23rd April, 1858.
Robert Marshall,	Book Keeper,	£150 per annum.	10th May, 1859.
<i>Saint John Station.</i>			
Charles W. Hanford,	Station Master,	10s. per day,	20th August, 1859.
J. Henry Beek,	Freight Clerk,	7s. 6d. per day,	20th " "
John Doherty,	Station Porter,	6s. 3d. per day,	10th February, "
Owen Sullivan,	Labourer,	5s. per day,	20th July, 1857.
Alexander Brewster,	Switchman,	5s. per day.	25th June, 1859.
Thomas Pierce,	Station Watchman,	£7 5s. per month,	1st April, "
J. Moriarty,	Wood Sawyer,	4s. 6d. per day,	20th July, 1857.
<i>Kennebecasis Station.</i>			
William King,	Station Master,	10s. per day,	20th August, 1859.
John Kilfoil,	Switchman,	4s. 6d. per day,	3rd June, 1858.
Michael Shea.	Wood Sawyer,	4s. 6d. per day.	3rd " "
<i>Ossekeag Station.</i>			
George Flewelling,	Station Master,	10s. per day,	1st June, 1859.
Lauchlan M'Lean,	F. Clerk & Switchman,	6s. 3d. per day,	20th August, "
Thomas Corbet,	Wood Sawyer,	4s. 6d. per day,	8th June, "
Andrew Gilson,	Do.	4s. 6d. per day,	8th " "
James Stevenson.	Do.	4s. 6d. per day.	8th " "

Names, Occupation, &c. of Employees in the Railway Service.—Continued.

Name.	Occupation.	Remuneration.	Date of Appointment.
<i>Moncton Station.</i>			
William Steadman, James Robertson, James Connell, James Cummings,	Station Master, Freight Agent, Switchman, Watchman,	£10 per month, £10 per month, 5s. per day, £6 per month,	19th Sept'ber, 1857. 27th April, 1858. 14th October, 1857. 20th April, 1859.
<i>Shediac Station.</i>			
Robert Atkinson, Nelson Cameron,	Station Master, Switchman,	£12 10s. per month, 5s. 6d. per day,	20th August, 1857. 20th " "
<i>Point du Chene.</i>			
John Munroe,	Freight Agent,	£50 for season,	1st May, 1859.
<i>Train No. 1.</i>			
James H. Bartlett, Robert Bustin, Rendal Clinch,	Conductor, Baggage Master, Brakeman,	10s. per day, 6s. 3d. per day, 7s. per day,	20th July, 1858. 22nd June, 1859. 1st April, "
<i>Train No. 2.</i>			
William Gonce, Edward Davis, George M'Killigan,	Conductor, Baggage Master, Brakeman,	10s. per day, 6s. 3d. per day, 6s. 3d. per day,	8th June, 1859. 20th " " 27th " "
<i>Train No. 3.</i>			
William B. Deacon, Andrew Gaynor,	Conductor, Brakeman,	10s. per day, 6s. 3d. per day,	21st May, 1858. 15th August, 1859.
<i>Track, Saint John.</i>			
John B. Williamson, Four	Foreman Section 1, Trackmen.	6s. 3d. per day, 4s. 6d. per day,	1st June, 1859. 1st " "
<i>Track, Shediac.</i>			
Hugh Elliott, Two	Foreman Section 1, Trackmen,	6s. 6d. per day, 4s. 6d. per day.	1st April, 1859. " "
James Ponton, Two	Foreman Section 2, Trackmen,	6s. 6d. per day, 4s. 6d. per day,	" " " "
John Clarke, Two	Foreman Section 3, Trackmen,	6s. 6d. per day, 4s. 6d. per day,	" " " "
William Stymson, Two	Foreman Section 4, Trackmen,	6s. 6d. per day, 4s. 6d. per day,	" " " "

LOCOMOTIVE DEPARTMENT.

Name.	Occupation	Remuneration.	Date of App't.
SAINT JOHN.			
James Barton.	Locomotive Foreman,	£17 per month,	1st May, 1859.
Samuel Watson,	Car Repairer,	6s. 6d. per day,	6th July, 1858.
James Smith,	Carpenter,	6s. 3d. per day,	20th Sept. 1859.
John Miller,	Machinist,	7s. 6d. per day,	1st Oct. 1859.
George Smith,	Machinist,	6s. 3d. per day,	1st Oct. 1859.
Adam Nicks,	Blacksmith,	10s. per day,	15th Sept. 1859.
John Hays,	Labourer,	5s. per day,	1st Oct. 1859.
William Duncan,	Labourer,	5s. per day.	25th Oct. 1859.
Andrew Davidson,	Labourer,	5s. per day.	27th Oct. 1859.
John Knowles,	Labourer,	5s. per day.	1st Aug. 1859.
John Green,	Blacksmith,	6s. 3d. per day,	15th Sept. 1859.
O. S. Smith,	Driver,	£15 per month,	21th Dec. 1856.
	Fireman,	6s. 3d. per day,	10th Oct. 1859.
Robert James,	Fireman,	6s. 3d. per day,	1st July, 1858.
	Watchman,	5s. per day,	19th Nov. 1857.
Henry A. Whitney,	Driver,	£15 per month,	14th June, 1858.
	Fireman,	6s. 3. per day,	22nd Sept. 1859.
John Sweet,	Watchman,	5s. per day,	14th June, 1858.
	Driver,	£4 per month,	7th Oct. 1858.
Robert M. Stevens,	Fireman,	6s. 3d. per day,	15th June, 1859.
	Watchman,	5s. per day,	1st July, 1859.
David Sinclair,	Driver,	£14 per month,	25th Aug. 1859.
	Fireman,	6s. 3d. per day,	1st July 1859.
Thomas Thorp,	Watchman,	5s. per day,	15th Oct. 1859.
	Driver,	£14 per month,	15th June, 1859.
P. S. Bustin,	Fireman,	6s. 3d. per day,	1st Sept. 1859.
	Watchman,	5s. per day,	1st July, 1859.
William Snow,	Driver,	£14 per month,	1st Aug. 1859.
	Fireman,	6s. 3d. per day,	15th Oct. 1859.
Frederick Hartshorn,	Watchman,	5s. per day,	11th June, 1859.
	Driver,	£14 per month,	14th June, 1858.
Joseph H. Moore,	Fireman,	6s. 3d. per day,	4th Aug. 1859.
	Watchman,	5s. per day,	4th Aug. 1859.
Philip Logan,	Driver,	£14 per month,	9th Feb. 1858.
	Fireman,	5s. per day,	15th Oct. 1859.
William Milligan,	Watchman,	5s. per day,	15th Oct. 1859.
	Driver,	£14 per month,	15th Oct. 1859.
Allan Reed,	Fireman,	6s. 3d. per day,	15th Oct. 1859.
	Watchman,	5s. per day,	15th Oct. 1859.
Charles Kent,	Driver,	£14 per month,	15th Oct. 1859.
	Fireman,	5s. per day,	15th Oct. 1859.
William Wetherall,	Watchman,	5s. per day,	15th Oct. 1859.
	Driver,	£14 per month,	15th Oct. 1859.
Charles Moore,	Fireman,	5s. per day,	15th Oct. 1859.
	Watchman,	5s. per day,	15th Oct. 1859.
John Clayton,	Fireman,	5s. per day,	15th Oct. 1859.
	Watchman,	5s. per day,	15th Oct. 1859.
John Sledge,	Fireman,	5s. per day,	15th Oct. 1859.
	Watchman,	5s. per day,	15th Oct. 1859.
SHEDIAC.			
Z. Lord,	Locomotive Foreman,	£20 per month,	6th Oct. 1856.
J. Fogarty,	Carpenter,	7s. 6d. per day,	1st Sept. 1857.
Patrick Mahar,	Blacksmith,	8s. per day,	1st June, 1858.
James Hilson,	Pumper,	5s. per day,	1st April, 1859.
Christopher Gaynor,	Watchman,	£7 5s. per month,	21st Oct. 1857.
J. B. Patterson,	Driver,	£14 per month,	10th Dec. 1858.
	Fireman,	6s. 3d. per day,	15th Sept. 1859.
	Watchman,	5s. per day,	9th July, 1859.

It may be said concerning the first, that three Locomotives have been added to the Stock on hand at the close of the last year. Two of them built by Messrs. Fleming and Humbert, of the Phoenix Foundry, in this City, are pronounced by competent judges, to be first class Machines; the third, purchased at a reduced rate in Canada, will require some repairs; all the others at the close of the year were in comparatively good order; but during the Winter, as they can be spared off the works, will be overhauled, and such repairs put upon them as may be found necessary to fit them for the ensuing season's operations.

The Rolling Stock, in other particulars, has been increased by the addition of six first and two second class Passenger Cars, forty Platforms, six Hand Cars, and one Snow Plough, at Saint John.

The Stock at Shediac is the same as given in the last Report.

Upon the opening of the extension to Hampton, in June last, a *second* Passenger Train having been considered necessary, was put on in charge of Mr. Conductor Gonce; this, together with the increased traffic which speedily grew up, necessitated an addition to the Staff. Full particulars in relation to the extent as well as the salaries and wages of each, at the close of the year, is given in Statement here furnished.

The Locomotive Foreman has since been superseded by the appointment of Mr. George Watkins, late of the Locomotive Department of the Grand Trunk Railway at Longueuil, Montreal.

At the close of this Report will be found a Statement of the principal Freight forwarded from each Station.

The Tariffs have been twice revised in the course of the past twelve months, and as far as I can learn, give very general satisfaction.

During the past year the average speed of Trains has been—Including stoppages, 15 miles per hour; without stoppages, 23 miles per hour. They have been run with care and regularity.

The Officers and Servants have been diligent and attentive, and performed their respective duties to the best of their judgment and ability.

No accident whatever has occurred to Passengers or others, as will appear by the usual "Statement of Casualties" before given. Cause may be found for congratulation in this circumstance, but sincere thanks for that protection which has hitherto been afforded us is due to an all-wise and overruling Providence.

Before the close of the ensuing Summer it may be fairly supposed that both Divisions of this Railway now in operation will be joined together by the completion of the present unfinished portions between Sussex and Moncton, and one uninterrupted Line of Railway communication thus formed between Saint John City and Shediac Harbour.

It is therefore proper, at this time, to consider what should be done, in order to render this enterprize the greatest possible benefit, not only to this City and the Counties through which it passes, but the Province at large.

In the natural course of events, with ordinary care and attention, the Railway will get the full benefit of all the local trade; with facilities granted, as they are found from time to time to be necessary, it will doubtless steadily increase; but the through traffic should be fostered and encouraged by every legitimate means within our reach. 'Tis not enough that the Railway has been built, the traffic must be *brought* to it. The 70,000 inhabitants of Prince Edward's Island, the 14,000 in Kent, the 18,000 in Northumberland,

Northumberland, the 14,000 in Gloucester, and the 5,000 in Restigouche, with the large and extensive District of Gaspé, and the northern side of the Restigouche, the inhabitants of Newfoundland, Cape Breton, and the flourishing Districts along the northeastern shores of Nova Scotia, should be brought into immediate intercourse with Saint John, and the Northern States of America, by means of *this Road*. Sufficient communication should be established, Maps furnished, and information profusely afforded on every hand. Means should be adopted as far as practicable, to secure to the largest possible extent, the carrying of the Produce of those Districts, and of the Fisheries in the Gulf; to induce the supplies requisite being sent upward over *this Road* to their destination; to induce tourists to and from Quebec, in the Autumn months of the year; and to make our American neighbours, as well as others, more familiar with the value and richness, in point of mineral wealth and agricultural capabilities, of this interesting and beautiful portion of the American Continent.

Shediac Harbour is situate about forty miles from the northern entrance to the Straits of Northumberland; is distant in round numbers from—

Bedeque,	about 40 miles,	Dalhousie,	about 200 miles.
Charlottetown,	80 “	Gaspé,	220 “
Pictou,	105 “	Quebec,	560 “
Sydney,	200 “	Anticoste,	260 “
Richibucto,	40 “	Magdalines,	180 “
Chatham,	110 “	Saint Pierre, }	450 “
Shippegan,	120 “	Miquelon, }	
Bathurst,	170 “	St. John's Newfoundland,	600 “

And from Boston, via Steamer, to Saint John and over this Railway, 350 miles, and is well calculated from its natural position to form the centre of a large and flourishing trade.

During the last few years Steamers have been run, twice per week each way, between Shediac, Bedeque, Charlottetown, and Pictou; and the Steamer *Lady Head* during the Summer of 1858, made fortnightly trips upon the route between Pictou, Shediac, Miramichi, Dalhousie, and Quebec; and this present year the Steamer *Arabian* has been run between Shediac and Quebec, calling at Richibucto, Miramichi, Bathurst, Dalhousie, and Gaspé, en route; she has carried a large number of passengers, with full freights, and it is believed has been run with satisfaction to the public and profit to the owners. But while the accommodation thus afforded may hitherto have been considered all that was necessary, it is not reasonable to suppose this will be found sufficient for the future. Upon the completion of this Railway, instead of the present semi-weekly communication with Bedeque and Charlottetown, Prince Edward Island, and Pictou, Nova Scotia, departure from each place should be of daily occurrence, and a connection formed with the Steamers running from Pictou to Sydney, and with the Stages from Truro. On the other hand, in lieu of the present semi-monthly communication with Quebec and intermediate Ports, it should be weekly, with an additional Steamer twice per week at Richibucto and Miramichi. These, with the anticipated weekly call of the Canadian Ocean Steamers, via Newfoundland from Liverpool, are among the facilities which will be found necessary in the Gulf to afford accommodation for the increased business which will assuredly be the result of the completion of this portion of the European and North American Railway.

I have the honor to be, Sir, your obedient servant,
(Signed)

L. CARVILL.

STATEMENT shewing the principal items of Freight conveyed from the several Stations for the Year ending 31st October 1859.

MONCTON STATION.	SHEDIAC STATION.	SAINT JOHN STATION.
4,075 barrels Flour,	175 barrels Flour,	519 bbls. Oysters,
115 " Beef and Pork,	71 " Meal,	120 " Flour,
46 " Fish,	4 " Oil and Tallow,	213 " Beef and Pork,
26 " Oysters,	81 " Beef and Pork,	619 " Meal,
15 " Molasses,	8 " Fish,	40 " Liquor,
53 " Sugar,	916 " Oysters,	30 " Eggs,
8 " Fluid,	5 " Apples,	8,195 bushels Oats,
122 " Tallow,	150 " Eggs,	6,536 " Barley,
30 " Rosin,	39,400 lbs. Oatmeal,	545 " Potatoes,
172 hhds. Molasses,	1,100 " Dry Fish,	111,620 lbs. Oatmeal,
33 " Sugar,	2 hhds. Molasses,	5,384 " Dry Fish,
267 " Lime,	20 " Lime,	22,510 " Leather,
308 chests Tea,	3 chests Tea,	21,579 " Bar Iron,
226 boxes Tobacco,	3 boxes Tobacco,	25 tons Pig Iron,
84 " Candles,	11 " Candles,	47 " Coal,
181 " Soap,	11 " Soap,	3,000 bushels Salt,
203 " Glass,	8 " Smoked Fish,	63 packages Butter,
40 kegs Paints,	211 packages Butter,	46 dead Hogs.
740 kegs and bags Nails,	14 boxes Glass,	
148 bags Salt,	41 kegs Nails,	SAINT JOHN STATION.
11 " Nuts,	7,620 lbs. Bar Iron,	3,660 barrels Flour,
45 " Seed,	5,500 Bricks,	359 bags Flour,
144 dozen Brooms,	51 dozen Handspikes,	370 barrels Meal,
148 " Buckets,	17 " Hoops,	248 " Bread,
81 " Rakes,	932 tons Stone,	328 " Beef and Pork,
12,600 sup. feet Boards,	25 Cars Brick and Wood,	213 " Fish,
128 Cars Wood, Stone, &c.	150 M. Laths,	117 " Apples,
92,875 lbs. Bar Iron,	36,524 sup. feet Boards,	9 hhds. Sugar,
23,910 " Castings,	8,632 bushels Oats,	65 barrels "
176 Stoves,	605 " Potatoes,	39 bags Sugar,
68 Ploughs,	293 " Barley,	72 casks Molasses,
3 Iron Safes,	41 Horned Cattle,	12 barrels "
5,500 Bricks,	55 Horses,	59 kegs "
7 tons Coals,	14 Vehicles,	58 barrels Oil and Tallow.
16 casks Hardware,	57 Sheep,	260 quarters Beef,
114 rolls Paper,	5 dead Hogs,	32,528 lbs. Dry Fish,
29 Horses,	110 casks } Merchandize.	76 boxes Fish,
23 Vehicles,	120 cases }	128 packages Butter,
8 Sleighs,		414 baskets Bread,
1 Piano,	POINT DU CHENE.	11 boxes Tea,
18,940 lbs. Leather,	306 boxes 80 casks Preserved	52 " Soap,
83 casks, } Liquors.	Salmon, 114,800 lbs.	23 " Candles,
28 barrels, }	321 boxes Smoked Herring,	89 " Glass,
15 kegs, }	22,318 lbs.	100 kegs Paint,
31 cases, }	3 boxes Smoked Salmon,	1,304 cases Merchandize.
1,790 cases, }	900 lbs.	14,680 lbs. Leather,
185 bales, }	1,321 boxes Smoked Herring,	52 dozen Brooms,
498 casks, }	22,120 lbs.	37 " Buckets,
36 crates, }	337 barrels Fish,	95 " Rakes and Forks,
123 kegs, }	73 bundles Codfish, 5,034 lbs.	8 crates Earthenware,
		60 casks Liquors,

Statement of Items of Freight from principal Stations.—Continued.

123 barrels Liquors,	79 Doors,	37 Vehicles,
1,725 kegs " "	66 Horses,	4 Cars Bark,
73 cuses " "	60 Vehicles,	2 Cars Machinery,
42 boxes Tobacco,	23 Horned Cattle,	
2,083 bushels Oats,		KENNEBECASIS STATION.
512 " Potatoes,	OSSEKEAG STATION.	2 barrels Flour,
748 " Salt,	14 barrels Flour,	52 " Bread,
29 bundles Hay,	2 " Meal,	3 " Eggs,
24 tons Coal,	20 " Beef,	12 " Fish,
124,066 lbs. Iron,	2 " Fish,	26 packages Butter,
62,493 " Castings,	39 " Eggs,	90 " Berries,
152 Stoves,	30 dead Hogs,	932 Railway Chairs,
5,234 Railway Rails,	10 quarters Beef,	497 " Rails,
10,647 " Chairs,	21 barrels Sugar,	350 lbs. Iron Castings,
37 " Frogs,	36 bags Buckwheat,	384 kegs Nails,
1,427 kegs Nails and Spikes,	198 packages Butter,	51,596 sup. feet Lumber,
7 cars Machinery,	20 boxes Biscuit,	7 barrels Cement,
36,720 Bricks,	7,943 lbs. Iron Castings,	75 Cars Wood,
200 casks Lime,	163 Railway Chairs,	10 Horses,
319 M. sup. feet Lumber,	77 " Rails,	5 Horned Cattle,
91 M. Laths and Palings,	76 Horses,	25 Calves,
187 M. Shingles,	75 Horned Cattle,	14 Lambs and Sheep.
175 Sashes,	308 Sheep and Lambs.	

STATEMENT OF LAND DAMAGE CLAIMS.

Date.	Claimant.		Amount by Appraisers.	Amount by Commiss'rs.
1858				
Nov. 1	James A. M'Manus,	Land damage,	£25 0 0	
10	James Reilly,	do	15 0 0	
	Estate of Robinson,	do	10 0 0	
12	James Smith,	do	200 0 0	
16	W. L. Trueman,	do	5 0 0	
17	W. Robinson,	do	87 10 0	
27	Henry Gilbert,	do	4025 0 0	
29	Mrs. Donovan,	do	80 0 0	
	W. A. Robinson,	do	10 0 0	
	L. Donovan,	do	27 10 0	
30	D. G. Mills,	Paid for a Ditch,		£1 0 0
	Smith & Bevieu,	Land damage,		200 0 0
	Abner Jones,	Building Aboideau,		40 0 0
Dec. 1	Charles Hazen,	Land damage,	1500 0 0	
4	William Duplex,	do		10 0 0
8	H. & J. Perkins,	do	250 0 0	
11	Estate of Charles Hazen,	do	50 0 0	
14	S. Ramsay,	do		30 0 0
15	Robert Thomson,	do	40 0 0	
16	S. Frances,	do	10 0 0	
22	Alexander Martin,	do		20 0 0
24	John Jones,	do	55 0 0	

Statement of Land Damage Claims.—Continued.

Date.	Claimant.		Amount by Appraisers.	Amount by Commiss'rs.
Dec. 24	Jane Dobbin,	Land damage,		£10 0 0
	Thomas Campbell,	do		2 3 6
1859	David Porter,	Damage to Oats,		4 10 0
Jan. 7	D. Morton,	Land damage,		2 3 0
13	David Ramsay,	Land damage and House,	£200 0 0	
17	William Shea,	do	320 0 0	
18	Jacob Yeomans,	Land damage,		75 0 0
21	David Ramsay,	Removing Buildings,		5 0 0
22	D. B. Currie,	Land damage,		45 0 0
25	Robert Craig,	do		30 0 0
31	S. Binney,	Damage to Wharves,		10 0 0
	James Gallong,	Land damage,		21 0 0
Feb. 2	Mrs. M'Elheney,	Land damage and Buildings,	281 0 0	
15	G. S. Clark,	Land damage,		23 15 0
16	C. H. Everitt,	Land for Hampton Station,		50 0 0
Mar. 14	Estate of James Eagan,	Land for Station, Moncton,		150 0 0
May 3	John Jones,	Land damage,	55 0 0	
18	Thomas M'Kinley,	In lieu of Crossing,		5 0 0
28	Thomas Montgomery,	Land damage,		6 0 0
June 8	Gilead Seacord,	do		20 0 0
9	Asa Perigo,	do	25 0 0	
29	Henry M'Cullough,	do		34 7 6
	E. Roach,	do		7 10 0
30	J. Wilmot,	do	65 0 0	
	R. Mann,	do	15 0 0	
	O. Jones,	do	20 0 0	
	Westmorland Bank.	do	25 0 0	
	John Bennett,	do	25 0 0	
	Joseph Crandalk,	do	10 0 0	
June 30	W. A. Compton,	Land Damage.		5 0 0
July 5	J. P. Siderquest,	Land for Reserves at Hampton,		25 0 0
13	Edward Dolby,	Land damage,	70 0 0	
19	George Quinn,	do	20 0 0	
20	W. Deniston,	do	110 0 0	
21	W. Crockett,	do	10 0 0	
30	Robert Wilson,	Farm Crossing,		25 0 0
	R. B. C. Weldon,	Land damage,		10 0 0
Aug. 4	R. F. Hazen,	For House in Valley Road,		200 0 0
	C. F. Siderquest,	In lieu of Crossing,		7 10 0
	Robert Kee,	Land damage,		52 0 0
19	James Keator,	do	150 0 0	
30	Nelson Arnold,	do	260 0 0	
31	Oliver Barbarie,	do	6 0 0	
	Ralph Burke,	Paid for a Ditch,		12 0 0
	Oliver Jones,	Crossing over Wharf Track,		7 10 0
	Thomas Howsan,	Land. Shediac Station,		5 0 0
Sept. 3	James Henderson,	Gates and Crossing,		4 0 0
	Thomas M'Kinley,	do		4 0 0
7	George M'Cready,	Land damage,		80 0 0
15	Caleb M'Cready,	do		80 0 0

Statement of Land Damage Claims.—Continued.

Date.	Claimant.		Amount by Appraisers.	Amount by Commiss'rs.
Sept. 15	B. Darling,	Land damage,	£15 0 0	
	E. Freeze,	do		£86 0 0
22	J. & G. Ruland,	do	80 0 0	
23	L. Vincent,	do		10 0 0
	D. Pugsley,	do		80 0 0
27	Thomas Robinson,	do		5 0 0
	— Siderquest,	Land, Hampton Station,		25 0 0
30	W. L. Prince,	In lieu of Crossing,		5 0 0
Oct. 4	A. Pugsley,	Land damage,		100 0 0
	E. G. Vincent,	do		30 0 0
	W. & J. M'Dairmaid,	do	20 0 0	
	Peter White,	Paid for a Drain,		7 0 0
	L. E. Steeves,	Land damage,		45 0 0
	J. H. Gray,	In lieu of Crossing,		150 0 0
	Appraisers' Account,			785 0 2
	Paid Recording Fees and Law Expenses,			183 10 10
			£8172 0 0	£2831 0 0

RECAPITULATION.

Amount paid by Commissioners,	...	...	...	£1,862 9 0
Do. by Appraisers,	...	...	...	8,172 0 0
Recording Fees and Law Expenses,	...	...	...	183 10 10
Appraisers' Account,	...	...	...	785 0 2
				£11,003 0 0
Less—				
M'Cormack's House, transferred to Building Account,	...	...	...	£500 0 0
Amount paid Milner 30th Sept. 1858, transferred to M'Bean & M'Donald, Section 4,	...	...	...	25 0 0
Proceeds of Sales of the following Houses, viz:—Jones, Ramsay, and others,	...	...	...	61 18 6
				586 18 6
				<u>£10,416 1 6</u>

RAILWAY REVENUE ACCOUNT—(31st Oct. 1858 to 31st Oct. 1859.)

SHEDIAC AND MONCTON DIVISION.

Dr.						
Locomotive Power,	...	...	...	...	...	£963 15 2
Merchandise and Passenger Cars,	...	...	...	...	...	731 7 1
Maintenance of Way and Buildings,	...	...	...	...	...	565 8 2
General Charges,	...	...	..	...	...	742 4 11
						£3,002 15 4

Cr.						
Passenger Traffic,	....	....	....	....	....	£821 0 8
Freight do.	....	....	....	....	....	1,314 13 10
Wharfage,	....	....	....	....	....	13 1 0
Storage,	....	....	..	....	....	53 12 0
Locomotives and Cars,	....	....	....	....	....	369 0 0
Balance, (loss this year,)	....	....	....	....	....	431 7 10
						£3,002 15 4

SAINT JOHN DIVISION.

Dr.						
Locomotive Power,	....	....	....	....	....	£3,586 3 3
Merchandise and Passenger Cars,	....	....	....	..	....	1,150 19 11
Maintenance of Way and Buildings,	....	....	....	....	....	162 1 11
General Charges,	....	....	....	....	....	1,100 12 1
Balance, (gain this year,)	....	..	....	....	....	6,226 10 5
						£12,226 7 7

Cr.						
Passenger Traffic,	....	....	..	....	....	£4,983 4 0
Freight do.	....	....	....	....	....	1,607 13 6
Storage,	....	....	....	....	....	5 13 0
Locomotives and Cars,	....	....	....	....	....	5,629 17 1
						£12,226 7 7

St. John, N. B. 31st October, 1859.

Comparative Statement of Traffic for October 1858 and 1859.

CHARACTER.	SAINT JOHN DIVISION.		SHEDIAC DIVISION.	
	Oct. 1858.	Oct. 1859.	Oct. 1858.	Oct. 1859.
Passengers,	£208 1 4	£531 16 9	£88 18 6	£97 8 0
Freight,	13 3 8	537 1 2	170 18 9	213 10 4
Storage and Wharfage, ... ..	...	0 13 6	4 6 10	5 12 6
	£221 5 0	£1,069 11 5	£264 4 1	£316 10 10

FOURTH REPORT OF POSTMASTER GENERAL OF NEW BRUNSWICK.

To His Excellency The Hon. John Henry Thomas Manners-Sutton, Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY,

I have the honor to lay before Your Excellency the Fourth General Report of the Post Office Department, and with it, to submit Returns shewing the operations of the Department during the Year ended 31st October 1859.

On the 1st of November 1858, I was appointed by Your Excellency to the office of Postmaster General, since which time various matters of interest have arisen in connection with the Department.

I found on assuming office that the Financial and Stores Department of the service were under the management of Mr. Howe, at Saint John, and in order as much as possible to consolidate the various branches of the service, I had them removed to the Head Office at Fredericton during the first quarter of the year.

MAIL COMMUNICATION WITH CANADA.

During the past Summer my attention had been directed to the state of the Mail Route between Grand Falls and River du Loup, and in September last I travelled over this Road in order to make myself personally acquainted with its condition.

From Grand Falls to the Canadian Boundary the Road is good and suitable for the running of a four horse coach, and to the foot of Lake Temiscouta, a distance of ten miles, the Road is in good condition, but from thence to within about 15 miles of River du Loup, with the exception of about twelve miles near the head of the Lake, the Road is almost impassable for any vehicle, which renders it impossible to carry out satisfactorily any system of Mail communication between those places.

When in Canada the desirableness of having a regular Mail made up in England for New Brunswick to go by the Canadian Steamers, was suggested to me; but until the state of the Road above referred to is materially improved, such an arrangement could not be satisfactorily carried out. The subject, however, demands serious consideration, and I have reason to believe that the importance of a better means of communication between Canada and this Province is now receiving the careful attention of the Canadian Government.

The subject of Mail communication with England being one of great importance, any mode that could be successfully adopted to shorten the time of transit to New Brunswick, would be of paramount importance to the commercial community. If an arrangement could be made with the Canadian Government to have their Steamers call at or near Shediac, or to be intercepted by a Steamer, it would give to New Brunswick the nearest terminus on this side of the Atlantic, and correspondence so brought could be transmitted to St. John in a few hours by Railway.

MAIL

MAIL COMMUNICATION WITH NOVA SCOTIA.

The Mail communication between Saint John and Halifax, N. S., engaged my attention immediately upon my accession to office. The heavy charge imposed on the Revenue of this Department in conveying Express Mails between New Brunswick and Nova Scotia, amounted during the year 1858 to £829 5 6. The method which suggested itself to my mind, as being best adapted to obviate the existing evils, was the establishment of a Daily Mail, which, after correspondence with the Nova Scotia Government, (the time being approved of,) was carried into operation on the first day of June last, with satisfactory results, affording increased Mail accommodation, and at less expense than during the previous year for Expresses alone.

In giving effect to the preceding arrangements, I have received the ready assistance of the Postmaster General of Nova Scotia.

I have endeavoured as far as practicable, to carry out the wishes of the Government, by using the European and North American Railway for Postal purposes, but owing to the difficulty (during bad travelling) of making the connections, it has not proved so great an accommodation as could be desired, nor will it be otherwise until the completion of the Road to the Bend, when no doubt it will become a decided advantage to the commercial community, by the increased facilities for the rapid transmission of the Eastern and Northern correspondence.

The existing arrangements for the conveyance of the Mails between this Province and Nova Scotia across the Bay of Fundy are very unsatisfactory, nor can I hope for any improvement under the present Contract, which ends on the first day of May 1862. Its chief advantage during the past Summer has been in carrying the Supplementary English Mail from Saint John to Windsor.

POSTAL ARRANGEMENTS WITH THE UNITED STATES.

During the year I have made arrangements with the Post Office Department at Washington, with reference to the expense of transmitting the Mails between various points on the Boundary Line, whereby a certain portion of the expense heretofore borne entirely by New Brunswick, will in future be sustained conjointly by the United States and this Province.

GULF STEAMERS.

Orders were given for the conveyance of Mails by the Steamers plying in the Gulf of St. Lawrence, calling at Dalhousie, Bathurst, Mirimichi, Richibucto, and Shediac, and which, I am happy to state, has resulted in contributing largely to the convenience of the inhabitants of the northern portion of the Province.

POSTAL ARRANGEMENTS IN NEW BRUNSWICK.

During the year I have visited nearly every part of the Province, in order to ascertain the nature of existing evils in connection with the Postal arrangements, and to apply the necessary remedies; and at the present time I consider that the Postal accommodation throughout the Province is as satisfactory as possible under existing circumstances.

PARCEL POSTAGE.

Deeming it advisable to establish a Parcel Post system, I made arrangements towards accomplishing so desirable a purpose, and on the first February last it came into

into operation. The regulation has proved a great convenience to the public, and when its advantages are thoroughly understood, will add materially to the Revenue of the Department. Care has been taken to restrain its uses within proper limits.

The charge for a parcel packet is 1s. 3d. per lb., not to exceed three pounds in weight, and must be prepaid by *postage stamps*.

A parcel may be registered on payment of an additional 3d.

PRE-PAYMENT OF ENGLISH POSTAGE, &c.

An arrangement was made during the year with the Department in England for the pre-payment of all correspondence to and from the United Kingdom; it came partially into operation on the first of August, and fully on the first of November last. Immediately after the latter period some inconvenience arose by returning to the writers all letters not pre-paid, but since the first December I have made such arrangements as will prevent a recurrence of the inconvenience. The working of the system appears to give general satisfaction.

Similar regulations exist in Canada and Nova Scotia, and in my opinion, the adoption of the pre-payment system generally, would prove advantageous, causing a very considerable saving to the Revenue of the Department in keeping Accounts, &c., and when fully understood, would be regarded by the public as most convenient.

In Canada and the United States the system has been adopted with satisfactory results. In the former the regulation is to charge an additional two cents on letters not pre-paid, and in the latter the rate of postage within certain limits is three cents, and must be pre-paid, but to New Brunswick the rate is ten cents, pre-payment optional.—Pre-payment, however, being so generally understood in that country, leaves the balance against this Department, as will be seen by reference to the Returns.

It is evident that unless some change be made, the Revenue of this Department must suffer loss.

I would recommend legislation on this subject, and that power be given to the Governor in Council to fix the rates of postage generally, authorizing the Postmaster General to make such arrangements as would be most beneficial to the public service.

SUNDAY LABOUR.

On my assuming office I found that a large amount of unnecessary labour was performed in this Department on Sunday, and feeling anxious to discontinue it, I directed my efforts to accomplish so desirable an end, and am happy to add, with the most satisfactory results: there being no service performed in any Post or Way Office in this Department, and no Mails dispatched from any Office on that day; this being accomplished without any loss to the public or injury to private interests.

REGISTRATION, &c.

Every person must admit the importance of sending and receiving letters of value by Post, free from danger of miscarriage. No system of Registration can afford protection from theft or robbery, but a letter when registered can be traced where an unregistered letter cannot; and the posting and delivery, or non-delivery, can be proven. A Registered letter is thereby secured against many of the casualties, such as imperfect address, misdirection, or denial of the reception of the letter, or other error that may affect an unregistered letter.

It is of the highest importance in order to insure a speedy transmission and delivery, that all correspondence should bear a full and clear address, giving the name of the party addressed, the Post or Way Office, and the County in which the Post or Way Office is situated.

Complaints are frequently made of the non-delivery of Newspapers; but I have found upon enquiry into the cases brought under my notice, that the fault in almost every instance lay with the parties directing the papers. Great carelessness is manifested by publishers, who should, if they desire a prompt transmission and delivery of their papers, direct them in full, giving in plain characters not only the name of the party, but the particular Post or Way Office from which the paper is to be delivered. This is comparatively easy to do, as every publisher can provide himself with a copy of the Post Office Directory, which is furnished upon application; unless my suggestions are attended to, the Department cannot be held responsible for the delivery of Letters and Newspapers improperly or imperfectly addressed.

RETURNS.

For the further information of Your Excellency, are submitted the following Returns, embracing full particulars of every branch of the Department, with some explanations and suggestions attached.

Account Current.—Statement of the Receipts and Expenditures of the Post Office Department, for the Year ended 31st October, 1859.

A reference to this Return will shew that £500 less than the estimate has been drawn to meet the proper current expenses of the year. Included in this account, is the sum of £536 19 4, paid to the Imperial Government for Packet Postage, due for the year 1858; also £175 paid to Messrs. Hatheway & Small for Mail Service, during the same year, Warrants for which were issued, and will appear in the Accounts. These amounts form a legitimate charge against the Revenue of that year. Additional expense has also been incurred during the past year, by the establishment of such new Mail routes and Way Offices as were necessary to meet the evident wants of the different localities.

Financial operations for 1859.—Statement shewing the financial operations for the Year ended 31st October, 1859. This Return will shew at once the financial operations of the year.

Inland Postage.—Statement in detail, shewing the amount of Inland Postage collected at the several Post Offices during the Year ended 31st October, 1859.

Way Letter Postage.—Statement shewing the amount of Way Letter Postage collected at the several Post Offices during the Year ended 31st October, 1859.

Ship Letter Postage.—Statement shewing the amount of Ship Letter Postage collected at the several Post Offices during the Year ended 31st October, 1859.

Postage Stamps sold.—Statement in detail, shewing the amount of Postage Stamps sold by Postmasters during the Year ended 31st October, 1859.

The sale of Stamps during the year has amounted to the sum of £1,378 16 10½. There are now in the hands of Deputies, unsold, Stamps to the value of £495 18 10½, and at the Head Office, Stamps to the value of £3,346. The principal part of those

remaining on hand are unfit for sale, having been damaged by being stored in the vault of the Post Office in Saint John, which was so damp as to cause them to mould, and the colours to run. Consequently, it became absolutely necessary to procure a new supply, to meet the requirements of the service, which I have taken particular pains to ascertain the best and most economical mode of procuring.

When in New York in September last, I made personal enquiry, and have since held correspondence with parties in London, in order to ascertain the cost of procuring Plates and Stamps, the result being that I have ordered from the American Bank Note Company the necessary supply, of the respective value of 1, 5, 10, and 12½ cents each; being those decided upon by the Government, in anticipation of adopting the decimal system of currency, thereby saving the expense of procuring other Plates, when the same may come into operation.

British Postage Received.—Statement shewing the amount of Postage collected on Unpaid Correspondence received from, and Paid Correspondence sent to the United Kingdom, Bermuda, and Newfoundland, during the Year ended 31st October, 1859.

Errors to Debit.—Statement of the amount of Errors to the debit of Postmasters, for the Year ended 31st October, 1859.

Returned and Missent Letters.—Statement of the amount of Postage on Returned, Refused, Redirected, and Missent Letters, for the Year ended 31st October, 1859.

Miscellaneous Receipts.—Statement of amount of Miscellaneous Receipts, including money in unclaimed Dead Letters, during Year ended 31st October, 1859.

The various amounts found in these unclaimed Letters will be paid to the owners, on their producing the necessary proof that they are entitled to receive them.

Transportation of Mails.—Statement in detail of all payments made, and charges incurred for Mail Transportation (including Ferriages for the year 1858,) during the Year ended 31st October, 1859.

A reference to this Return will afford every information relative to the cost of that service. I would observe that, in future, no payment will be made for Ferriages; expenses of that kind will not form a separate charge against the Department.

Salaries.—Statements in detail of all charges for Salaries, shewing in each case the name of the person, the service or duty performed, and the amount paid, for the Year ended 31st October, 1859.

During the past year a number of applications was received from Deputies, for an increase of salary; in some cases a compliance may be necessary. In England, as in Canada, the employees of the Post Office Department are the poorest paid of any of the public departments; and the reasons given are, that the persons so employed throughout the country have time to attend to other business pursuits, in connection with their office duties; and, in my opinion, this reasoning is correct, the same arguments being applicable to this Province.

Commission on Postage Stamps.—Statement in detail, shewing the amount paid to Postmasters for commission on the sale of Postage Stamps, during the Year ended 31st October, 1859.

Being desirous to encourage the use of Postage Stamps, I propose, as soon as the new supply is obtained, to afford additional facilities for the sale of them, by the Way
Office

Office Keepers throughout the country; and as an inducement to the public to use Postage Stamps, I propose to dispose of them to all applicants who purchase above a certain amount, at a discount.

Ship Letter Gratuities.—Statement in detail, shewing the amount paid as gratuities on Ship Letters during the Year ended 31st October, 1859.

British Postage paid.—Statement of the amounts paid to Great Britain for Packet Postage, during the Year ended 31st October, 1859.

Travelling Expenses—Statement shewing the amount paid for Travelling Expenses, during the Year ended 31st October, 1859.

Tradesmen's Bills.—Statement in detail, of the amounts paid Tradesmen, for work done for the Post Office Department, during the Year ended 31st October, 1859.

Stationery and Blank Forms.—Statement in detail, shewing the amount paid for Stationery, Blank Forms, and Printing, for the use of the Post Office Department, and the several Postmasters and Way Office Keepers, for the Year ended 31st October, 1859.

This Return shews an excess of expenditure during the past year, over that of the year previous, or what may reasonably be expected during the present year. Upon the removal of the Stores Branch of the Department from Saint John, I found the supply totally inadequate to meet the requirements of the service, and was therefore compelled to incur additional expense in providing for this branch of the service. Upon economical grounds, it is most advisable to have from six to twelve months supply always on hand.

Office Stamps for Post and Way Offices.—Statement in detail, of the amounts paid for Office Stamps, Stamping Pads, &c., supplied to Post and Way Offices, during the Year ended 31st October, 1859.

This Return shews that an expense to the amount of £296 has been incurred in outfitting the various Offices, which was necessary to ensure their efficient working.

Mail Bags, &c.—Statement in detail, of the amounts paid for making and repairing Mail Bags and Portmanteaus, for the Year ended 31st October, 1859.

I found this branch of the service poorly provided for, and a new supply very necessary, which I have endeavoured to procure in the most economical manner, consistent with a due regard to the requirements of the service. The whole amount expended is £91 6 9.

Fuel and Light.—Statement of the amounts paid for Fuel and Light for Post Office Department, and Post Office, Saint John, during the Year ended 31st October, 1859.

Rents and Taxes.—Statement of the amounts paid for Rents and Taxes for the Post Office Department and Saint John, during the Year ended 31st October, 1859.

The lease of the Building at present occupied as a Post Office in Saint John, is nearly expired, and will not be renewed unless at a large advance of rent. It is, in all its arrangements, entirely unsuited for its present purpose, and cannot be rendered suitable, unless at a great additional expense, which I have not deemed it advisable to incur; and have therefore made the necessary arrangements to have a suitable Building provided.

Miscellaneous

Miscellaneous Payments.—Statement in detail, of miscellaneous Payments made at the Post Office Department, and at the Post Office, Saint John, for the Year ended 31st October, 1859.

Errors to Credit.—Statement of amount of Errors to the credit of Postmasters, for the Year ended 31st October, 1859.

Names of Postmasters.—Report shewing the Names of Postmasters, Clerks, Assistants, and Letter Carriers, connected with the Post Office Department; together with the Name of Office, Date of Appointment, Annual Salary, and the Revenue collected by Postmasters during the Year ended 31st October, 1859.

Names of Way Offices.—Statement shewing the Names of Way Offices, the Counties in which situated, Name of Way Office Keeper, Number of Bags made up, Number of Night duties, and Amount of Revenue collected during the Year ended 31st October, 1859.

Offers for Conveyance of Mails.—Report of all offers made for carrying Mails upon Contracts advertised for public competition during the Year ended 31st October, 1859.

This Return will shew a full and complete statement of all offers made during the Year for the Conveyance of Mails in this Province. The lowest Tender being accepted, but in some instances the parties have declined entering into Bonds; in such cases it has been offered to the next lowest tenderer, or such other arrangements have been made as would best subserve the public interest; which has generally proved satisfactory.

Existing Contracts.—Report of all existing Contracts for the conveyance of Mails in the Province, shewing the Name of each Contractor, the Routes embraced and length of each, the number of miles contracted for per annum, and annual payment per Contract, for the Year ended 31st October, 1859.

A reference to this Return will afford full information of the present state of this branch of the service. The Contractors, generally, have performed their services in a satisfactory manner, excepting from Saint John to the Nova Scotia Line. I have reason to believe, however, that in future this service will be more satisfactorily performed.

In some parts of the Province, in the Spring and Fall, it is almost impossible for Contractors to fulfil their time within the strict letter of their agreement. In such instances, while I have made every reasonable and proper allowance, I have urged the necessity of being prompt to time in view of the important interests involved.

New Post and Way Offices.—Report of New Post and Way Offices established, with the Name of the persons appointed, for the Year ended 31st October, 1859.

Appointments.—Report of all New Appointments made to fill vacancies occurring by resignation or otherwise, during the Year ended 31st October, 1859.

Fines.—Report of all Fines imposed, and deductions from the pay of Mail Contractors, for the Year ended 31st October, 1859.

Statement shewing the estimated number of Letters and Newspapers, the number of Registered Letters, and number of Parcels, with the amount of Postage, for the Year ended 31st October, 1859.

The free transmission of Newspapers appears to be duly appreciated by the people
of

of this Province. In Canada and the United States, all Newspapers (excepting Exchanges) are subject to Postage; and it is a question whether it would not be advisable to adopt a similar policy with regard to Newspapers coming into New Brunswick from those places.

United States Correspondence.—Statement shewing the amount of Postage collected on Paid and Unpaid Correspondence, sent to and received from the United States during the Year ending 31st October, 1859.

This Statement shews that there has been collected by the U. States, £3,957 19 8
 Collected in New Brunswick, 3,814 14 11
 Shewing a balance against New Brunswick, of £143 4 4

STATEMENT OF REVENUE SINCE 1849.

Statement of Revenue collected by this Department during the Years 1849, 1859, and 1858, shewing the No. of Post and Way Offices, and No. of miles of Mail Route for the several periods.

Years.	Number of Post Offices.	Number of Way Offices.	Miles of Mail Route.	Gross Postage.
1849	28	70	—	£8,848 14 5
1859	39	250	2624	10,185 15 6
Increase in 10 years,	11	180	—	1,337 1 1
1858	39	229	2600	9,471 7 3
1859	39	250	2624	10,185 15 6
Increase in 1 year,	—	21	24	714 8 3

The Revenue during the past year shews a considerable increase over that of former years, and when the intended arrangement is made with regard to the issue and sale of Postage Stamps, it is hoped that it will have a very material influence in increasing the Revenue during the coming year.

Missing Letters of value.—Report of all cases occurring during the Year ending 31st October, 1859, of the abstraction or loss of letters of value sent through the Post in New Brunswick, shewing the particulars of each case, and the result of the proceedings instituted therein by the Department.

By reference to this Return it will be seen that during the past year several letters, stated to have contained a certain amount, have had a part of their contents abstracted. Upon the first instance of this nature being reported, a special agent was employed to endeavour to ferret out the offenders, but I regret to say, up the present time, no information has been obtained sufficiently clear to fix the guilt upon any particular person.

Dead Letters.—Statement of the number of Letters received at the Dead Letter Office, and how disposed of, during the Year ended 31st October, 1850.

Report of Dead Letters of value.—Statement of Letters of value received at the Post Office Department, and returned to the writers, during the Year ended 31st Oct. 1859.

In submitting this my first Report, I have endeavoured to give the most full and complete information with reference to the Post Office arrangements, financially and otherwise.

The accompanying Returns of the various branches connected with the Department, have been compiled with great care, and will afford to Your Excellency, the Legislature, and people of the Province, every information necessary to form a correct opinion of the advantages and importance of a Department, in the satisfactory administration of which the public are so much interested.

CHARLES CONNELL, *Postmaster General.*

RETURNS.

Statement of the Receipts, Finances, and Expenditure of the Post Office Department for the Year ended 31st October, 1859.

INCOME.

To Balance due 31st October, 1858,	£1,264	6	9	
Amount of Inland Postage collected at the several Post Offices,	£7,064	7	4	
" Way Letter Postage,	404	17	11	
" Ship Letter Postage,	436	18	1½	
" Postage Stamps sold,	1,378	16	10½	
" British Postage collected at Fredericton, Sackville, Saint John, and Saint Stephen,	1,261	1	3	
" Errors to the Debit of Postmasters,	13	2	3½	
	£10,559	3	9½	
Deduct amount of Refused, Redirected, and Missent Letters,	373	8	3½	
		10,185	15	6
To Amount of Miscellaneous Receipts,		6,226	8	1
" received from V. B. Hutchison, on account of deficiency,		80	0	0
		£17,756	10	4

EXPENDITURE.

By Amount paid for conveyance of Mails,*	£7,200	19	5	
Do. Salaries to Postmasters, &c.	£4,002	8	4	
Do. Salaries to Way Office Keepers,	653	13	3	
		4,656	1	7
Do. Commission on sale Postage Stamps,		68	18	0
Do. Ship Letter Gratuities,		256	10	10½
Do. to Great Britain for Packet Postage,		1,814	16	6
Do. for Travelling expenses,		190	1	9
Do. Tradesmen's Bills,		106	7	3
Do. Stationery, Blank Forms, Printing, Advertising, and Telegraphing,		1,091	13	1
Do. Stamps and Stamping Pads for Post and Way Offices,		296	0	0
Do. Mail Bags and Portmanteaus,		91	6	9
Do. Fuel and Light,		87	1	9
Do. Rent and Taxes,		138	15	0
Do. of miscellaneous payments,		42	1	10
		£16,040	13	9½
	<i>Carried forward,</i>			

	<i>Brought forward,</i>	£16,040 13 9½
By Amount of Errors to credit of Postmasters,		9 1 1
Do. due by V. B. Hutchison, being balance of Moneys received by him at the General Post Office, and not accounted for 31st October, 1858, ...		182 6 1
Balance of Account 1858,		1 6 3½
Balance due by late Way Office Keeper, Caraquet,		4 7 1½
Postage on Letters in hands of Postmasters, 31st October, 1859,		71 3 1½
Balance due 31st October, 1859,		1,447 12 10
		<u>£17,756 10 4</u>

* £107 10s. due James King for Mail Service between Saint John, Digby, and Windsor, and refused by him for January Quarter, 1859.

JAMES HALE, *Accountant.* CHARLES CONNELL, *Postmaster General.*
Post Office Department, Fredericton, 31st October, 1859.

Statement shewing the Financial Operations for the Year ended 31st October, 1859.

INCOME.

To Amount of Inland Postage received during the Year,	£7,906 3 4½
Do. Postage Stamps sold during the Year,	1,378 16 10½
Do. British Postage collected at Fredericton, Sackville, Saint John, and Saint Stephen,	1,261 1 3
Do. Errors to the Debit of Postmasters,	13 2 3½
	<u>£10,559 3 9½</u>
Deduct amount of Refused, Redirected, and Missent Letters,	373 8 3½
	<u>£10,185 15 6</u>
To Amount of Miscellaneous Receipts,	5,514 8 9
	<u>£15,700 4 3</u>

EXPENDITURE.

By Amount paid for Conveyance of Mails,	£6,995 9 1
Do. for Salaries,	£4,608 17 7
Do. for Commission on sale of Postage Stamps,	68 18 0
	<u>4,677 15 7</u>
Do. for Ship Letter Gratuities,	199 6 9
Do. to Great Britain for Packet Postage,	1,277 17 2
Do. for Travelling Expenses,	190 1 9
Do. for Office Stamps and Mail Bags,	571 8 11
Do. for Blank Forms, Advertising, Telegraphing, &c.	1,091 13 1
Do. for Rents and Taxes,	138 15 0
Do. of miscellaneous payments,	42 1 10
Do. of Errors to the credit of Postmasters,	9 1 1
Do. due by late W. O. Keeper at Caraquet,	4 7 1½
Do. of Postage on Letters in hands of Postmasters,	71 3 1½
Balance of Receipts and Expenditure for the Year 1859,	431 3 9
	<u>£15,700 4 3</u>

JAMES HALE, *Accountant.* CHARLES CONNELL, *Postmaster General.*
Post Office Department, Fredericton, 31st October, 1859.

Statement in detail, shewing the amount of Inland Postage collected at the several Post Offices in the Province, during the Year ended 31st October, 1859.

Andover,	£23 17 1	Kingston,	£2,978 10 1
Baie Verte,	42 5 7½	Memramcook,	44 4 6½
Bathurst,	145 4 10½	Milltown,	36 2 7½
Bend,	235 6 8½	Newcastle,	28 16 10½
Buctouche,	56 11 4½	Oromocto,	111 2 2½
Campbellton,	44 0 2	Richibucto,	79 9 7
Campo Bello,	9 10 5	Sackville,	138 13 1½
Carleton,	115 6 1½	Salisbury,	162 3 7
Chatham,	258 1 2½	Shediac,	137 15 7
Dalhousie,	80 4 8	Sheffield,	160 7 5
Dorchester,	100 7 2½	Saint Andrews,	27 12 4
Edmundston,	27 6 2	Saint George,	242 0 10
Fredericton,	1,310 15 7	Saint John,	121 12 4½
Gagetown,	102 17 10½	Saint Martins,	2,124 14 11½
Grand Falls,	69 9 6½	Saint Stephen,	27 12 10
Grand Manan,	10 5 7	Sussex Vale,	133 16 1½
Hampton,	160 12 2	Upham Vale,	172 1 7
Harvey,	49 3 11	Upper Mills,	7 10 1½
Hillsborough,	136 0 11	Woodstock,	5 18 6½
Indian Island, 6 months,	1 2 10½		324 2 0
<i>Forward,</i>	£2,978 10 1		£7,064 7 4

JAMES HALE, *Accountant.*

CHARLES CONNELL, *Postmaster General.*

Statement in detail, shewing the amount of Way Letter Postage collected at the several Post Offices in the Province, during the Year ended 31st October, 1859.

Andover,	£4 8 9	Kingston,	£199 11 8
Baie Verte,	3 3 6	Memramcook,	2 4 11½
Bathurst,	15 15 2	Milltown,	0 7 9
Bend,	1 2 3	Newcastle,	0 0 0
Buctouche,	4 3 9	Oromocto,	14 8 7½
Campbellton,	0 14 9	Richibucto,	3 3 3
Campo Bello,	0 0 0	Sackville,	6 10 0
Carleton,	0 0 0	Salisbury,	5 14 6
Chatham,	9 8 3	Shediac,	9 1 7½
Dalhousie,	8 4 1	Sheffield,	4 9 3
Dorchester,	0 0 0	Saint Andrews,	1 5 9
Edmundston,	1 6 0	Saint George,	4 17 3
Fredericton,	102 0 4	Saint John,	3 6 6
Gagetown,	18 3 3	Saint Martins,	70 0 9
Grand Falls,	2 17 6	Saint Stephen,	0 4 0
Grand Manan,	0 0 0	Sussex Vale,	1 7 3½
Hampton,	8 3 9	Upham Vale,	16 1 3
Harvey,	9 15 0	Upper Mills,	1 11 7½
Hillsborough,	9 5 3	Woodstock,	0 0 0
Indian Island, (6 months,)	0 0 0		60 11 11½
<i>Forward,</i>	£199 11 8		£404 17 11

JAMSE HALE, *Accountant.*

CHARLES CONNELL, *Postmaster General.*

Statement shewing the Amount of Ship Letter Postage collected at the several Post Offices, during the Year ended 31st October, 1859.

Bathurst,	£0 0 0	<i>Forward,</i>	£1 15 9
Bend,	0 0 0	Hillsborough,	0 0 0
Campbellton,	0 0 0	Newcastle,	0 0 0
Campo Bello,	0 0 0	Richibucto,	0 0 0
Carleton,	0 0 0	Sackville,	0 0 0
Chatham,	0 0 0	Shediac,	0 0 0
Dalhousie,	0 19 6	Saint Andrews,	0 10 9
Dorchester,	0 0 0	Saint George,	0 0 0
Grand Manan,	0 16 3	Saint John,	434 11 7½
Harvey,	0 0 0	Saint Stephen,	0 0 0
<i>Forward,</i>	£1 15 9		£436 18 1¼

JAMES HALE, *Accountant.*

CHARLES CONNELL,
Postmaster General.

Statement in detail, shewing the Amount of Postage Stamps sold by Postmasters, during the Year ended 31st October, 1859.

Andover,	£18 5 0	<i>Forward,</i>	£548 15 6
Baie Verte,	6 3 3	Kingston,	2 5 0
Bathurst,	15 1 6	Memramcook,	3 2 3
Bend,	44 0 0	Milltown,	4 10 0
Buctouche,	11 0 0	Newcastle,	50 16 1¼
Campbellton,	0 15 0	Oromocto,	4 13 6
Campo Bello,	10 10 0	Richibucto,	69 5 3
Carleton,	14 7 9	Sackville,	59 5 0
Chatham,	146 5 0	Salisbury,	8 10 0
Dalhousie,	32 0 0	Shediac,	30 2 6
Dorchester,	29 10 0	Sheffield,	5 10 9
Edmundston,	20 17 6	Saint Andrews,	62 0 0
Fredericton,	151 6 3	Saint George,	51 9 0
Gagetown,	11 0 0	Saint John,	378 19 6
Grand Falls,	5 5 9	Saint Martins,	11 0 0
Grand Manan,	1 8 9	Saint Stephen,	44 8 0
Hampton,	3 12 6	Sussex Vale,	10 13 3
Harvey,	7 7 3	Upham Vale,	0 3 3
Hillsborough,	20 0 0	Upper Mills,	0 10 0
Indian Island, (6 months,)	0 0 0	Woodstock,	32 18 0
<i>Forward,</i>	£548 15 6		£1,378 16 10¼

JAMES HALE, *Accountant.*

CHARLES CONNELL,
Postmaster General.

Statement shewing the amount of Postage collected on Unpaid Correspondence received from, and Paid Correspondence sent to the United Kingdom, Bermuda, and Newfoundland, during the Year ended 31st October, 1859.

NAME OF OFFICE.	Unpaid received	Paid sent.	Total.
Fredericton,	£89 18 7	£114 15 0	£204 13 7
Sackville,	3 2 6	2 19 3	6 1 9
Saint John,	486 2 0½	551 16 10½	1,037 18 11
Saint Stephen,	9 13 11	2 13 1	12 7 0
	£588 17 0½	£672 4 2½	£1,261 1 3

JAMES HALE, *Accountant.*

CHARLES CONNELL,
Postmaster General.

Amount of Balance of Errors to Debit of Postmasters, for Year ended 31st Oct. 1859, £13 2 3½

JAMES HALE, *Accountant.*

CHARLES CONNELL,
Postmaster General.

Statement in detail, shewing the amount of Postage on Refused, Redirected, and Missent Letters, claimed in Forms No. 3 and 4, during the Year ended 31st October, 1859.

Andover,	£0 17 0	<i>Forward,</i>	£173 13 8½
Baie Verte,	0 19 6	Kingston,	1 10 7½
Bathurst,	2 19 0	Menaramcook,	0 13 4½
Beid,	11 9 11	Milltown,	1 0 7
Buctouche,	1 10 9	Newcastle,	6 19 7
Campbellton,	4 0 8½	Oromocto,	6 5 7
Campo Bello,	0 3 7½	Richibucto,	3 18 4½
Carleton,	2 9 9½	Sackville,	6 17 3½
Chatham,	37 2 6	Salisbury,	4 2 6½
Dalhousie,	5 1 0½	Shediac,	4 2 8
Dorchester,	4 10 2½	Sheffield,	1 2 0½
Edmundston,	1 15 10½	Saint Andrews,	14 3 5
Fredericton,	83 4 7	Saint George,	3 6 1
Gagetown,	2 11 8	Saint John,	96 8 3½
Grand Falls,	2 0 5	Saint Martins,	0 17 10½
Grand Manan,	0 7 6	Saint Stephen,	17 12 4
Hampton,	7 19 5	Sussex Vale,	4 12 1½
Harvey,	2 1 0	Upham Vale,	0 2 0
Hillsborough,	3 10 5½	Upper Mills,	0 2 6
Indian Island, (6 months,)	0 0 9	Woodstock,	24 15 3½
<i>Forward,</i>	£173 13 8½		£373 8 3½

JAMES HALE, *Accountant.*

CHARLES CONNELL,
Postmaster General.

Statement in detail of Miscellaneous Receipts, including Money found in unclaimed Letters, for the Year ended 31st October, 1859.

Warrant No. 39, to pay Hatheway & Small balance of Contract, Season of 1858, ...	£175	0	0
Do. 89, to pay Packet Postage to 31st October 1858, ...	536	19	4
Do. 90, to meet current expenses, ...	1,500	0	0
Do. 212, do. do. ...	1,500	0	0
Do. 324, do. do. ...	1,500	0	0
Do. 419, do. do. ...	1,000	0	0
V. B. Hutchison, Rent of Premises occupied by him, ...	7	10	0
Do. for Repairs of do. ...	5	3	9
Amount received in Dead Letter to M. Murphy, New York, ...	1	5	0
Do. do. Drucilla Anthony, ...	0	5	0
Do. do. Elizabeth Morris, ...	0	5	0
	<u>£6,226</u>	<u>8</u>	<u>1</u>

JAMES HALE, *Accountant.*

CHARLES CONNELL,
Postmaster General.

Statement in detail, of all Payments made and Charges incurred for Mail transportation, including Ferriages, during the Year ended 31st October, 1859.

NAME OF ROUTE.	Name of Contractor.	No. of trips per week.	Period.	Amount.
Andover and Fort Fairfield,	Wm. Everitt, Jr.	2	1 year,	£22 8 8
Andover and Tobique,	Barnab Armstrong.	1	24 days,	1 13 3
Do.	Wm. M'Donald,	1	11 m. & 6 d.	22 8 8
Bathurst, Shippegan, and Caraquet,	John Frizel,	1 & 2	1 year,	100 0 0
Bay du Vin and Preston's Point,	Robert Noble,	1	1 year,	9 14 5½
Belleisle Bay and Long Point,	John Coulter,	2	1 year,	3 0 0
Bend and Amherst,	Wm. Hickman,	3	7 months,	43 13 5
Do.	Do.	6	5 months,	99 15 8
Black River and Hardwicke,	Wm. M'Naughton.	1	1 year,	22 9 0
Campbellton and Flatlands,	Benj. Thompson,	1	1 year,	18 0 0
Canterbury and Canterbury Station,	R. G. English,	6	6 months,	4 18 6
Do.	Coles Carpenter,	6	3 months,	5 0 0
Chatham and Shippigan,	Thos. Barry,	1	1 year,	61 5 0
Chatham and South Nelson,	Wm. M. Kelly,	3	1 year,	24 19 8
Coles' Island and Gagetown,	David Lawson,	1	6 months,	13 10 0
Dalhousie and Dundee,	Simon M'Grigor,	1	9 months,	9 14 10
Edmundston and Saint Francis,	John Emmerson,	1	1 year,	34 0 0
Fredericton and Chatham,	Robert Orr,	2	1 year,	160 0 0
Fredericton and Grand Falls,	James R. Tupper,	6 and 3	1 year,	870 0 0
Fredericton and Fredericton Letter Boxes,	Wm. Seymour,		1 year,	5 0 0
Fredericton and Stanley,	James Malone,	1	1 year,	25 0 0
Fredericton and St. John, via Nerepis Road.	Wm. Bradley,	1	part Sum. '58,	35 15 4
Do.	Thomas E Green,	7	Winter Season	169 19 11
Do.	Wm. H. Friel,	6	6 m. & 20 d.	221 18 3
Fredericton and Saint Stephen,	Hardy & Bridges,	1	1 year,	125 0 0

Statement of Payments and Charges made for Mail Transportation.—Continued.

NAME OF ROUTE.	Name of Contractor.	No. of trips per week.	Period.	Amount.
Fredericton and Woodstock, via East side Saint John River.	Felix Mulhern,	1	6 m. & 15 d.	47 6 4
Fredericton and Woodstock, via East side Saint John River,	C Broderick,	1	5 m. & 16 d.	40 1 4
Gagetown and Gaspereau,	Jos. Stockford,	1	1 year,	87 10 0
Gagetown and Mail Steamers,	Elias Vail,	6	Sum. sea. '58.	10 0 0
Gagetown and Mouth of Nerepis,	Reuben Williams,	2	5 m. & 26 d.	41 6 7
Gagetown and Nerepis,	John Beattie,	1 and 2	1 year,	58 6 0
Gagetown and Sheffield,	John M'Gowan,	1	Winter Season	5 18 9
Gagetown and Washademoak,	Jos. Stockford,	1	6 months,	11 15 0
Grand Falls and Canadian Boundary,	John Hartt,	3	1 year,	199 19 0
Hampton Ferry & Kennebecasis R. Station.	Washington Alden,	6	4 m. & 12 d.	3 12 5
Hampton Railway Terminus & Sussex Vale.	Patrick King,	6	5 months	62 7 3
Hampstead and Wickham,	Thos. Treadwell,	2	6 months	3 9 6
Harvey, A. C. and Salmon River,	Jon. R. Stevens,	1	1 year	8 10 5½
Harvey Corner and Albert Quarries,	Do.	2	1 year	9 8 5½
Hillsboro and Albert Mines,	David Wallace,	3	1 year	12 10 0
Hillsboro and Caledonia,	Wm. Baizley,	1	1 year	12 0 0
Hillsboro and Curryville,	David Wallace,	1	1 year	6 10 0
Kingston and Hampton,	Jacob T. Pitt,	2	9 months	30 0 0
Kingston and Lyons Point,	John T. Appleby,	1	1 year	20 0 0
Kingston, Nine Mile Station, and Springfield.	Alex. M'Alara, Sr.	6 and 2	3 months	11 17 6
Lepreau and Maces Bay,	Robert Hope,	1	1 year	4 10 0
Maugerville and Mail Steamers,	W. H. Bent,	1	Sum. sea. '58.	3 0 0
Memramcook and Dover,	Peter Bourgois,	1	1 year	15 0 0
Millstream and Head of Millstream,	C. R. Parlee,	1	1 year	9 0 0
Mouth of Millstream and Washademoak,	H. D. M'Leod,	1	4 months	11 10 0
Mouth of Millstream and Coles' Island,	Do.	1	8 months	19 9 4
Mouth of Nerepis and Hampstead,	William Dunn,	1	6 months	18 0 0
Musquash and Dipper Harbour,	James Hovey,	1	1 year	13 0 0
Newcastle and Bend,	William H. Kelly,	3	1 year	345 0 0
Newcastle and Campbellton,	Do.	3	1 year	449 10 0
Newcastle and Red Bank,	Peter Russell,	1	1 year	20 0 0
New River and Prescott's Mills,	Wm. M'Gowan,	6	6 months	3 0 0
Norton and Patticake,	Peter Fairweather,	2	1 year	6 4 10
Oak Point and Mail Steamers,	Jas. L. Flewelling,	3	Sum. sea. '58.	3 0 0
Oromocto and Gagetown,	Benj. S. Bailey,	3	6 m. & 20 d.	46 16 9
Oromocto and Sheffield,	Do.	1	6 months	6 0 0
Oromocto and South Branch,	Do.	1	2 months	2 18 0
Do.	Thos. Lewis,	1	10 months	17 2 0
Oromocto and Tilley's Landing,	Wm. M'Sheffery,	2	Winter Season	11 4 6
Richibucto and Weldford,	Joseph Schollick,	1	1 year	24 10 0
Richmond Corner and South Richmond,	Hugh Graham,	1	1 year	14 10 0
Sackville and Cape Tormentine,	Joseph Allan,	1 and 2	1 year	43 0 0
Sackville and North Joggins,	Wm. M'Haffey,	1	1 year	13 0 0
Sackville and Upper Sackville,	Edward Bowes,	3	1 year	14 17 0
Salisbury and Elgin,	Wm. Leeman, Jr.	1	1 year	26 0 0
Salisbury and Harvey,	John Beatty,	3	1 m. & 16 d.	20 0 0
Do.	Wm. H. Gross,	3	10 m. & 15 d.	113 15 0
Salisbury and Hillsboro,	David Wallace,	2	1 year	49 15 0

Statement of Payments and Charges made for Mail Transportation.—Continued.

NAME OF ROUTE.	Name of Contractor.	No. of trips per week	Period.	Amount.
Salt Springs and Sussex Vale,	Geo. M'Ewen,	1	1 yr. & 9 m.	£35 0 0
Shediac and Great Shemogue,	D. R. Reeshan,	1	1 year	19 0 0
Shediac and Railway Station,	Jas. H. Wilbur,	3	Winter Season	5 19 6
Sheffield and Northfield,	John M'Gowen,	1	1 year	24 10 0
Springfield and Collina Corner,	J. J. M. Scovil,	1	1 year	8 0 0
Springfield and Sprague's Point,	Walter C. Davis,	1	1 year	4 0 0
Springfield and Washademoak,	John Chisolm,	1	6 months	3 15 0
Spruce Lake and Pizarinco,	Thos. Dean,	1	1 year	8 0 0
Saint Andrews and Bay Side,	John Simpson,	1	1 year	9 15 0
Saint Andrews and Campo Bello,	Jas. M'Masters,	1	1 year	35 0 0
Saint Andrews and Canterbury Station,	Julius Thompson,	6	3 m. & 19 d.	18 13 4
Saint Andrews and Grand Manan,	William Gatcomb,	1	1 year	87 10 0
Saint Andrews P. O. and Railway Station,	George Cole,	6	3 m. & 19 d.	1 19 11
Saint George and L'Etete,	George Dick,	1	1 year	12 10 0
Saint George and Pennfield,	Jesse Prescott,	1	3 months	3 5 0
Do.	John T. Miller,	1	9 months	9 15 0
Saint George and Upper Mills,	Wm. Bowden,	2	1 year	14 13 9
St. John & Railway Station, Gilbert's Lane,	William Watters,	6	3 months	4 10 0
St. John & Railway Station, Garden Street,	Do.	6	4 m. & 12 d.	5 8 8
Do.	Jas. Bradley,	12	1 m. & 23 d.	6 2 6
Saint John and Carleton,	John Eagles,	6	3 m. & 20 d.	4 11 10
Do.	William Allan,	12	8 m. & 8 d.	13 17 6
Saint John and Digby,	John Walker,		1 trip	25 0 0
Saint John, Digby, and Windsor,	James King,	1 w. 2 s.	9 months	375 0 0
Saint John and Harvey,	E. S. Steeves,	1	1 year	120 0 0
Saint John and Indiantown,	Wm. Bradley,	6 w. 12 s.	9 m. & 7 d.	32 13 8
St. John, Indiantown, and Railway Station,	P. Mahoney,	12	2 m. & 24 d.	11 6 4
St. John and Kingston,	Alex. M'Alara, Sr.	1	9 months	18 0 0
St. John and Salmon River,	Alex. G. Fownes,	1 and 2	1 year	48 0 0
St. John, St. Andrews, St. Stephen & Calais,	Alex. Boone,	6	1 y. less fine	947 10 0
St. John and Sussex Vale,	Washington Alden,	3	7 m. less fine	120 2 10
St. John and Sussex Vale, via Salt Springs,	George M'Ewen,	1	1 year	45 0 0
St. John and Ten Mile Creek,	Wm. Wallace,	1	1 year	35 0 0
St. Stephen and St. James,	Alex. Clendennin,	1	1 year	35 0 0
St. Stephen and Ledge,	Thos. Leary,	2 w. 3 s.	1 year	14 18 8
St. Stephen and Upper Mills,	William T. Rose,	3	1 year	25 0 0
Sussex Vale and Bend,	Douglas King,	3	7 m. less fine	85 7 6
Do.	Patrick King,	6	5 months	124 14 7
Sussex Vale and Elgin,	F. C. Buchanan,	1	1 year	32 0 0
Sussex Vale and New Canaan,	Arthur M'Lean,	1	1 year	44 0 0
Taylorstown and Mail Steamers,	R. M. C. Bailey,	3	Season 1858	1 10 0
Upper Maugerville and Mail Steamers,	D. S. Deveber,	3	Season 1858	3 0 0
Woodstock and Houlton,	J. R. Tupper,	6	6 months	26 5 0
Do.	Geo. H. Parks,	6	6 months	10 0 0
Woodstock and Boundary Presqu'isle,	John Good,	1	6 months	28 11 6½
Do.	Robert Hume,	1	6 months	17 7 6
Woodstock and Upper Kent,	Geo. W. Hovey,	1	3 months	10 0 0
Do.	Fred. Phillips,	1	3 months	8 19 6
Do.	Robert Hume,	1	6 months	22 10 0
Wickham and Mail Steamers,	Robt. Golding,		Season 1858	3 0 0

Statement of Payments and Charges made for Mail Transportation.— Continued.

NAME OF ROUTE.	Name of Contractor.	No. of trips per week.	Period.	Amount.
EXPRESSES.				
Amherst and Bend,	Wm. Hickman,	2 trips		£12 0 0
Amherst and Truro,	C. B. Archibald,	14 trips		70 7 0
Annapolis and Digby,	Wm. Pratt,	1 trip		5 0 0
Bend and Sussex Vale,	Patrick King,	2 trips		11 15 0
Boston and Saint John,	H. S. Favor,	2 trips		10 0 0
Digby and Saint John,	John Walker,	1 trip		15 0 0
Do.	F. W. Hatheway,	1 trip		25 0 0
Fredericton and Saint John,	D. V. B. Ormsby,			11 18 6
Hampton and Saint John,	Wash. Alden,	1 trip		3 0 0
St. John and Fredericton,	Thos. E. Green,	6 trips		24 0 0
Do.	F. W. Hatheway,	1 trip		4 0 0
Do.	W. H. Friel,	8 trips		32 10 0
Sussex Vale and Saint John,	Wash. Alden,	4 trips		11 12 6
Windsor and Saint John,	F. W. Hatheway,	1 trip		25 0 0
Windsor and Annapolis,	James King,	1 trip		25 0 0
FERRIAGES.				
Woodstock,	Lewis Combes,			3 10 0
Northampton,	N. Rogers,			3 0 0
Do.	John Shea,			3 0 0
Rankin's,	Samuel Cluff,			2 0 0
Kent,	Thos. Henderson,			1 10 0
Upper Kent,	Thos. Wharton,			3 10 0
Chatham,	Robert Wilson,			10 0 0
Grand Falls,	Francis Petite,			10 0 0
Caraquet,	Joseph Terrio,			5 0 0
Do.	Joseph Therieau,			4 0 0
Simons Inlet,	Edward Frigeau,			2 10 0
Pockmouche,	Lawrence Brideau,			4 0 0
Big River Tracadie,	John Robysho,			3 0 0
Campbellton,	John Smith,			10 0 0
Washademoak,	Samuel White,			4 0 0
Chatham,	Geo. B. Bell,			10 0 0
Fredericton,	Pickard & Yerxa,			21 1 0
Newcastle,	Edward Fraser,			10 0 0
Oromocto, Sheffield, and Gagetown,	Benj. S. Bailey,			5 0 0
N. W. Miramichi,	W. Matchell, Sen.			2 3 4
EXTRA SERVICE.				
Fredericton and Woodstock, East side River,	Chas. Emery,			10 0 0
Shediac P. O. and Railway Station,	E. J. Smith,			2 0 0
Shediac Road W. O. and Railway Station,	Jas. Rogerson,			4 19 0
Cole's Island and Washademoak,	H. D. M'Leod,			2 0 8
Chatham,	G. P. M'Kay,			12 10 0
Mouth of Nerepis and Hampstead,	Wm. Dunn,			1 7 0
Saint John and Hampton,	W. Alden,			28 15 0
Taking charge of Gagetown Mails,	James Bradley,			7 10 0
Fine remitted, 1855,	Michael Hartt,			2 0 0

Statement of Payments and Charges made for Mail Transportation.—Continued.

NAME OF ROUTE.	Name of Contractor.	No. of trips per week.	Period.	Amount.
Services performed in investigating cause of irregularity of Mails between P. E. Island and Shediac,	James Robertson,			£1 0 0
Extra service by order of Postmaster General,	Geo. M'Ewan,			2 10 0
Extra service performed by her late husband.	Sally Hamilton,			2 0 8
				£7200 19 5

JAMES HALE, *Accountant.*CHAS. CONNELL, *Postmaster General.*

Statement in detail of all Charges for Salaries to Postmasters and Clerks, shewing in each case the name of the person employed, the service or duty performed, and the amount paid, during the Year ended 31st October, 1859.

Name of Office.	Name of Officer.	Service.	Amount.
Post Office Department,	James Hale,	Accountant,	£200 0 0
	William Paisley,	Clerk,	160 0 0
	V. B. Hutchison,	Do.	225 0 0
	Do.	Arrears of salary,	35 0 0
	John Richards,	Do.	12 4 0
	Thomas Swade,	Messenger, to 3rd Aug.	17 10 0
	Peter Markey,	Do. from 4th Aug.	5 0 0
Andover,	Benjamin Beveridge,	Postmaster,	20 0 0
Baie Verte,	James Sutherland,	Do.	15 0 0
Bathurst,	Mary Carman,	Postmistress,	60 0 0
Bend,	Joseph Crandall,	Postmaster,	90 0 0
Buctouche,	C. J. Smith,	Do.	20 0 0
Campbellton,	James S. Morse,	Do.	45 0 0
Campo Bello,	Luke Byron,	Do.	10 0 0
Carleton,	James R. Reed,	Do.	25 0 0
Chatham,	James Caie,	Do.	160 0 0
Dalhousie,	Jos. H. LaBillois,	Do.	60 0 0
Dorchester,	C. B. Godfrey,	Do.	40 0 0
Edmundston,	J. T. Hodgson,	Do.	30 0 0
Fredericton,	A. S. Phair,	Do.	300 0 0
Do.	H. J. Thorne,	Assistant,	150 0 0
Gagetown,	W. F. Bonnell,	Postmaster,	30 0 0
Grand Falls,	D. B. Raymond,	Do.	25 0 0
Grand Manan,	Jos. Lakeman,	Do.	10 0 0
Hampton,	H. Hallett,	Do.	40 0 0
Harvey,	J. M. Stevens,	Do.	27 10 0
Hillsborough,	R. E. Steeves,	Do.	35 0 0
Indian Island, 6 months,	J. B. W. Chaffey,	Do. 6 months,	5 0 0
Kingston,	Samuel Foster,	Do.	10 0 0
Memramcook,	S. C. Charters,	Do.	12 10 0
Milltown,	William Annett,	Do.	20 0 0

Statement in detail of all Charges for Salaries to Postmasters and Clerks.—Continued.

Name of Office.	Name of Officer.	Service.	Amount.
Newcastle,	James Johnston,	Postmaster,	£55 0 0
Oromocto,	J. R. McPherson,	Do.	37 10 0
Richibucto,	S. B. Hetherington,	Do.	65 0 0
Sackville,	C. Milner,	Do.	165 0 0
Salisbury.	George Pittfield,	Do.	37 10 0
Shediac,	E. J. Smith,	Do. to 30th April,	25 0 0
Do.	T. B. Hanington,	Do. from do.	25 0 0
Sheffield,	T. B. C. Burpee,	Do.	10 0 0
Saint Andrews,	G. F. Campbell,	Do.	200 0 0
Saint George,	Gideon Knight,	Do.	60 0 0
Saint John,	John Howe,	Do.	400 0 0
	H. C. Frink,	1st Clerk,	160 0 0
	T. B. Allen,	2nd do.	140 0 0
	J. F. McGuirk,	3rd do.	100 0 0
	T. C. Rainsford,	4th do.	100 0 0
	James Woodrow,	5th do. from 22nd Oct.	102 14 4
	George Murray,	Messenger, to 31st July,	56 5 0
	John Leetch,	Do. from do.	18 15 0
Saint Martins,	Thomas H. Black,	Postmaster,	10 0 0
Saint Stephen,	David A. Rose,	Do.	87 10 0
Sussex Vale,	H. McMonagle,	Do.	45 0 0
Upham Vale,	Weeden Fowler,	Do.	10 0 0
Upper Mills,	Albert Robinson,	Do.	10 0 0
Woodstock,	James Grover,	Do.	187 10 0
			£4002 8 4

JAMES HALE, *Accountant.*CHAS. CONNELL, *Postmaster General.*

Statement in detail of all Charges for Salaries to Way Office Keepers, during the Year ended 31st October, 1859.

Albert Mines,	£2 17 0	Belledune,	£6 10 3
Albert Quarries,	1 19 10	Belledune River,	6 6 0
Annagance,	7 5 8	Belleisle Bay,	2 2 0
Armstrong's Brook,	6 13 11	Bellevous Village,	0 13 9
Aroostook,	3 10 10	Black River, Northumberland,	2 8 8
Baillie Settlement,	0 12 9	Blackville,	3 18 6
Baker's Creek,	0 15 4	Blissfield,	3 11 3
Barachois,	0 16 10	Blissville,	0 16 9
Barnsville,	1 8 3	Bloomfield, Carleton,	0 12 2
Bartibog,	1 4 3	Do. King's,	1 14 3
Basswood Ridge,	0 11 4	Bocabec,	5 12 9
Bathurst Village,	11 1 2	Boiestown,	4 16 7
Bay Du Vin,	1 3 7	Boundary, Presqu'isle,	0 12 5
Bay Side,	0 15 1	Burton,	1 3 8
Bear Island,	1 12 3	Butternut Ridge,	1 5 0
Beckagnimick,	0 18 4	Caledonia,	0 10 7

Statement in detail of all Charges for Salaries to Way Office Keepers.—Continued.

Campbell Settlement,	£0 13 11	Hopewell Cape,	£6 8 7
Canning,	2 5 10	Do. Corner,	6 3 6
Canterbury,	8 7 6	Do. Hill,	8 19 3
Canterbury Station,	4 14 7	Indian Island,	0 7 5
Cape Tormentine,	0 17 6	Indiantown,	7 15 10
Caraquet,	2 6 7	Irving Settlement,	0 11 1
Coal Mines,	0 18 0	Jacksontown,	0 18 1
Cocagne,	6 5 1	Jacksonville,	0 5 5
Coldstream,	0 13 9	Janeville,	2 15 5
Cole's Island,	0 7 10	Jemseg,	0 13 9
Collina,	0 16 3	Jolicoeur,	2 9 0
Connersville,	1 17 8	Kennebecasis Bay,	7 1 5
Coverdale,	2 5 8	Keswick Ridge,	1 7 10
Creek Road,	0 13 0	Kingsclear,	4 4 8
Cromwell,	0 6 8	Kingston, Kent,	15 13 2
Cumberland Bay,	0 16 9	Kouchibouguac,	7 11 9
Curryville,	0 12 11	Lakefield,	1 0 11
Dawson Settlement,	3 2 2	Ledge,	2 0 10
Dipper Harbour,	0 13 7	Lepreaux,	14 18 11
Doak Town,	4 3 3	L'Étete,	0 15 7
Douglas Harbour,	1 1 9	Lindsay's,	0 9 0
Douglas Town,	12 12 7	Little River, Coverdale,	0 10 11
Dover,	0 15 5	Do. Elgin,	0 11 9
Dumbarton,	1 6 10	Do. Sunbury,	0 13 5
Dumfries,	3 18 0	Little Rocher,	0 13 8
Dunphy,	0 15 11	Little Shemogue,	0 14 9
Dundee,	0 8 8	Loch Lomond,	2 6 7
Edgett's Landing,	2 14 8	Londonderry,	1 1 8
Eel River,	1 19 8	Long Creek,	1 13 5
Elgin,	1 19 5	Long Point,	1 16 11
Emigrant Settlement,	0 15 5	Long Settlement,	0 11 11
Escuminac,	0 16 4	Lower Brighton,	0 12 9
Finger Board,	10 7 3	Lower Cape,	3 16 9
Flatlands,	0 17 1	Lower Coverdale,	2 6 0
Florenceville,	8 1 2	Lower Hillsborough,	3 12 5
Flowers' Cove,	0 12 8	Lower Prince William,	3 13 8
Fox Creek,	4 15 4	Lower Wakefield,	1 0 8
French Village,	0 15 9	Lower Woodstock,	0 14 0
Gardner's Creek,	0 13 10	Ludlow,	1 4 6
Gaspereaux,	2 3 0	Lynnfield,	0 10 11
Geary,	2 5 3	Maces Bay,	1 3 10
Germantown,	0 12 9	Mactaquack,	1 3 11
Goshen,	0 11 4	Madawaska,	4 4 7
Grand Aunce,	1 10 2	Madisco,	6 19 5
Grand River,	3 12 8	Magaguadavic,	1 6 0
Great Shemogue,	1 9 0	Maple Green,	2 19 9
Greenfield,	0 11 9	Maugerville,	4 5 3
Hammond River,	8 16 4	Mechanics' Settlement,	0 15 6
Hampstead,	2 2 5	M'Kenzie's Corner,	1 0 3
Hardwicke,	0 19 9	Middle Simonds,	6 14 9
Harvey,	1 18 4	Millstream,	0 16 2
Head of Petitcodiac,	7 14 10	Moncton,	6 10 10
Holmesville,	0 0 5	Monument Settlement,	0 11 5

Statement in detail of all Charges for Salaries to Way Office Keepers.—Continued.

Moore's Mills,	£0 12 10	River Charlo,	£3 12 8
Mount Whatley,	3 12 11	River de Chute,	6 12 1
Mouth of Jemseg,	0 6 3	Rusagonis,	0 13 1
Do. Keswick,	1 9 4	Salmon River, A. C.	1 4 11
Do. Millstream,	11 8 2	Do. St. John,	0 16 8
Do. Nerepis,	5 16 8	Salt Springs,	1 17 8
Munquart,	0 13 11	Saint Bazil,	3 9 2
Murray's Corner,	0 15 3	Saint Patrick,	0 5 7
Musquash,	11 18 2	Seeley's Mills,	0 16 5
Nashwaak,	4 10 9	Shediac Road,	2 7 10
Nashwaaksis,	1 17 0	Shepody Road,	1 1 0
Nashwaak Village,	4 0 11	Shippigan,	3 0 11
Narrows,	1 8 2	Smith's, Westmorland,	4 3 4
Nelson,	3 15 8	Smith's Creek,	1 12 6
New Bandon,	2 19 11	Smith Town,	0 17 10
New Canaan,	0 19 10	Southampton,	1 18 5
Newcastle Creek,	0 17 0	South Branch Kennebecasis,	0 12 1
New Horton,	0 13 4	Do. Oromocto,	1 2 8
New Ireland,	1 1 8	South Nelson,	3 2 6
New Jerusalem,	1 13 3	Sprague's Point,	0 19 4
New Mills,	5 10 1	Springfield,	4 15 4
New River,	11 3 5	Spring Hill,	2 14 7
Niguac,	0 18 4	Spruce Lake,	0 16 2
Northampton,	1 7 8	Stanley,	0 19 3
North Branch,	0 6 0	Studholm,	2 5 2
Northesk Boom,	0 16 3	Sussex Portage,	0 16 1
Northfield,	0 16 7	Tabusintac,	0 17 7
North Joggins,	1 16 7	Taylor Town,	3 14 0
Norton,	10 18 9	Taylor Village,	0 16 11
Oak Bay,	3 12 1	Ten Mile Creek,	0 11 8
Oak Point, King's,	3 6 0	Tobique,	0 17 0
Do. Northumberland,	0 18 10	Tracadie,	1 0 7
Oatnabog,	0 18 9	Tracey's Mills,	0 5 4
Palmerston,	1 17 9	Turtle Creek,	3 2 4
Patticake,	1 8 3	Upham,	1 11 4
Pennfield,	1 13 10	Upper Bay du Vin,	2 11 11
Perth,	0 11 5	Do. Brighton,	0 14 10
Petersville,	3 10 2	Do. Gagetown,	3 3 8
Petersville Church,	1 6 3	Do. Kent,	0 12 6
Pisarinco,	0 13 1	Do. Keswick,	1 6 7
Pockmouche,	0 16 4	Do. Mangerville,	1 13 5
Point La Nim,	1 12 1	Do. Mills, Magaguadavic,	1 19 2
Pollett River,	0 12 1	Do. Queensbury,	1 11 10
Pomeroy Ridge,	0 14 3	Do. Sackville,	2 11 5
Port Elgin,	2 7 10	Do. Southampton,	1 3 9
Presqu'isle,	0 14 1	Do. Sussex,	9 12 9
Prince William,	4 14 7	Do. Wicklow,	6 7 0
Quaco Road,	2 2 1	Do. Woodstock,	8 16 3
Railway Terminus, Shediac,	4 19 8	Victoria,	6 17 4
Ratter's Corner,	0 10 7	Washademoak,	0 12 6
Red Bank,	0 16 3	Waterville,	0 5 3
Renous Bridge,	3 0 6	Waweig,	1 12 11
Richmond,	4 3 10	Webster's Creek,	0 19 6

Statement in detail of all Charges for Salaries to Way Office Keepers.—Continued.

Westcock,	£0 16 11	Williamstown,	£0 16 11
Welsford,	0 6 6	Wood Point,	0 15 5
Westmorland Point,	3 0 3	Watson Settlement,	0 2 7
White's Cove,	0 18 1	Young's Cove,	0 18 3
Wickham,	1 17 1		
Wicklow,	6 7 5		£653 13 3

JAMES HALE, *Accountant.*CHARLES CONNELL, *Postmaster General.*

Statement in detail, shewing the Amounts paid to Postmasters for Commission on Sale of Postage Stamps for the Year ended 31st October, 1859.

Andover,	£0 18 3	Memramcook,	£0 3 0½
Baie Verte,	0 6 2	Milltown,	0 4 6
Bathurst,	0 15 0	Newcastle,	2 10 9½
Bend,	2 4 0	Oromocto,	0 4 7½
Buctouche,	0 11 0	Richibucto,	3 9 2½
Campbellton,	0 0 9	Sackville,	2 19 3
Campo Bello,	0 10 6	Salisbury,	0 8 6
Carleton,	0 14 4	Shediac,	1 10 1½
Chatham,	7 6 3	Sheffield,	0 5 5½
Dalhousie,	1 12 0	Saint Andrews,	3 2 0
Dorchester,	1 9 6	Saint George,	2 11 5½
Edmundston,	1 0 10	Saint John,	18 18 11½
Fredericton,	7 11 3½	Saint Martins,	0 10 11
Gagetown,	0 11 0	Saint Stephen,	2 4 4½
Grand Falls,	0 5 3	Sussex Vale,	0 10 7½
Grand Manan,	0 1 5	Upham Vale,	0 0 2
Hampton,	0 3 7½	Upper Mills,	0 0 6
Harvey,	0 7 3½	Woodstock,	1 12 10
Hillsborough,	1 0 0		
Indian Island, 6 months,	0 0 0		£68 18 0
Kingston,	0 2 3		

JAMES HALE, *Accountant.*CHARLES CONNELL, *Postmaster General.*

Statement in detail, shewing the Amounts paid for Gratuities on Ship Letters for the Year ended 31st October, 1859.

Bathurst,	£0 0 0	Newcastle,	£0 0 0
Bend,	0 0 0	Richibucto,	0 0 0
Campbellton,	0 0 0	Sackville,	0 0 0
Campo Bello,	0 0 0	Shediac,	0 0 0
Carleton,	0 0 0	Saint Andrews,	0 9 1½
Chatham,	0 0 0	Saint George,	0 0 0
Dalhousie,	0 16 7½	Saint John,	197 12 10½
Dorchester,	0 0 0	Saint Stephen,	0 0 0
Grand Manan,	0 8 1½	G. F. Harding, from 6th May to 11th November 1858,	57 4 1½
Harvey,	0 0 0		
Hillsborough,	0 0 0		
Indian Island, 6 months,	0 0 0		£256 10 10½

JAMES HALE, *Accountant.*CHARLES CONNELL, *Postmaster General.*

Statement shewing the Amounts paid to Great Britain for Packet Postage during the Year ended 31st October, 1859.

Paid into Commissariat Chest at St. John, N. B.

Four hundred and forty two pounds eighteen shillings and two pence, Sterling, being Packet Postage due Great Britain up to 31st Oct. 1858, equal in Currency to	£536 19 4
Two hundred and twenty nine pounds three shillings and eight pence, Sterling, being Packet Postage due Great Britain up to 31st Jan. 1859, equal in Currency to	278 11 11
Two hundred and forty seven pounds five shillings and one penny, Sterling, being Packet Postage due Great Britain for the Quarter ended 30th April, 1859, equal in Currency to	300 8 2
Two hundred and fifty eight pounds nine shillings and one penny, Sterling, being Packet Postage due Great Britain for the Quarter ended 31st July, 1859, equal in Currency to	313 4 9
Three hundred and seventeen pounds ten shillings and three pence, Sterling, being Packet Postage due to Great Britain up to 31st October, 1859, equal in Currency to	385 12 4
	<hr/>
	<u>£1,814 16 6</u>

JAMES HALE, *Accountant.*

CHARLES CONNELL, *Postmaster General.*

Statement shewing the Amount paid for Travelling Expenses during the Year ended 31st October, 1859.

Postmaster General, Travelling Expenses,	£147 9 4
W. F. Bonnell, Horse hire twice to Hampstead,	1 2 6
Washington Alden, Travelling Expenses to Fredericton, concerning Mails, per order Postmaster General,	5 0 0
H. C. Frink, Travelling Expenses incurred in removing Postage Stamps from Saint John to Fredericton,	2 12 6
Wm. Paisley, Travelling Expenses to Amherst in search of missing Money Letters, &c.	22 7 5
V. B. Hutchison, Travelling Expenses in search of Letter from Board of Works to Supervisor Armstrong,	4 7 6
Postmaster General and John Howe, Esq. Travelling Expenses to and from Sussex Vale,	7 2 6
	<hr/>
	<u>£190 1 9</u>

JAMES HALE, *Accountant.*

CHARLES CONNELL, *Postmaster General.*

Statement shewing the Names of Postmasters, Clerks, Assistants, and Letter Carriers, connected with the Post Office Department in New Brunswick, together with the Name of Office, Date of Appointment, Annual Salary, and Revenue collected by Postmasters, Year ended 31st October, 1859.

Name of Office.	Name of Officer.	Appointment.	Date of Appointment.	Revenue collected.	Amount Salary per annum.	No. of Bags sent and received.
Gen. Post Office,	James Hale,	Accountant,	Dec. 15, 1857,		£200 0 0	
	Wm. Paisley,	Clerk,	May 4, 1858,		160 0 0	
	V. B. Hutchison,	Do.	Nov. 16, 1843,		225 0 0	
	Peter Markey,	Messenger,	Aug. 4, 1859,		20 0 0	
Andover,	B. Beveridge,	Postmaster,	July 6, 1846,	£46 5 10	20 0 0	3,600
Baie Verte,	Jas. Sutherland,	Do.	Dec 31, 1857,	50 17 10½	15 0 0	792
Bathurst,	Mary Carman,	Postmistress,	June 5, 1858,	173 19 5	60 0 0	4,050
Bend.	Joseph Crandall,	Postmaster,	March 6, 1847,	269 3 10	90 0 0	3,120
Buctouche,	C. J. Smith,	Do.	Oct. 6, 1856,	70 9 3	20 0 0	1,791
Campbellton,	Jas. S. Morse,	Do.	July 24, 1855,	41 12 3½	45 0 0	1,536
Campo Bello,	Luke Byron,	Do.	Jan. 25, 1858,	19 17 0½	10 0 0	380
Carleton,	James R. Reed,	Do.	Nov. 5, 1857,	127 5 1	25 0 0	1,195
Chatham,	James Cair,	Do.	Oct. 7, 1825,	378 5 7½	160 0 0	7,315
Dalhousie,	Jos H LaBillois,	Do.	May 23, 1847,	116 8 2	60 0 0	7,741
Dorchester,	Chas B Godfrey,	Do.	Nov. 23, 1847,	125 7 0	40 0 0	2,690
Edmundston,	John T. Floodson,	Do.	July 6, 1847,	47 15 8	30 0 0	2,916
Fredericton,	A. S. Phair,	Do.	Jan. 9, 1845,		300 0 0	10,724
Do.	H. J. Thorn,	Assistant,	Dec. 1, 1857,	1,686 11 2	150 0 0	
Gagetown.	W. F. Bonnell,	Postmaster,	May 9, 1837,	129 16 8½	30 0 0	3,788
Grand Falls,	D. B. Raymond,	Do.	May 22, 1857,	75 14 1½	25 0 0	2,270
Grand Manan,	Joseph Lakeman,	Do.	July 26, 1853,	12 3 1	10 0 0	140
Hampton,	Henry Hallett,	Do.	June 17, 1848,	164 9 0	40 0 0	4,958
Harvey,	Jas M Stevens,	Do.	Mar. 30, 1855,	64 7 6½	27 10 0	3,595
Hillsborough,	R. E. Steeves,	Do.	July 5, 1852,	162 7 10	35 0 0	4,680
Indian Island,	J. B. W. Chaffey,	Do.	Jan. 24, 1856,	1 3 3	10 0 0	104
Kingston,	Samuel Foster,	Do.	Oct. 9, 1845,	47 6 10½	10 0 0	1,170
Memramcook,	S. C. Charters,	Do.	June 2, 1853,	38 19 9	12 10 0	2,221
Milltown,	Wm Annett,	Do.	June 8, 1858,	32 9 4	20 0 0	624
Newcastle,	Jas. Johnston,	Do.	July 3, 1858,	169 9 4½	55 0 0	3,952
Oromocto,	J R Al-Pherson,	Do.	May 13, 1843,	82 7 3½	37 10 0	4,170
Richibucto,	S B Hetherington,	Do.	Oct. 6, 1856,	210 10 11	65 10 0	3,118
Sackville,	Chris. Milner,	Do.	July 6, 1837,	226 14 9½	165 0 0	6,074
Salisbury,	George Pittfield,	Do.	Mar. 28, 1850,	151 18 6	37 10 0	3,067
Sheriac,	T. B Hanington,	Do.	May 26, 1859,	191 5 2½	50 0 0	2,797
Sheffield,	T. B. C. Burpee,	Do.	Sept. 1, 1857,	33 7 3½	10 0 0	1,736
Saint Andrews,	Geo. F. Campbell,	Do.	Oct. 6, 1829,	295 6 1½	£00 0 0	3,273

Statement shewing the Names of Postmasters, Clerks, Assistants, and Letter Carriers, &c.—Continued.

Name of Office.	Postmaster,	Clerk,	Assistant,	Letter Carrier,	Revenue collected.	No. of Bags.	No. of Night Duties.	Remarks.
Saint George,	G Knight,				£173 3	8½	0	6,090
Saint John,	John Howe, Esq.				3,919 17	5½	0	29,242
	H. C. Friuk,	1st Clerk,					0	
	T. B. Allan,	2nd Clerk,					0	
	J. F. McGuirk,	3rd Clerk,					0	
	T. C. Rainsford,	4th Clerk,					0	
	Jas. Woodrow,	5th Clerk,					0	
	John Leetch,	Office Keeper,					0	
	Thos H. Black,	Postmaster,			39 5	2	0	832
Saint Martins,	David A. Rose,	Do.			174 6	1	0	5,143
Saint Stephen,	Hugh M. Monagle,	Do.			195 2	4	0	7,992
Sussex Vale,	Weeden Fowler,	Do.			10 3	8	0	332
Upham Vale,	Albert Robinson,	Do.			6 7	6½	0	312
Upper Mills,	James Grover,	Do.			393 14	3½	0	12,453
Woodstock,	James Leetch,	Letter Carrier,					0	
Saint John,	William Watters,	Do.					0	
	Robt. M. Lauchlan,	Do.					0	
Fredericton,	Wm. Seymour,	Do.					0	

CHARLES CONNELL, Postmaster General.

JAMES HALE, Accountant.

Statement of all the Way Offices in the Province of New Brunswick, Shewing Name of Office, Names of Way Office Keepers, and Counties in which situated, Year ended 31st October, 1859.

Name of Office.	Way Office Keeper.	County.	Date of Bond.	Revenue collected.	No. of Bags.	No. of Night Duties.	Remarks.
Albert Mines,	William Halleitt,	Albert,	*	£13 10	156		
Albert Quarries,	George Russel,	Albert,	*	9 18	104	65	
Annagance,	David M. Lellan,	King's,	April 19, 1858,	21 12	468		
Armstrong's Brook,	John G. Bent,	Restigouche,	Feb. 10, 1857,	8 13	310	271	
Aroostook,	George Cox,	Victoria,	Sept. 4, 1852,	2 18	312		
Baillie Settlement,	Thomas Robinson,	Charlotte,	April 13, 1851,	1 8	52		
Baker's Creek,	P. Gagnon,	Victoria,	April 30, 1852,	2 13	52		
Barachois,	Thomas Gallong,	Westmorland,	Sept. 26, 1853,	3 19	52		
Barnsville,	Thomas G. Barns,	King's,	Nov. 10, 1854,	4 3	104		
Baribog,	William Johnston,	Northumberland,	April 29, 1857,	0 18	117		
Basswood Ridge,	Margaret Love,	Charlotte,	May 24, 1859,	0 14	52	310	
Bathurst Village,	Murdock Smith,	Gloucester,	June 17, 1858,	48 11	1		
Bay du Vin,	Alex. Williston,	Northumberland,	April 19, 1853,	1 15	9	104	
Bay Side,	F. W. Bradford,	Charlotte,	Mar. 22, 1854,	2 10	10	52	
Bear Island,	Lewis Huestis,	York,	Feb. 22, 1853,	6 3	9½	104	

Paid by a fee of 1d. on each letter delivered by them

Beckagumick,	Wm. S. Nevers,	Carleton,	Sept. 10, 1852,	£4 2	6	52	
Belledune River,	John Chalmers,	Gloucester,	July 23, 1851,	3 1	2½	310	
Belle Isle Bay,	Allan Vaughan,	Restigouche,	Feb. 5, 1857,	0 18	0½	310	
Bellevous Village,	James Lake,	King's,	Dec. 27, 1852,	3 10	3	182	
Black River,	Lewis Richards,	Westmorland,	Mar. 4, 1856,	1 19	10½	52	
Blackville,	Malcolm M. Naughton	Northumberland,	Feb. 28, 1853,	3 2	5½	104	
Blissfield,	Simon Bean,	Do.	Feb. 2, 1852,	9 5	8½	208	
Bloombfield,	John DeCantillon,	Do.	Jan. 6, 1853,	5 12	11½	208	
Do.	Timothy Coleman,	Sunbury,	Dec. 9, 1852,	3 8	7	52	
Bocabec,	Robert Sherard,	Carleton,	*	1 2	4	52	
Boiestown,	John Leavitt,	King's,	Mar. 16, 1858,	11 5	9	208	
Boundary Prequisle,	Joshua Hanson,	Charlotte,	Sept. 8, 1857,	11 8	6	312	
Butternut Ridge,	Miles M. Millan,	Northumberland,	Nov. 25, 1852,	13 6	6½	208	
Caledonia,	John D. Baird,	Carleton,	*	1 5	1½	52	
Campbell Settlement,	M. E. A. Burpee,	Sunbury,	June 4, 1859,	1 7	2	125	
Canning,	M. B. Keith,	King's,	May 4, 1859,	7 10	8	52	
Canterbury Station,	James Reed,	Albert,	July 23, 1855,	0 7	3	52	
Cape Tormentine,	George Campbell,	King's,	Jan. 2, 1855,	1 19	1	52	
Caraque,	Charles Estabrooks,	Queen's,	Aug. 14, 1858,	2 7	0	215	
Coal Mines,	S. F. Grosvenor,	York,	Sept. 22, 1854,	48 12	3	486	
Cocagne,	Hugh Jameison, Jr.	Do.	Jan. 28, 1859,	7 6	6	120	
Coldstream,	C. Van Buskirk,	Westmorland,	Mar. 26, 1852,	3 15	8	52	
Cole's Island,	Jas. G. C. Blackhall,	Gloucester,	June 14, 1859,	13 6	9	104	
Connersville,	H. C. Babbitt,	Queen's,	Dec. 8, 1853,	4 1	0	52	
Coverdale,	James Lucas,	Kent,	July 25, 1856,	13 6	9½	312	
Creek Road,	Samuel Dickinson,	Carleton,	Sept. 27, 1852,	1 18	7	52	
Cromwell,	Jacob Corey,	King's,	*	1 8	8	26	
Cumberland Bay,	Matthew Fenwick,	Do.	Aug. 1, 1859,	3 3	8½	52	
Curryville,	Samuel Perkins,	Do.	April 3, 1855,	1 10	4½	182	
Dawson Settlement,	Wm. Smith,	Albert,	Feb. 2, 1852,	2 16	9½	208	
Dipper Harbour,	D. H. Keith,	King's,	Jan. 10, 1857,	1 10	7½	52	
Doak Town,	Samuel Cromwell,	Do.	July 23, 1859,	0 17	0	26	
Douglas Harbour,	A. Branscomb, Sen.	Queen's,	Mar. 19, 1856,	3 7	11½	52	
Douglas Town,	John Beaumont,	Albert,	April 1, 1854,	1 9	9½	52	
Dover,	Isaac Dawson,	Do.	Sept. 9, 1854,	1 2	7½	312	
Dumbarton,	Joseph Belmore,	St. John,	Sept. 21, 1855,	1 16	1	52	
Dumfries,	Hiram Freeze,	Northumberland,	Oct. 26, 1854,	6 3	8	208	
	Abner Belmain,	Queen's,	Dec. 7, 1857,	5 17	10½	52	
	Richard Hutchison,	Northumberland,	July 19, 1851,	51 5	7	780	
	H. Delesdernier,	Westmorland,	Sept. 6, 1854,	2 14	11½	52	
	Patrick Devoy,	Charlotte,	April 21, 1857,	3 9	7½	91	
	Solomon Howe,	York,	Mar. 29, 1854,	9 0	3½	312	

Juicake. Changed from Pat-

Eel River. Name changed from

Statement of all the Way Offices in the Province of New Brunswick.—Continued.

Name of Office.	Name of Way Office Keeper.	County.	Date of Bond.	Revenue collected.	No. of Bags.	Night Duties.	Remarks.
Dumfries,	Alex. Laing,	Restigouche,	June 17, 1858,	£0 11 4½	39		
Dunphy,	George Dunphy,	Northumberland,	Aug. 12, 1859,	0 9 3½	52	26	
Edgett's Landing,	Ward Edgett,	Albert,	Aug. 4, 1854,	8 11 5½	156	30	
Elgin,	James Gifford, Senr.	Do.	Oct. 12, 1857,	9 14 5	104		
Escuminac,	Wm. Y. Preston,	Northumberland,	*	3 3 4½	52		
Emigrant Settlement,	Benj. Corrigan,	Westmorland,	Nov. 17, 1855,	2 14 8	52		
Finger Board,	J. D. Baxter,	King's,	Nov. 20, 1852,	18 12 8	429	414	
Flatlands,	Arch. McKenzie,	Restigouche,	June 8, 1852,	3 10 8	52		
Florenceville,	S. G. Burpee,	Carleton,	Oct. 14, 1853,	20 13 3	512	312	
Flower's Cove,	John Maynard,	Queen's,	July 26, 1855,	1 8 0	52		
Fox Creek,	Philip Burk,	Westmorland,	Mar. 17, 1854,	2 14 8½	468		
French Village,	Caleb J. Stewart,	King's,	Jan. 20, 1854,	2 17 7½	52		
Gardner's Creek,	John Wallace,	St. John,	Feb. 21, 1853,	1 19 1	52		
Gaspereau,	C. E. Langin,	Queen's,	Feb. 15, 1859,	16 10 10	52		
Geary,	Wm. Smith,	Sunbury,	Oct. 2, 1853,	1 8 5½	104	104	
Germinantown,	Wm. Fillmore,	Albert,	Mar. 17, 1853,	1 7 9	52		
Goshen,	James Stevens,	Do.	Feb. 21, 1853,	0 13 11	52		
Grand Ance,	Francis LeGresley,	Gloucester,	Mar. 10, 1854,	2 13 2	104	26	
Grand River,	E. Akerley,	Victoria,	Dec. 16, 1852,	3 17 4½	312		
Great Shemogue,	Joseph Avar,	Westmorland,	April 1, 1852,	4 10 9	104		
Greenfield,	Thomas Wakeham,	Carleton,	*	0 17 2	52		
Hammond River,	James B. Dodge,	King's,	Aug. 1, 1859,	30 6 1	558	45	
Hampstead,	Israel Merritt,	Queen's,	April 21, 1859,	6 5 5½	156		
Hardwicke,	Robert Noble,	Northumberland,	Mar. 30, 1853,	1 2 3½	104		
Harvey,	Thomas Cockburn,	York,	Mar. 25, 1852,	8 12 1½	104		
Head of Peticoodiac,	H. Humphries,	Westmorland,	Dec. 17, 1855,	32 9 2	468		[Oct. 17.
Holmesville,	Isaac Broad,	Carleton,	Sept. 1, 1859,	0 0 0	2		Went into operation
Hopewell Cape,	M. B. Palmer,	Albert,	Oct. 10, 1853,	20 10 10	312	39	
Hopewell Hill,	O. A. Barbour,	Do.	*	36 8 2½	312	76	[Officer.
Hopewell Corner,	Owen Anderson,	Do.	Mar. 6, 1854,	18 0 11½	26		Changed from Post
Indian town,	J. B. Chaffey,	Charlotte,	May 29, 1859,	1 4 2	26		
Irving Settlement,	Matthias Hamm,	St. John,	April 8, 1856,	45 6 7	318		
Jackson town,	W. E. Bishop,	Albert,	Sept 15, 1858,	0 11 3	52		
Jacksonville,	Chris. Graham,	Carleton,	Aug. 20, 1852,	4 1 10½	52		
Janeville,	James Simonson,	Do.	June 9, 1859,	0 12 7	22		
Jemseg,	Hugh A. Caie,	Gloucester,	Sept. 24, 1853,	5 4 4	104	104	
	Chas. B. Colwell,	Queen's,	April 21, 1859,	1 17 10	52		

Jolicore,	Daniel Carney,	Westmorland,	May 15, 1856,	£5 1 8	208		
Kennebecasis Bay,	James Patterson,	King's,	Oct. 20, 1859,	11 10 7	558		
Keswick Ridge,	Abraham Mc-Kean,	York,	May 19, 1857,	3 19 1½	104	51	
Kingsclear,	G. A. Hammond,	Do.	Dec. 4, 1852,	12 7 6	312		
Kingston,	Henry L. Dwyer,	Kent,	*	74 1 10	468	390	
Kouchibouguac,	Wm. S. Caie,	Do.	July 10, 1852,	24 8 9	312	234	
Lakefield,	D. B. Campbell,	King's,	*	0 10 1½	104		
Ledge,	Thomas Leary,	Charlotte,	Sept. 25, 1854,	8 14 7½	121		
Lepreau,	John M'Dermid,	Do.	June 29, 1857,	29 8 7	624	624	
L'Etete,	George Dick,	Do.	Jan. 19, 1856,	2 15 4½	52		
Lindsay's,	Alex. Lindsay, Jr.	Carleton,	Jan. 27, 1859,	0 16 6	39		
Little Riv. Coverdale,	R. J. Colpitts,	Albert,	Dec. 2, 1857,	0 10 0	52		
Do. Elgin,	Collins Gifford,	Do.	Nov. 30, 1857,	0 18 4½	52		
Do. Sunbury,	Moses Coburn,	Sunbury,	*	1 14 2½	52		
Little Rocher,	Converse Richardson,	Albert,	Mar. 26, 1853,	1 17 0	52		
Little Shemogue,	Thomas Oulton,	Westmorland,	April 6, 1853,	2 7 8½	52		
Loch Lomond,	John Jordan, Jr.	St. John,	July 27, 1852,	3 5 6½	208		
Londonderry,	James Douglas,	King's,	Nov. 1, 1853,	0 17 4½	104		
Long Creek,	Jacob Corey,	Queen's,	*	6 14 6	104		
Long Point,	John Coulter,	King's,	April 3, 1855,	0 19 4	104		
Long Settlement,	John Carmichael,	Carleton,	*	0 19 3	52		
Lower Brighton,	Benj. Noble,	Do.	April 12, 1852,	1 8 9	52		
Lower Cape,	George Turner,	Albert,	May 13, 1855,	4 12 5	312	39	
Lower Coverdale,	Millidge Steeves,	Do.	Mar. 7, 1853,	2 19 6½	208		
Lower Hillsborough,	Nehemiah Bennett,	Do.	Dec. 17, 1853,	2 8 9½	312	39	
Lower Prince William,	Manzer Atherton,	York,	Oct. 2, 1856,	6 16 9½	312		
Lower Wakefield,	Stephen Brittain,	Carleton,	June 27, 1859,	0 7 3	66	39	
Lower Woodstock,	Isaac Chiff,	Do.	May 26, 1859,	0 14 6	66		
Ludlow,	John Nelson,	Northumberland,	Sept. 1, 1859,	1 0 9	78	39	
Lynnfield,	John G. Gitchell,	Charlotte,	June 4, 1859,	0 9 0	65		
Maces Bay,	Robt. V. Hanson,	Do.	Feb. 24, 1855,	1 18 9	104		
Mactaquack,	James Mitchell,	York,	Mar. 13, 1858,	1 15 11	104		
Madawaska,	P. C. Amireaux,	Victoria,	Jan. 11, 1853,	2 7 3½	312	78	
Madisco,	James D. Crowell,	Gloucester,	May 31, 1856,	7 13 0	310	271	
Magagnadavic,	Solomon Vail,	York,	Feb. 2, 1852,	3 0 10½	104		
Maple Green,	James Fraser,	Restigouche,	April 8, 1853,	1 3 0	299		
Maugerville,	Wm. H. Bent,	Sunbury,	June 3, 1857,	13 2 10	265		
Mechanics' Settlement,	Alex. Moore,	King's,	Feb. 22, 1853,	2 15 7½	52		
McKenzie's Corner,	John J. Hoyt,	Carleton,	*	5 3 3	52		
Middle Simonds,	Thomas Boyd,	Do.	Oct. 18, 1852,	7 8 2	312	312	
Millstream,	John H. Ryan,	King's,	Dec. 4, 1852,	10 13 11½	208		
Moncton,	M. D. Harris,	Westmorland,	Jan. 28, 1854,	20 9 5½	468		

Statement of all the Way Offices in the Province of New Brunswick.—Continued.

Name of Office.	Name of Way Office Keeper.	County.	Date of Bond.	Revenue collected.	No. of Bags.	Night Duties.	Remarks.
Monument Settlement	C. J. P. Wetmore,	Carleton,	* April 8, 1854,	£0 14 4½	52		
Moore's Mills,	J. E. Moore,	Charlotte,	* April 8, 1854,	1 8 3½	52		
Mount Whatley,	A. M. Queen,	Westmorland,	* April 8, 1854,	16 9 10½	208		
Month of Jemseg,	Geo. Ramsay,	Queen's,	* April 8, 1854,	0 13 2	26		6 months.
Do. Keswick,	Elias Shepherd,	York,	Aug. 23, 1859,	4 2 5	104		
Do. Millstream,	Thos. R. Burgess,	King's,	June 29, 1852,	21 12 5½	444		444
Do. Nerepis,	John M. Nase,	Do.	Mar. 26, 1852,	11 15 3½	156		156
Munquart,	Murphy Giberson,	Carleton,	April 5, 1853,	1 19 8½	52		
Murray's Corner,	Pinguey Murray,	Westmorland,	April 15, 1853,	2 13 4	52		
Musquash,	G. C. Carman,	St. John,	Mar. 10, 1852,	16 12 7	624		390
Nashwaak,	William Plant,	York,	Sept. 20, 1855,	10 8 2	260		104
Nashwaak Village,	Peter M. Farlane,	Do.	Mar. 18, 1858,	8 10 5	260		104
Narrows,	John L. Fletcher,	Do.	Mar. 14, 1854,	5 8 9	78		
Nelson,	Jas. T. Tool,	Queen's,	Feb. 5, 1855,	6 12 10	208		104
New Bandon,	Wm. Hart,	Northumberland,	Feb. 16, 1857,	8 7 7	208		104
New Canaan,	Wm. Dawson,	Gloucester,	Feb. 20, 1856,	7 8 10	52		104
Newcastle Creek,	Benjamin Keith,	Queen's,	Aug. 17, 1853,	4 18 8½	52		
New Horton,	Silas M. Mahon,	Do.	Sept. 2, 1854,	3 11 1	52		
New Ireland,	Mariner Cannon,	Do.	Nov. 20, 1854,	1 14 0	52		
New Jerusalem,	Jas. Flemming, Jr.	Albert,	May 23, 1859,	0 17 0½	104		
New Mills,	Samuel Mahood,	Queen's,	Dec. 24, 1851,	5 5 7½	130		156
New River,	Donald M. Allister,	Restigouche,	Jan. 23, 1852,	7 19 9	312		468
Niguac,	Wm. M. Gowen,	Charlotte,	July 22, 1857,	21 19 3½	468		
Northampton,	George E. Letson,	Northumberland,	May 27, 1857,	4 4 6	52		
North Branch,	David S. Gibson,	Carleton,	Oct. 12, 1854,	3 16 6	104		
North Esk Boom,	H. D. Currie,	Sunbury,	June 3, 1859,	0 10 6½	26		6 months.
Northfield,	James Hutchison,	Northumberland,	Jan. 3, 1854,	3 2 7½	52		
North Joggins,	Stephen D. Ross,	Sunbury,	Dec. 26, 1857,	3 7 1½	52		
Norton,	Rufus Cole,	Westmorland,	Oct. 6, 1854,	13 5 9½	52		
Oak Bay,	John Hays,	King's,	Aug. 9, 1851,	14 7 11	390		390
Oak Point,	Wm. Young, 3rd,	Charlotte,	April 29, 1859,	6 1 9	312		52
Do.	J. L. Flewelling,	King's,	* April 29, 1859,	9 8 11½	199		
Oatnabog,	Alex. Davidson,	Northumberland,	Mar. 25, 1853,	4 8 7½	52		
Palmerston,	John Cameron, Sen.	Queen's,	Nov. 7, 1854,	1 19 4½	78		
Pennfield,	Reuben Johnson,	Kent,	June 9, 1859,	0 10 9½	169		18 6 months.
Perth,	Jesse Prescott,	Charlotte,	June 5, 1857,	8 4 4½	91		
	William Hallett,	Victoria,	Nov. 14, 1857,	0 14 10	52		

Petersville,	Patrick Howell,	Queen's,	June 1, 1859,	£3 17 1½	98		
Petersville Church,	Andrew Hamilton,	Do.	Nov. 14, 1854,	3 2 10	104		
Pisarino,	Thomas Galbraith,	St. John,	Mar. 17, 1854,	1 11 0	52		
Pockmouche,	James Barry,	Gloucester,	June 2, 1855,	3 4 0½	52		
Point La Nim,	Donald Stewart,	Restigouche,	April 2, 1855,	1 1 0 11½	156		
Pollet River,	B. R. Colpitts,	Westmorland,	Feb. 7, 1852,	1 1 9½	52		
Pomeroy Ridge,	Wm. McKenzie,	Charlotte,	July 30, 1855,	2 3 6½	52		
Port Elgin,	John Morris,	Westmorland,	Feb. 25, 1854,	13 19 5½	104		
Presqu'isle,	Thos. Johnston,	Carleton,	* May 18, 1852,	2 0 8	52		
Prince William,	John Hea, Jun.	York,	May 18, 1852,	17 6 4	312		
Quaco Road,	B. Kirkpatrick,	Saint John,	June 19, 1857,	1 1 3½	208		
Ratter's Corner,	John Ratter,	King's,	Jan. 3, 1855,	0 6 1½	52		
Red Bank,	M. M. Kindrick,	Northumberland,	Feb. 2, 1854,	3 2 5	52		
Renous Bridge,	Wm. O'Brien,	Do.	* Feb. 2, 1854,	2 15 11½	208		104
Richmond,	Hugh Montgomery,	Carleton,	Dec. 16, 1858,	11 14 3½	312		
River Charlo,	Alex. M. Pherson,	Restigouche,	Sept. 7, 1857,	4 1 3	312		
River De Clute,	Henry Baird,	Carleton,	April 24, 1852,	6 0 7½	312		
Rusagonis,	Thos. H. Smith,	Sunbury,	June 15, 1854,	1 10 7½	52		
Railway Station,	John Henderson,	Westmorland,	Jan. 28, 1859,	18 12 7½	48		
Salmon River,	N. Lock,	Albert,	Jan. 24, 1852,	7 19 10½	52		
Do.	Robert B. Pattison,	Saint John,	May 20, 1854,	3 8 1½	52		
Salt Springs,	H. Campbell,	King's,	June 30, 1859,	3 17 6	156		
Saint Basil,	John Lynch,	Victoria,	Oct. 2, 1857,	2 1 4½	312		
Saint Patrick,	Richard Dyer,	Charlotte,	May 31, 1859,	0 6 3	26		
Seely's Mills,	Robert Morrison,	King's,	June 13, 1853,	3 4 5	52		
Shediac Road,	John Rogerson,	Westmorland,	April 26, 1856,	1 9 0	231		
Shepody Road,	Joseph Wallace,	King's,	Nov. 2, 1854,	0 10 11	104		
Shippigan,	Peter DeGrace,	Gloucester,	* July 4, 1859,	20 10 1½	104		
Smith's,	E. J. Smith,	Westmorland,	* July 4, 1859,	13 6 9½	231		58 6 months.
Smith's Creek,	J. A. M. Naughton,	King's,	* July 4, 1859,	11 4 8½	52		
Smith Town,	Eben Smith,	Do.	Feb. 4, 1854,	3 19 7	52		
Southampton,	T. C. Atherton,	York,	Mar. 9, 1853,	8 5 5	104		
South B. Kennebec's,	Daniel Goddard,	King's,	Feb. 22, 1853,	1 2 2	52		
South B. Oromocto,	Robert Moffat,	Sunbury,	April 30, 1859,	6 6 7	52		
South Nelson,	John Caie,	Northumberland,	* April 30, 1859,	16 6 4½	156		
Sprague's Point,	F. D. Ganong,	King's,	Nov. 20, 1855,	4 14 0	52		
Springfield,	Malcolm King,	Do.	Feb. 14, 1852,	20 3 7½	208		
Spring Hill,	T. B. Dumphy,	York,	Oct. 11, 1858,	4 16 8½	231		
Spruce Lake,	Edward Stapleton,	Saint John,	* July 23, 1855,	0 12 7½	52		
Stanley,	Wm. Logan,	York,	Feb. 17, 1853,	4 13 3½	52		
Sussex Portage,	Wm. S. Teakles,	King's,	Aug. 1, 1851,	3 1 0	52		
Tabusintac,	Roderick M. Leod,	Northumberland,	Aug. 1, 1851,	3 3 16	52		

Made a Post Office.

Statement of all the Way Offices in the Province of New Brunswick.—Continued.

Name of Office.	Name of Way Office Keeper.	County.	Date of Bond.	Revenue collected.	No. of Bags	Night Duties.	Remarks
Taylor Town,	Robert M. Baily,	Sunbury,	Sept. 1, 1857,	£12 0 7½	208		
Taylor Village,	Charles Taylor,	Westmorland,	Oct. 20, 1853,	3 9 3½	52		
Ten Mile Creek,	John S. Parker,	Saint John,	Feb. 9, 1852,	0 16 7½	52		
Tobique,	Alex. Campbell,	Victoria,	Nov. 23, 1857,	3 10 10	52		
Tracadie,	James Young,	Gloucester,	Aug. 2, 1851,	4 1 6½	52		
Tracy's Mills,	Isaac Tracy,	Carleton,	Mar. 5, 1859,	0 3 9	26		
Turtle Creek,	Richard Gross,	Albert,	*	1 2 4½	247		
Upham,	J. C. Upham,	King's,	Feb. 15, 1855,	5 13 9½	104		
Upper Bay Du Vin,	Wm. Dickens,	Northumberland,	May 28, 1853,	0 19 4½	208	52	
Upper Brighton,	W. B. Tompkins,	Carleton,	Mar. 26, 1853,	2 8 4½	52		
Upper Gagetown,	J. A. Curry,	Queen's,	Aug. 31, 1858,	7 6 10½	259		
Upper Kent,	A. Hawthorn,	Carleton,	Feb. 7, 1859,	1 5 0	52		
Upper Keswick,	Jas. E. Smith,	York,	June 8, 1858,	2 15 4½	104		
Upper Maugerville,	D. S. Deveber,	Sunbury,	Aug. 23, 1858,	3 16 2½	136		
Upper Mills,	Wm. Bowdin,	Charlotte,	Nov. 10, 1857,	9 12 11	104		
Upper Queensbury,	A. Clark,	York,	Feb. 7, 1859,	5 18 8	104		
Upper Sackville,	Robert Dobson,	Westmorland,	Aug. 20, 1859,	10 15 0½	156		
Upper Southampton,	S. F. Wright,	York,	Jan. 17, 1859,	1 18 3	104		
Upper Sussax,	John M'Leod, Jun.	King's,	July 26, 1852,	28 18 5	468	156	
Upper Wicklow,	S. H. Estabrooks,	Carleton,	Jan. 31, 1855,	3 10 0	312	312	
Upper Woodstock,	W. H. Sisson,	Do.	April 30, 1859,	21 18 3	375	312	
Victoria,	C. R. Boyer,	Do.	Feb. 2, 1852,	12 8 9	312	312	
Washademoak,	John Colwell,	Queen's,	Jan. 6, 1854,	1 5 9	52		
Waterville,	John E. M'Ready,	Carleton,	June 17, 1859,	0 10 10½	21		
Waveig,	John M'Comb,	Charlotte,	April 28, 1859,	0 4 6½	168		
Webster's Creek,	C. E. Slocomb,	Victoria,	Mar. 9, 1857,	4 15 0	52		
Welsford,	Francis Woods,	Queen's,	Oct. 31, 1859,	0 5 3	78		45 3 months.
Westcock,	Daniel Hutchison,	Westmorland,	April 21, 1859,	3 9 4	52		
Westmorland Point,	Thos. E. Oulton,	Do.	Oct. 1, 1853,	10 3 0½	208		
White's Cove,	G. W. White,	Queen's,	Dec. 30, 1857,	4 1 5½	52		
Wickham,	Geo. N. Golding,	Do.	May 13, 1859,	4 13 10	144		
Wicklow,	T. H. Estey,	Carleton,	April 30, 1859,	3 15 6½	312		
Williamstown,	Thos. Lindsay,	Do.	July 8, 1854,	3 9 4½	52		
Wood Point,	Simon Outhouse,	Westmorland,	Jan. 31, 1858,	2 14 6	52		
Young's Cove,	Robert Snodgrass,	Queen's,	Feb. 9, 1854,	4 2 2½	52		
Watson Settlement,	John Watson,	Carleton,	Aug. 1, 1859,	0 1 0	13		

JAMES HALE, Accountant.

CHARLES CONNELL, Postmaster General.

List of all Way Offices established, shewing the County in which situated, and Name of the person appointed, during the Year ended 31st October, 1859.

Name of Office.	Name of County.	Date of Appointment.	Name of Person appointed.
Burton,	Sunbury,	May 16, 1859,	M. E. A. Burpee.
Canterbury Station,	York,	Jan. 20, "	Hugh Jamieson, Jr.
Cromwell,	King's,	June 3, "	Samuel Cromwell.
Dunphy,	Northumberland,	July 5, "	George Dunphy.
Greenfield,	Carleton,		Thomas Wakeham.
Holmesville,	Do.	Sept. 1, "	Isaac Broad.
Indian Island,	Charlotte,	May 1, "	John B. W. Chaffey.
Jacksonville,	Carleton,	May 26, "	James Simonson.
Lindsay's,	Do.		Alexander Lindsay, Jr.
Lower Wakefield,	Do.	May 26, "	Stephen Brittain.
Lower Woodstock,	Do.	May 26, "	Isaac Cluff.
Ludlow,	Northumberland,	May 26, "	John Nelson.
N. Branch, (Oromocto)	Sunbury,	April 30, "	H. D. Currie.
Palmerston,	Kent,	May 26, "	Reuben Johnson.
Smith's,	Westmorland,	May 26, "	E. J. Smith.
Springhill,	York,	Oct. 11, 1858,	Thomas B. Dunphy.
Saint Patrick,	Charlotte,	April 23, 1859,	Richard Dyer.
Tracey's Mills,	Carleton,	Feb. 4, "	Isaac Tracey.
Waterville,	Do.	May 26, "	John E. M'Ready.
Waweig,	Charlotte,	Feb. 17, "	John M'Coomb.
Watson's Settlement,	Carleton,	Aug. 1, "	John Watson.
Welsford,	Queen's,	Sept. 1, "	Francis Woods.

JAMES HALE, *Accountant.*

CHARLES CONNELL, *Postmaster General.*

Report of all Appointments made to fill vacancies occurring by resignation or otherwise,
during the Year ended 31st October, 1859.

Name of Office.	Post or Way Office.	Date of Appointment.	Name of Person appointed.	Name of person in whose room appointment was made.	Cause of vacancy.
Arestook,	W. Office	Oct. 14, 1859	John Sloat,	George Cox,	Resignation
Basswood Ridge,	do.	April 21, "	Margaret Love,	Robert Love,	Deceased
Butternut Ridge,	do.	April 21, "	Murray Keith,	W. H. Keith,	Resignation
Caraquet,	do.	May 26, "	J. G. C. Blackhall,	P. M'Naughton,	do
Collina,	do.	Aug. 1, "	Matthew Fenwick	A. Johnston, Jr.	do
Gaspereau,	do.	Feb. 15, "	C. E. Langin,	George Dunn,	do
Hammond River,	do.	Aug. 1, "	James B. Dodge,	W. Alden,	Removed
Hampstead,	do.	April 21, "	Israel Merritt,	J. S. Vanwart,	Resignation
Jemseg,	do.	April 21, "	Chas. B. Colwell,	G. W. Springer,	do
Kennebecasis Bay,	do.	Oct. 20, "	William King,	James Patterson,	do
Lynnfield,	do.	April 1, "	John G. Gitchell,	Daniel Gitchell,	do
Mouth of Keswick,	do.	Aug. 1, "	Elias Sheppard,	Joseph Hallett,	do
New Ireland,	do.	April 21, "	J. Flemming, Jr.	J. Flemming, Sen.	do
Oak Bay,	do.	Feb. 24, "	Wm. Young, 3rd	W. H. Polley,	Deceased
Petersville,	do.	May 27, "	Patrick Howell,	James Bradley,	Removed
Richmond,	do.		H. Montgomery.	G. W. Parks,	Resignation
Salt Springs,	do.	May 1, "	Hiram Campbell,	George M'Ewen,	do
Shediac,	P. Office,	May 26, "	T. B. Hanington,	E. J. Smith,	do
S. Branch Oromocto	W. Office	Feb. 25, "	Robert Moffatt,	George F. Smith,	do
Taylor Town,	do.	April 1, "	James Bailey,	R. M. Bailey,	do
Upper Sackville,	do.		William King,	Edwin C. Ayer,	Deceased
Do. do.	do.	May 7, "	Robert Dobson,	William King,	Resignation
Do. Southampton,	do.	Dec. 3, "	S. F. Wright,	J. S. Patterson,	do
Do. Queensbury,	do.	Dec. 3, "	Alex. Clarke,	S. E. Atherton,	do
Washademoak,	do.		John Cole, Sen.	John Colwell,	do
Westcock,	do.	April 21, "	D. Hutchison,	Thomas Lyons,	do
Wickham,	do.	April 21, "	Geo. G. Golding,	Robert Golding,	do
Wicklów,	do.	Feb. 28, "	T. H. Esty,	James Corey,	do
Saint John,	P. Office,		John Leetch,	George Murray,	Removed

JAMES HALE, *Accountant.*

CHARLES CONNELL, *Postmaster General.*

EIGHTH ANNUAL REPORT ON THE PARISH SCHOOLS.

EDUCATION OFFICE, *Fredericton*, 28th February, 1860.

SIR,—I have the honor to transmit herewith, to be laid before the three Branches of the Legislature, my Report on the state of the Schools of New Brunswick, during the Year 1859.

I have also appended the Reports of the District Inspectors, and several Statistical Tables.

I have the honor to be, Sir, your obedient servant,

JOHN BENNET.

The Hon. S. L. Tilley, Prov. Secretary, *Fredericton*.

To His Excellency The Hon. John Henry Thomas Manners-Sutton, Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY,

In submitting the Eighth Annual Report on the state of Public Instruction in New Brunswick, I feel how much the unexpected position in which I find myself placed calls for the indulgence of the Legislature and the country; and I owe it to myself not to pass over in silence a recent event which, I trust, will go far to obtain it.

It is my first and painful duty to deplore the death of my esteemed friend and predecessor, the late Henry Fisher, Esquire. Viewed in whatever light it may, this sad occurrence must be regarded as a great public calamity. The knowledge of the state of education in the Province, acquired by the labours and experience of nearly two years, as well as the plans he may have formed for its improvement, have died with him. Appointed Chief Superintendent at the enactment of the present School Law, Mr. Fisher entered upon his laborious duties with all the ardour of his nature, and, by the versatility of his talents, and assiduous application, he mastered in a very short time the details of an office, to the routine of which he had been hitherto a stranger. His sole thought was the great work in which he was engaged—to raise the standard of education and to diffuse its blessings among the great body of the people. As a means to an end, as well as a highly praiseworthy object in itself, he laboured hard to ameliorate, in every way, the social condition of the Teacher, while his uniform courtesy and urbanity of manner secured the willing co-operation of Inspectors, Trustees, and other subordinate officials throughout the Province. In short, if a more enlightened public opinion prevails on the subject of popular education than formerly; if society has been brought to look with increased respect and favour upon Teachers and their profession; if Teachers themselves are beginning to appreciate more fully the dignity and importance of their calling—and these are no mere suppositions,—then is the credit in a great measure due to the energetic efforts of the late Chief Superintendent. These labours, it is true, were of a short duration, but they
have

have produced a deep impression on the public mind ; they have made education the subject of discussion in the social circle, and a familiar theme at the firesides of the people. The man who in so short a time was instrumental in bringing about such pleasing results, merits our gratitude, and his memory will be cherished for the good he did ; while our regrets are awakened by his untimely removal which left his work unfinished.

The difficulties of my position are greatly increased by the fact, that the late Superintendent left no Report behind him. This is a matter of great regret, but of no surprise. Neither are there any materials at hand, except the Reports of the Inspectors and Training Master, with a few statistics, from which to make a compilation that shall exhibit with any thing like certainty, the state of our educational institutions during the past year.

Teachers.—In glancing over the Reports of the District Inspectors, amidst much that is gloomy and discouraging, I find not a little calculated to cheer and inspire the friends of education with hope for the future. There are yet, no doubt, many Schools of a very inferior description, under the management of Teachers possessing neither the physical, moral, nor intellectual qualifications necessary to ply their task with success ; but on the other hand, there are many who are not only thoroughly qualified for their work, but are, and have been for years devoting themselves to it, with a self-denying zeal which is certain to command success. Witness too, the steady increase of trained Teachers issuing periodically from the Provincial Training School, who, besides receiving instruction there, the better to fit them for the discharge of their important duties, are at the same time entitled to an augmentation of salary, both locally and from the public chest. No mean consideration this, be it remarked. A comparison of Abstract Tables A and B, will show the average number of regular Teachers employed during the year to be 806 ; of whom 411 are trained, or a little more than one half. If to these latter figures be added 208, the number admitted to the Training School and licensed in 1859, the total of trained Teachers will be 619 ; a result, approximately correct, and one that, assuming the Teachers and the training to have been what they should be, must shortly tell most favourably upon the Schools of the country.

It is proper to remark, that these figures show an increase in the number of Trained Teachers only. Of all classes the number is probably not greater than it was a few years ago, and this state of things is brought about, in many places, by the deliberate action of the people, who, rather than have Schools as they once had them, are content for a time to have none at all.

School-houses.—Not a few School-houses still exist, such as are described in the Report of last year ; but it is a source of pure gratification to notice the efforts put forth by the people in many parts of the Province, sometimes, I doubt not, at the expense of personal comforts, in the repairing and construction of School-houses. Mr. Inspector Duval, from the District under his charge, reports no less than twenty six new School-houses, some of them of a very superior description, as having been built, or in the course of construction, during the year. From the Southern District, Mr. Campbell tells us, that in Saint Stephen alone, no less a sum than £1,100 was expended in the erection of two large and elegant buildings to be devoted to school purposes, besides

besides £100 raised and to be similarly applied, in two other districts of the same Parish. In the County of Queen's also, progress seems to be the order of the day, and nine new buildings have been added to the number of School-houses within the year. In the Western District, Mr. M'Lauchlan informs us verbally, that twelve new houses have either been completed or are in progress; while in the Northern District, a good number of the old buildings have been repaired, some new ones are in contemplation, for which funds are being raised, and five have actually been built or opened within the last twelve months. Thus there are fifty four new School-houses for the year; and, taking the data furnished by Table A as nearly correct, in a few years, at the same rate, we should see a great many of the old and worn out buildings displaced by new and better structures. I venture to say, that better progress than this has not been made in any former year.

The better to enable parties about to build, to do so with economy to themselves and advantage to the service, plans of School-houses, well adapted to the country, were prepared by my predecessor, and distributed pretty extensively over the Province. A fair proportion of the new houses has, I have reason to believe, been built after these models, (in some cases improving on them,) and the proportion would no doubt have been larger had the plans been issued earlier. Copies of these plans, with specifications, &c. are bound up with the present Report.

Libraries.—Next in importance to the School is the establishment of the School Library. It is not merely a useful auxiliary, but an essential part of the School itself. The desire for knowledge is almost a passion in the young mind, and as it is the duty of the educator to guide and regulate that desire, he should have the means at hand of administering judiciously to its gratification. Even if a boy's education began and ended at school, which it does not, he would still profit largely, while yet a pupil, by the perusal of books relating to interesting objects in the world around him. But when it is known and admitted that hundreds of our children leave school annually without acquiring either a correct or extensive knowledge of the subjects taught there, it becomes important to inquire how we shall best continue what the school has but partially begun. The remedy for the deficiencies of the School will be found in the Library, if the pupils have only acquired along with the ability the wish also to make use of it.

The law has wisely and liberally provided for the formation of Libraries, but they have not been established in such numbers as could have been wished. This circumstance, however, will excite the less surprise, when the difficulties of procuring books at an easy rate, and suited to the wants and wishes of different parties, as well as the trouble and expense of forwarding them, perhaps, long distances, are duly weighed and considered. But a recent order of the Board of Education, by which every School District establishing a Library of the minimum value of £7 10s., including the Provincial bonus of fifty per cent. on local contributions, becomes entitled to receive a copy of the new Map of the Province *gratis*, holds out such an inducement that I am satisfied the people will not much longer defer availing themselves of so great a privilege. The Inspectors will reflect credit upon their office, and confer a lasting benefit upon the country, if, by all the lawful means in their power, they can persuade the people to move earnestly in this matter.

I have had gratifying proof within these few days that the Library spirit is beginning to spread, and I feel assured that the next Report will in this respect be more satisfactory than the present; and yet during the year something has been done. It will be seen on reference to Table F that in the Eastern District one Library has been established; in the Western, six; and in the Northern, seven; numbering in all 946 volumes, and costing £116 18s., one third of which was paid by the Province.

School Books.—Great inconvenience having been frequently experienced in remote districts from the difficulty of procuring the authorized School Books, additional Agencies for the sale of these Books have within the year been established at the following places, viz:—Carleton, Saint John, Bay Verte, Salisbury, Sackville, Hillsborough, Boiestown, Buctouche, and Campbellton. By means of these, and a few other Agencies that may still be necessary, all further inconvenience, it is hoped, will be obviated.

French School Books were last Summer imported from Canada to the amount of £53 10s. This is part of a sum of £100 voted for that purpose some years since by the Legislature. Portions of them have been sent to the Agents in these localities of the Northern District where they are required; and, but for unforeseen circumstances, the whole would have been distributed long ago. The Books consisted of a Syllabaire or First Book, Geography, Grammar, and Arithmetic, and, I am happy to say that, where they have been introduced, they are much valued by the Teachers, and likely to be of considerable service.

Teachers' Institutes.—The formation of Teachers' Institutes engaged, during last Summer, a large share of the time and attention of the late Chief Superintendent. Calling Teachers together from the outskirts to the most central part of their respective Counties, he pointed out to them the advantages likely to result to themselves and to the cause of popular education, from the establishment amongst them of these friendly societies. Although, as was anticipated, success did not in every case attend these efforts, yet the mere fact of Teachers meeting and discussing together, even for a short time, the different modes of school management and other matters appertaining to their profession, has been so far productive of beneficial results, that many of them returned to their daily toil with renewed ardour, and with more enlarged views of their individual and social importance.

Five Institutes in all have been organized; one in the City of Saint John, and one in each of the Counties of Charlotte, Queen's, King's, and Northumberland. They hold periodical meetings, some monthly, others quarterly, at which one of the members usually reads a paper on some subject of practical education, after which follows a discussion, which, properly conducted, is well calculated to confer upon all the benefit of the truth, "as iron sharpeneth iron, so doth the face of a man his friend."

Superior Schools.—The number of Superior Schools now in operation, the amount of local and Provincial support, the branches taught, with other items of information respecting them, will be found in the Appendix at pages xlv. and xci. and their condition in the Reports of the Inspectors.

The Superior Schools are calculated and intended to effect more than one object. Besides affording to the different Parishes, where they may be established, educational advantages

advantages not formerly possessed, they at the same time provide over a hundred respectable situations for young men of good education, who, unallured by the dazzling but as often deceptive prospects of distant countries, may thus be induced to remain at home, and enter a service, in which talents, learning and industry, will enable them to reap no inconsiderable harvest for themselves, and confer many and great blessings upon their country. With good Common Schools, the Superior Schools, and the University, each mutually nourishing and fostering the other, there will be opened up to the sons of rich and poor alike, and within the bounds of our own Province, a direct road to such an education as shall fit them for the proper discharge of all the ordinary duties of life, as well as for the highest offices of the State.

Training School.—The Report of the Training School will be found annexed. Mr. Mills has pointed out what I believe to be one of the chief defects in that Institution. Generally speaking, the previous education of the candidates has not been such as to enable them to profit, to the full extent, by the exercises of the Model School. This evil is not of recent discovery, and necessarily involves such a departure from the original design of the Institution, that if possible, a speedy and effective remedy ought to be applied. It is perhaps premature for me to offer suggestions just now, but I cannot help thinking that a stricter preparatory examination of candidates will go far to diminish the evil complained of.

The School, it will be seen, continues to be numerously attended by pupil Teachers. Perhaps if the number was smaller, the quality would be better. In this connection, I cannot view without concern the great and growing disproportion between the number of male and female Teachers; though ready to acknowledge and do full justice to the talents and abilities of a few of the latter. I shall not here discuss the comparative merits of these two classes of Teachers; but, taking that part of the Province with which I am familiar as a criterion of the rest, content myself with simply stating the conclusion at which I have arrived after careful observation and inquiry, that we have more female Teachers already than the country wishes to employ, or is likely to profit by.

It will be my duty to visit the School as soon as the business of the Office will permit, and I hope, though my hopes are not very sanguine, with the co-operation of the Training Master and his Assistants, to render it in some degree worthy of the country, and of the important end for which it was established.

The Reports of the Inspectors are given entire. They contain a great deal of general and local information, which is very valuable, and will repay perusal.

The circumstances in which I entered upon the duties of this Office, as well as the hurried manner in which this Report has been got up, will at once account and be my best apology for any omissions, inaccuracies or inelegancies it may contain. To Mr. Thompson, of the Education Office, I am much indebted for his assistance in conducting these sheets through the Press.

I cannot conclude better than in the words of my predecessor,—“I sincerely trust that the effort now in progress may, through the Divine blessing, issue in the establishment of a sound Educational System, which will be a means of permanent usefulness to the rising generation of New Brunswick.”

I have the honor to be Your Excellency's most obedient servant,

JOHN BENNET

INSPECTORS' REPORTS.

I. COUNTIES OF KING'S, ALBERT, AND WESTMORLAND.

Inspector DUVAL.

SIR,—Having made two complete tours of Inspection of Schools in the South Eastern District during the year, I proceed to lay before you my Report.

During the first tour I visited 211 Schools. During the second tour I visited 208 Schools.

I am frequently asked "Whether or not our Schools are improving?" I have sometimes felt, for obvious reasons, some delicacy in replying to this question; yet, if my opinion must be given, I can only say that "In my judgment they are." But, to bring our Schools to the state in which they ought to be, will, for many reasons, be a work of time. Many impediments to full success are yet in existence, the removal of which can only be gradually effected. I am, however, of opinion, that the present system, steadily carried out, will be increasingly productive of beneficial results. Experience will, unquestionably, suggest further improvements that may be necessary in order to bring our educational system nearer to perfection.

Among the impediments to the advancement of popular instruction in the Province, may be enumerated,—

1st. *The frequent interruptions occasioned by the discontinuance of Schools.*—A Teacher, either of moderate or superior abilities, is engaged; he teaches for six months, and the advancement of the pupils sufficiently indicates the value of his services, but at the end of his term, two or three of the proprietors think they shall need the services of their children, and decline renewing their subscriptions; the School is consequently closed, and, perhaps, not re-opened till the expiration of six, twelve, or eighteen months, by which time the pupils have well nigh forgotten what they had previously learned. In many cases this cannot be avoided, but it must impede progress.

2nd. *The frequent detention of Scholars at home, while the School is in operation.*—This too, is often a case of necessity, though frequently by care and forethought it might be avoided. Whatever the cause, it is manifest that the education of the pupil cannot advance if he is not at School. In almost all cases too, there is a change of pupils with the season,—the elder attending in the Winter, and the younger branches of the family in the Summer; this, however necessary, interferes with advancement, and is a great discouragement to industrious and intelligent Teachers.

3rd. *The frequent change of Teachers.*—During my second inspection of this year, I found that out of 208 Schools, there had been 119 changes since my previous visit. Sometimes this is necessary, but often is the result of mere caprice of some of the proprietors, though it not unfrequently results from a desire of change on the part of the Teacher. Proprietors and Teachers are of course free to act in these matters,—no one can interfere with them; but these frequent changes must of necessity retard the education of the Province.

4th. *Insufficient inducements to good Teachers to continue in the service.*—Many of the best Teachers, after a short term of service, relinquish their Schools for some other, and generally, more lucrative employment. There is a general impression that the Legislature does as much as it ought to do, but that the people do not sufficiently appreciate

appreciate the worth of the Teacher. A desire still exists in many localities to get a cheap Teacher, than which nothing could be more impolitic. But there are in very many districts cheering signs of improvement in this respect.

Though no Legislative enactments can remove the impediments above enumerated, I have no doubt that they will ultimately cease to exist. The public mind is already considerably awakened; the importance of education is more generally and more fully felt; the circumstances of the rural population are becoming easier, and, as a consequence, they will in time be better able to spare their sons, and give a more satisfactory compensation to Teachers. Teachers will then regard their employment as a permanent profession, and will endeavour to secure those qualifications that will give the occupation as high a place in the estimation of the public, as it already has in the minds of reflective men.

Much may be done by untiring effort on the part of those who are officially charged with the advancement of Educational affairs, but patience must be exercised by the friends of progress while the requisite improvements are being gradually effected.

Perhaps nothing in our Province has produced a more unfavourable impression on the minds of strangers than the wretched condition of our School-houses. It is, however, pleasing to find that a decided improvement is being effected in this respect. Some of the old edifices are disappearing altogether, several are being repaired and improved, and in twenty six places, in the District under my care, new buildings are erected, or are in the course of erection. Nearly all of these are of a very creditable character,—larger than suggested by the plans issued from the Education office. In nearly all cases attention is paid to external appearances and to internal comforts. Among these, one at Norton occupies, at present, the foremost position. It is beautifully situated on an eminence, but with a somewhat difficult approach in the winter season; considerable taste has been displayed in external decorations, while the internal fittings have received careful attention. To deaden an echo, the floor has been covered with cocoa-nut matting, which contributes also to its comfortable appearance; it is well furnished with maps and apparatus, which will render important aid to the Teacher, who has for some time been favourably known in the neighbourhood, as an able instructress of youth. A School-house of a similar character is being erected, also, at Lower Norton, while another, in the same Parish, intended for a Superior School, but not yet commenced, will, if the designs of the originators are fully carried out, far exceed either of those already alluded to.

These improvements in our School-houses will not only wipe away a standing reproach against our Province;—they will also indirectly lead to, or be followed by, improvements in other respects, which it may be hoped, will ultimately issue in gaining for our Schools a reputation beyond our present expectations.

The following are the places where the new School Buildings are being erected, viz:—

King's County.

Westfield,	....	...	3	Norton,	....	....	2
Springfield,	....	....	3	Havelock,	....	....	2
Studholm,	....	....	2	Sussex,	....	....	3
Hampton,	....	....	1				—
							16

<i>Westmorland County.</i>							
Salisbury,	2	Sackville,	....	....	1
Botsford,	1	Dorchester,	....	....	1
Westmorland,	1	Moncton,	....	....	1
							—
							7
<i>Albert County.</i>							
Coverdale,	1	Elgin,	....	....	1
Alma,	1				—
							3
Total,			....	....	....	....	26

In the commencement of this Report the Schools were spoken of as in a progressive state, notwithstanding the impediments that still lie in the way of complete success. I have made every effort to improve the state of our Schools by urging that a practical direction be given to the most useful branches of study, so that the education received by our youth shall be adapted to their circumstances; believing it to be far more important that our young people shall be able to understand, and be led to develop the rich and abundant resources of their own country, rather than be induced to seek some uncertain or imaginary good in other lands. To accomplish this object more fully, it is very desirable that instructions in the theory and practice of Agriculture, should be given by, at least, our Male Teachers, in their respective Schools. It would also be well that lessons in practical Geology were also given, that our youths might be led to appreciate our Mineral resources, the extent and value of which, few of us, at present, have but little conception of.

The branches that receive the principal attention in our Schools are chiefly of an elementary character, Orthography, Reading, Penmanship, Arithmetic, Geography, and Grammar. Mathematics are also taught, but only to a limited extent. Of the 2,829 pupils actually attending the Schools during my last visitation, there were only 35 studying Mathematical branches. As, however, the lower branches are of more practical value to the general mass of pupils, it is well they should receive the largest share of attention, every facility being at the same time afforded to those students who have leisure and inclination to pursue the higher branches of study.

Besides inspecting Schools, I have in accordance with my instructions, delivered Lectures as opportunity allowed, on the subject of Education.

Lectures have been delivered during the year at the following places, viz:—Dorchester Corner, Point de Bute, Cape Tormentine, Murray Road, Baie Verte, Shediac, Hillsborough, Lower Cape, Hopewell, Cape Moisselle Creek Road, Harvey Corner, North Joggins, Shemogue, Hammond, and Smith's Creek.

The attendance has been almost invariably large, and one cannot but hope that good must result from these efforts to awaken public attention to one of the most important subjects to which our minds can be directed. At several of the above places, some of the auditory have responded to the invitation given them to take part in the meeting; and as the result, practical Addresses have been given, frequently having reference to matters of local interest, that a stranger could not have dealt with in so satisfactory a manner.

The

The subject of Teachers' Institutes was mentioned in last year's Report. It is pleasing to find that in some Counties, the Teachers are giving their attention to this matter. King's County is the only one in my District that has, as yet, moved in this direction. I have been able hitherto, to attend at only one of these meetings, but shall endeavour to make such arrangements as shall enable me to be generally present at their future meetings. If properly conducted, I am persuaded that many advantages must result from such gatherings; a greater uniformity will be secured in the mode of communicating instruction, and new life and vigour be given to the Teachers, who often have to prosecute their labours amidst many discouragements. These conclusions may be deduced from the active interest taken in the meetings by some of the most intelligent Teachers in King's County.

There is at present only one "Superior School" in operation in the South Eastern District, namely at Moncton. During part of the year there have been three, two having been kept by young men who are now prosecuting their collegiate studies.

There are very few cases where the Teachers have to complain for want of uniformity of books, the authorized set being generally used; the French Schools, however, must be excepted from this remark, there being in them an almost endless diversity of books. The Teachers, however, in many places, are loud in their complaints that their pupils are so badly supplied with suitable books, by which their progress is seriously retarded. This generally springs from the negligence of the parents, but sometime from the circumstance that they cannot readily be obtained in the neighbourhood.

I am happy to report that the Trustees as a general rule cheerfully discharge their somewhat onerous duties. I am frequently accompanied by one or more of them in my inspection, which would be the case more generally, did not their business imperatively require their attention.

In comparatively few cases are there Committees appointed in accordance with Section 7 of the Act. Trustees frequently issue the requisite Notice and attend for the purpose of conducting the meeting, when not a single proprietor of the School makes his appearance. This is a painful proof that the excellent provision of the Law is not appreciated; but when the public mind is better informed on the subject, I am persuaded that this clause in the Act will not be permitted to remain a dead letter.

On the subject of assessment for the support of Schools, I have written so much in my reports of former years, that I scarcely can have any thing new to suggest. My conviction still is, that its adoption would operate more powerfully than any thing else in improving the state of our Provincial education. All the evils that now exist would not be cured by assessment, but it would remove many of them. It is, however, gratifying to know that under the present system, with all its drawbacks, improvement is going on. Whether public sentiment is becoming more favourable to assessment I cannot positively say, my own impression is, that such is the case; but I fully believe that it will never be permanently adopted until it is made compulsory; to make it so, would incur considerable responsibility, considering the influential position of most of the opponents of the plan.

I may be mistaken on the point, but I think that a majority of the rate-payers throughout the Province are favourable to assessment; and that if a vote was submitted to the Province at large, the principle would be affirmed; but in nearly every separate

separate District there are a few individuals that oppose its adoption ; and the majority, rather than to come into collision with neighbours whose feelings they respect, forego their own views, and adhere to the system of subscription.

Much of the opposition to assessment, I am persuaded, arises from misconception. But it is opposed strongly, with a perfect understanding of its merits, by wealthy men, who would pay the largest proportion of the rate ; and by others advanced in years, who, having educated their own children now grown to maturity, feel that it is a hardship to be compelled to contribute to the education of others. Perhaps, if persons beyond sixty years of age at the time of the enactment of an Assessment Law were exempted, less opposition would be manifested. Such exemptions, though objectionable on some grounds, would have at least the appearance of justice to support them.

I rejoice, however, in the reflection, that whatever difference of opinion may exist as to the best mode of supporting Schools, whether by subscription or assessment, that progress is and will be the order of the day. The labours of the past have not been without effect. Our Schools present an entirely different and greatly improved aspect, and the Teachers are better qualified persons than those who formerly occupied the field. Much has been done, though much still remains to be accomplished. Former laws were useful, but the present one is, in my judgment, more efficient than any of them ; and I am persuaded that the active measures which have been recently adopted to give it effect, have given to our educational movements an impulse, which will be felt in a continually enlarged degree, till our Common Schools will be looked upon with pride and pleasure by every enlightened and patriotic inhabitant of New Brunswick.

EDMUND H. DUVAL.

Henry Fisher, Esquire, Chief Superintendent of Schools.

II. COUNTIES OF QUEEN'S, CHARLOTTE, AND SAINT JOHN.

Inspector CAMPBELL.

Saint Stephen, 1st November, 1859.

In making this my second annual report upon the Parish Schools in the Southern District, although not prepared to record any decided improvement in their general character, I have much pleasure in stating that in several Parishes there is a marked change for the better as compared with the Schools in operation the previous year, while throughout the three Counties there are evident indications of a growing desire to render the Schools more satisfactory and efficient.

In the matter of School-houses, in many Parishes efforts are being made for the erection of edifices where none have before existed, and for the enlargement and improvement of those now in use. In Charlotte County three new School-houses have been completed and occupied. In the Parish of Saint Stephen a very superior building has been erected by the Corporation of Christ's Church, after the model and plan, No. 1, issued from the Department. A public School-house in a most central and pleasant locality, of large dimensions, (30 by 45 feet, with 25 feet posts,) and calculated for a School in each flat, is rapidly approaching completion. This building will reflect credit upon the District, and will be *second* to no other in the Province. The cost of the edifice with the site will not fall short of £500. The new Roman Catholic

Catholic School-house, now completed, is 60 by 30 feet, with 16 feet posts, and is constructed in a style of architecture and furnished in a manner highly creditable. This building will also be used as a Chapel. Thus we have an expenditure of some £1,100 in this one Village, while in two other districts in the Parish £62 10s. and £37 10s. have been raised for the erection and repair of School-houses by the ladies. In Queen's County, nine new buildings have been erected, several of them already completed and occupied. In Saint John County efforts were made to raise by assessment in the City and Lancaster, liberal sums for the erection of School-houses, but owing to unexpected opposition, appeals were made against the legality of the preliminary proceedings, and the subject is now, I believe, before the Judges of the Supreme Court. It is much to be regretted that so little attention has been paid to this matter in the commercial emporium of our Province. On the Eastern side of the Harbour there is not a public School-house, and on the Western side but one. 35 Schools were in operation in the City in private buildings rented or provided for the purpose by the Teachers themselves, and no doubt in many cases the rent paid would absorb the amount of the Provincial allowance received by the Teacher. This is a grievous tax upon persons already but poorly compensated for their labours. I should hope some course may be adopted whereby those engaged in the School service would be relieved from so serious a burden, more particularly as the Law anticipated a different state of things.

The prevailing defects in the construction of our School-houses have been a want of proper regard to health, convenience and comfort, the choice of location, interior construction, and method of lighting, warming and ventilating. The plans and models prepared by the Chief Superintendent, if adopted, and I have every encouragement that they will be, will obviate these defects in future erections. The School-house should be made a place of agreeable rather than painful associations. That children enjoying every comfort and luxury at home can be expected to profit by the instructions received while confined to the uncomfortable benches and impure atmosphere of the School-house is an absurdity. If parents would but realize their responsibility in this respect, many of the edifices now occupied would be abandoned, and more suitable and convenient buildings erected. The late Dr. Warren of Massachusetts, in a Lecture before the American Institute some years since, said "In the course of my observation I have been enabled to satisfy myself that about one half the young females brought up as they are at present, undergo some visible and obvious change of structure; that a considerable number are the subjects of great and permanent deviations, and that not a few entirely lose their health from the manner in which they are reared." And among the causes leading to such results, he enumerated "The unnatural elevation of the right shoulder, the habit of bending the neck, and the stooping posture of the body when engaged in writing or similar exercises at School."

In a work recently published in Boston, the author, after referring to the injurious effects upon the health of the females employed in the factories, from the impurity of the atmosphere, and the want of proper ventilation in the several departments in which they are month after month confined, says: "In the School Room the same poisonous process goes on day after day; and if the work is less summary, it is in the end more extensively fatal than in the Black Hole of Calcutta. Any man or woman who received any portion of their education in the Common School, can testify

to the narrow dimensions, and low ceilings of the School rooms, and to the discomfort arising from the close, stagnant, offensive atmosphere which they were obliged to breathe. Who does not remember the comparative freshness and vigour of body and mind with which the morning's study and recitations were began, and the languor and weariness of body, the confusion of mind, the dry skin, the flushed cheek, the aching head, the sickening sensations, the unnatural thirst, the thousand excuses to get out of doors, which came along in succession as the day advanced, and especially in a Winter's afternoon, when the overheated atmosphere had become obvious to every sense?"

Let any one who is sceptical on this point, visit the School of his own District, where his own children are perhaps condemned to a shorter allowance of pure air than the criminal in the prison cell, and he cannot fail to see in the pale countenances of the pupils, the languor and weariness manifested especially by the younger children, and exhaustion and irritability of the Teacher, a demonstration that the atmosphere of the room is no longer such as the comfort, health, and cheerful labour of both Teacher and pupils require. It cannot be doubted that this has been the means of compelling many worthy and competent Teachers to quit the employment.

If it is true that "the child is father to the man," that "as we sow, so shall we reap," it is an all-important question, as bearing on the future character of our Province, "who shall be our Teachers?" If it be true that the children of the present day, are to be the future arbiters of our Province's destiny, wisdom would dictate that those who are to prepare them for their high designation, should be capable, honest, moral.

The successful operation of a Training and Normal School, through which and through which alone Teachers should be licensed, will go far toward a remedy for the evils existing from the number of Teachers of limited qualifications now in the School service. Many of the Teachers now employed are eminently qualified for the calling by education, energy, and experience; still more are of the right material, but are deficient in consequence of inexperience and ignorance of the art of teaching, while there are others possessing no one desirable qualification. This latter observation will apply more particularly to the Female Teachers; scattered as it were "broad cast" throughout Charlotte County, and retarding the progress of Education in many Districts where, otherwise, competent Male Teachers could be more profitably employed.

The organization of "Teachers' Institutes" throughout the Province cannot fail of securing the most beneficial results. The most skillful and experienced Teachers in Charlotte, Queen's, and Saint John, have entered most heartily into the movement. If the Institutes are made what such Teachers are competent to make them, by "giving Lectures on the general principles of School government, of discipline, classification, and the most improved methods of teaching in the various branches usually taught in public Schools." By making the Institute, when time permits, a Model School, where the young Teachers are presented with a living illustration of a School as it should be, it will afford to them a practical exemplification of the principles of government and teaching. It will be theory reduced to practice. And all will be benefited. That the Institutes will prove a success, cannot be doubted.

CHARLOTTE COUNTY.—Total number of Schools returned, 101. Teachers employed:
 MALES—*First Class*, 7; *Second Class*, 13; *Third Class*, 16. FEMALES—*First Class*,
 14;

14; *Second Class*, 8; *Third Class*, 45. Number trained, 41; untrained, 60. Total number of pupils upon the School Registers, 3,337. Average daily attendance, 1,718. This would give an average to each School of 33 on Register, and 17 in daily attendance. 52 Schools were without Black Boards, 87 without Maps, and all without Globes or other apparatus. 38 Districts were without School Committees, and in two Parishes none were elected. The sanction of so many Schools as are in operation in the more populous Districts is a serious evil. If in such Districts one half the Schools were closed and the most competent Teachers retained, and provided with suitable School rooms, with an average daily attendance of from 30 to 40 Scholars, the Schools would be in a much more efficient state. The pupils would be *actually* receiving instruction, and the parents would not be called upon to pay toward the compensation of the Teachers more than they now contribute to sustain small and ineffective Schools. The erection of the new edifices in Saint Stephen, before alluded to, will have a favourable tendency in this respect, and it is to be desired that the example shall be followed in Saint Andrews and Saint George.

I have held twelve Educational meetings in the populous Districts in this County, and have endeavoured to improve the occasions by impressing upon the people the necessity of providing better School-houses, of more discretion in the selection of Teachers, and of manifesting more interest in the prosperity of the Schools when competent Teachers have been engaged. And also by urging upon the Teachers the propriety of giving more attention to the various branches of Instruction. In very many of the Schools, Grammar and Geography have been wholly neglected, and but little attention given to Arithmetic.

QUEEN'S COUNTY.—Number of Schools in operation, 64. *First, Second, and Third Class Male Teachers* respectively 12, 17, and 19; and of Females, 8, 3, and 5. Total number of pupils upon the Registers, 1,729. Average daily attendance, 864; or an average of 27 per register, and 14 in daily attendance for each School; 29 without Black Boards; 40 without Maps; all without Globes or other apparatus. Two Parishes had elected no School Committee, and in 36 Districts none had been chosen.

A lively interest in the whole question of Education is springing up in all parts of this County. Laudable efforts are being made to provide more suitable School accommodations, and more liberal encouragement given to Trained and competent Teachers. In two Parishes efforts have been made to establish "Superior Schools," but for reasons explained upon the Duplicate Returns I have not yet been able to sanction them, but feel encouraged that at my next visit I may be justified in doing so. I was only enabled to hold two Educational meetings in this County. But the well attended and highly appreciated Lectures of the Chief Superintendent were doing a good work.

SAINT JOHN COUNTY.—Number of Schools in operation, 87, viz: 18 *First*, 18 *Second*, and 14 *Third Class Male Teachers*; and 24 *First*, 5 *Second*, and 10 *Third Class Females*. 74 Trained, 15 Untrained. Whole number of pupils upon the Registers, 3,471; in daily attendance 2,070; being an average of 40 in Register and 24 in daily attendance for each School. 34 without Black Boards; 44 without Maps; 3 with Globes, and 5 with other School apparatus.

The "Superior Schools" in Saint John, Carleton, and Indian Town, were in a condition highly creditable to the fidelity and zeal of the Principals, and the diligence and application of the pupils. In the City and Parish of Portland several capable and zealous Teachers have been added to the School service, while in other parts of the County there has been but little change to notice. Two of the Male Teachers who had full and successful Schools, have since my visit to the City been removed by death.

I visited many of the Schools in this County at an unfavourable period. In several districts the attendance at the Schools was much diminished, owing to the prevalence of small pox and scarlet rash, while in others the Schools had not been fully organized after the Summer vacation.

In many of the Schools throughout the Southern District the supply of Books was very deficient. In some Parishes in Charlotte County many American works have been introduced, and in some cases the requirements of the Board of Education unheeded. This, however, is being remedied by the introduction of the Books sanctioned by the Board. If a provision could be made for the supply of Books to children whose parents are unable to procure them, upon the certificate of the School Committee that such is the case, the trifling cost would be money well expended.

I found but three Schools supported by assessment—two in Saint David, and one in Saint James, Charlotte County. The principle has however been adopted in several other Districts, as applicable to the erection of School Houses. The number of Schools kept in private buildings was, in Charlotte, 42; in Queen's, 9; and in Saint John, 64. The most favourable estimate of the character of the Schools in operation in the different Counties would be—Charlotte, 18 good, 43 average, and 40 bad; in Queen's, 26 good, 13 average, and 25 bad; in Saint John, 31 good, 30 average, and 27 bad; in the City of Saint John, 17 good, 14 average, and 5 bad.

The data for estimating the "value of Public School property," and the "number of children of suitable age not attending School," is so meagre and unsatisfactory, that I have not carried forward the figures from Schedule 3, into the General Returns.

In closing this Report, I would beg leave to tender to the Trustees of Schools and School Committees throughout the District, my sincere thanks for the uniform kindness and valuable assistance I every where received from them. If the Teachers' Returns were more full, they would have exhibited the gratifying fact, that the Schools have been much more frequently visited by the gentlemen acting as Trustees, and more zeal manifested in their success, than at any former period. I would also express my sense of obligations to the Chief Superintendent for the many favours received, and to his attentive and obliging Secretary, for the prompt and courteous manner all applications to the Department have been complied with.

JOHN CAMPBELL, *Inspector.*

III. COUNTIES OF VICTORIA, CARLETON, YORK, AND SUNBURY.

Inspector M'LAUHLAN.

DEAR SIR,—I beg to hand you the following Report on the state of the Schools in the Western District.

I find that 222 Teachers have been employed during the past year; of which number

30	are Male Teachers of the First Class,
25	“ “ “ Second Class,
62	“ “ “ Third Class,
31	are Female Teachers of the First Class,
10	“ “ “ Second Class,
64	“ “ “ Third Class.

Of these 102 have attended the Training School, while 120 have not availed themselves of the instructions to be derived by attendance at that Institution.

Of the Male Teachers, 60 are married, and 57 are single; of the Female Teachers, 16 are married, 89 are single.

209 Schools have been in operation, at which 3,211 male pupils, and 2,936 female pupils received instructions; to which add 1000 children (which I think a low calculation) that do not attend any School—some in new settlements, deprived of such advantages, and others not sent by their parents, who appear to have very little interest in the matter; and we have in round numbers 7,147 children in this District for whom education has to be provided.

4 Schools are supplied with Globes, 85 with Black Boards and Maps, 13 with Maps only, 43 with Black Boards only, and 68 have neither Maps nor Black Boards.

School rooms are of the following description, 181 framed buildings and 28 log buildings; 80 of these are comparatively good, and 129 inferior; 40 are private property, of which number 21 are rented.

In the District there are 256 School-houses, including private property used for that purpose, of which 35 are log buildings, and 221 framed buildings; 99 of these are generally called good, and 157 of a very inferior description.

You can readily understand the cause of the apparent discrepancy between the number of Teachers employed, and the number of Schools in operation during the year. There is no uniformity in the commencement of School engagements. Teachers and employers very frequently consult their own convenience to the exclusion of all other considerations; and hence it is that School engagements may be found commencing in any month, and on any day (Sundays excepted) throughout the year. Another serious difficulty to be encountered by the Inspector, and one that retards the progress of education, arises from what may be termed the nomadic habits of Teachers, and this prevails extensively among the young and unmarried, particularly in the Counties of York and Carleton. There is such a desire for change—such a wish for novelty, that necessarily induces a spirit of restlessness and discontent, the effect of which is such that you can scarcely hear of a young Teacher making an engagement for a longer period than six months. They move from District to District—sometimes after the Inspector has paid his usual visit; sometimes a few days before; and in two instances I happened to visit localities where Schools had commenced on the very day of my arrival at those places. It is not a rare thing to find two Teachers occupying the same School room, and instructing the same Scholars during the year. The effect of this, it is evident, must militate against the progressive improvement of the pupils of any School thus situated. Every Teacher has a method of his own. True, every trained Teacher has a general similarity of system, but when that system gets reduced into detail it undergoes a process of modification according to the disposition

sition or peculiar views of the Teacher. Hence the pupils of any School, subject to such frequent changes, may be said to be alternately learning and unlearning systems, to the neglect of the various branches so essential to the formation of a thorough practical education. To a young man who can devote only a few months to the improvement of his mind, the loss of so much time is a matter of serious consideration. This desire for "change" is not confined to Teachers. The inhabitants of several sections of the country appear to be averse to long engagements. They argue that Teachers get careless towards the close of their term, and therefore urge the propriety of making "short agreements." This may be the case in some instances, but my observation and experience convince me that such is not always the case.

There will appear to be a discrepancy between the Tabular Returns and my Statistics. But you will please bear in mind that my information has been carefully collected during personal visits to every School in the District, with the exception of a few where the Teachers' engagements had terminated before the time appointed for an examination of their Schools, and some four, of whose existence I had no knowledge, not having been furnished with the usual certificates. The deficiencies in such cases I supplied from the semi-annual Returns. Another reason of difference arises from the fact that all Teachers do not make return at the close of the scholastic term, from the reason that their agreements had not been completed. When it is understood that the Tabular Returns are merely a synopsis of information furnished by Teachers at the close of *their* term, the difference will be easily accounted for.

Teachers.—I have remarked that there are 102 Trained Teachers in this District. A large portion of these are fully competent to their task. They appear to be really devoted to their profession, and are labouring with a commendable zeal to advance their pupils in the different branches of education. There are many discouragements with which they have to contend; among which I may mention the apathy of the people, more or less of which may be discovered in almost every section of the country; the scarcity of books, of which there is much cause of complaint; cold and uncomfortable School-houses, which must necessarily retard their exertions for the improvement of those entrusted to their charge; and last, although not least, the inconvenience and delay they experience in collecting the stipulated amount "subscribed" for their services. While I can report thus favourably upon a large portion of the Trained Teachers, I have to observe that there are a few, and I am happy to say that their number is small, whose lethargy and inactivity would almost incapacitate them for such an important and responsible office, and I can only wonder how such people ever mustered sufficient energy to secure a First or Second Class License.

It will be seen that more than half of the Teachers of this District are of the Third Class. Many of these are worthy of a higher grade. Several who have not had the advantages of training instructions, prove themselves well adapted for the office of Teacher. Nature appears to have furnished them with a large amount of mental activity and physical energy, which I consider among the most essential requisites to form a successful Teacher. The most efficient of the Third Class Teachers, I find are either those who have attended the Training School, or such as have received instructions from Trained Teachers of competent attainments. The general similarity of their system leads me to this conclusion; and this induces a suggestion that might be worthy of consideration, viz:—Whether it would not be advantageous to the School interests

interests to require all future candidates for Third Class License to produce certificates, from Teachers of known competency, that such candidates had been for three months, at least, under their instruction. The result, it is obvious, would be to introduce a greater uniformity of system, and that with scarcely any, perhaps no additional expense. A large number of this class are sadly deficient in a proper method of communicating ideas. They appear, however, to be industrious, and willing to pay attention to any suggestion of the Inspector, and are, in many instances, employed in preference to others, simply, I believe, because their services can be procured at a much cheaper rate.

Schools.—I had some intention of reporting upon the state of the Schools in every Parish separately, but I find there is so much similarity in their situation, and in all their circumstances, that I am induced to speak of them in general terms. A careful examination convinces me that a very great improvement has taken place among a large portion of the Schools during the past year. This is more particularly observable in Districts where Teachers have been engaged and continued in the same situation for a number of consecutive terms. Even Teachers of very inferior qualifications furnish evidence of the fact that progressive improvement is more facilitated by steady and constant instruction under one uniform system than by a frequent change of Teachers. The different branches required by law are generally well taught. Fundamental principles are being well established: and one of the most pleasing features, perhaps, in the present system, is the spirit which animates Teachers generally, to make their pupils “understand what they learn.”

It would afford me much pleasure could I report in the same terms of commendation on *all* the Schools in my District. A large number are in a very inefficient state. Some are taught by incompetent persons, while others are conducted by Teachers of undoubted merit. This, perhaps, may require explanation. The desire among the people for a “change” compels many an excellent Teacher to provide himself with another situation: and when visited by the Inspector some two, three, or perhaps four weeks after his commencement, he is found imparting a knowledge of the “rudiments” in some locality where there had been no school for years before, or he may be labouring most assiduously to remove the evil effects of a former injudicious system of teaching. His school had scarcely been organized, but its exact state, when visited, had to be reported; and consequently it is classed among the “inferior.” Another visit, and such a school would present a different aspect; but before the time appointed for that purpose has arrived, the Teacher “has left to seek a home elsewhere;” and thus it is that the names of very competent instructors are often associated with Inferior Schools. The characters of Teachers must be materially injured under such circumstances.

There are twelve French Schools in Victoria County. Some of the Teachers are active and industrious, others are naturally indolent. The majority evidence a satisfactory state of improvement; Teachers and scholars have commenced to study the English language. Little progress is perceptible as yet, but the result I hope will be productive of much good.

Superior Schools.—Five Superior Schools have been in operation, viz: one in York, one in Sunbury, one in Victoria, and two in Carleton. Those taught by Mr. Robert Hallet, Queensbury, Mr. George Stewart, Burton, Mr. Ivory Kilburn, Richmond, deserve

deserve to be specially noticed, from the successful manner in which they have been conducted. These gentlemen seem to be peculiarly fitted for their office. They possess superior attainments, and combine a happy mixture of firmness and dignity, with a pleasing and familiar manner of securing the attention of their pupils. They have been engaged for many years in their present profession, and during that time have imparted instructions to a number of young men and young women who are now successful in their occupation as Teachers. The School at Grand Falls, taught by Mr. Owen M'Lauchlan, is progressing under favourable circumstances. That taught by Mr. Robert Caldwell, Woodstock, afforded satisfaction: it has been discontinued. The branches taught are those required by the Regulations for the government of Superior Schools.

School-houses.—I have remarked that eighty School-houses are comparatively good. By this I mean that they are warm and comfortable. They do not, however, come up to the standard that I hope to see adopted ere long,—that recommended by yourself. Their ceilings are low, and badly ventilated. There is a growing desire for better buildings. The scarcity of money seems to retard the necessary improvement. Twelve new buildings of a more commodious description, are in a state of progress; and I am assured by parties interested in the matter, that many of the present dilapidated School rooms will soon cease to be an “eye-sore” to the friends of education.

School Furniture and Apparatus.—Schools in Towns, Villages, and populous Settlements are, in general, tolerably well supplied with furniture and apparatus. The furniture is not, in many cases, what would be desirable. The desks are inconvenient, and the seats are without backs; causing a rather painful position to the child who has to occupy them day after day. New Settlements are still worse provided.

You will perceive that Globes have been introduced into a few of the Schools. I hope they will come into general use. A goodly number are supplied with Black Boards and Maps; some have Black Boards only; others have Maps only; while a large number have neither. You can readily appreciate the difficulty experienced by any Teacher, labouring diligently under such circumstances to promote the improvement of his School. He is expected to devote a portion of his time to explanation and illustration, which would be very much facilitated by the use of these necessary aids to instruction.

Several public examinations have been held, at which Proprietors, Local Committees, and sometimes Trustees, have attended, and appeared to manifest an increased interest in the prosperity of their Schools.

Trustees and Clergymen of different denominations have my warmest thanks for the kind and cheerful manner in which they accompanied me to the several Schools in their respective Parishes; for the interest which they manifested, as well as for the assistance which they rendered at the different examinations.

I have thus summed up in brief terms, the more prominent features connected with the state of the Schools in this District. I might have enlarged. I might have pointed out defects, and suggested improvements; but I am reminded that that is not my province, and I therefore forbear. A careful consideration of the working of the system during the year just ended, convinces me that much good has been done. People have been stirred up to the importance of the subject. Teachers have been stimulated

stimulated to increased diligence ; and I trust the day is not far distant when it can be said " of a truth," that the New Brunswickers " are an educated people."

I am, Sir, &c.

JAMES M'LAUHLAN.

Woodstock, 29th December, 1859.

Henry Fisher, Esq. Chief Superintendent of Schools.

IV. KENT, NORTHUMBERLAND, GLOUCESTER, AND RESTIGOUCHE.

Inspector BENNET.

SIR,—In addition to the special Report on each School within the Northern District already sent in, I have now the honor to lay before you a more general view of the whole. But as no great or material change has taken place, either in the support or working of the Schools since the date of my former Report, and as that Report dealt principally with generalities, it is considered proper now to enter into more minute and specific details, in order that the public, thus informed of existing defects, may be induced, and the better enabled, to cast about for such remedies as lie within their reach. From the migratory habits of a considerable number of our Teachers, my remarks, though founded on observations made at both my visits, will have reference chiefly to my last ; and I shall take up the several Parishes in the order in which they were visited.

COUNTY OF KENT.

CARLETON.—At both my last visits to this Parish, I found but one School in operation, namely, that at the Village of Kouchibouguac, which, notwithstanding the large school-going population in the neighbourhood, the actually good attendance at the time of my first visit, and its being under the management of a Teacher who had enjoyed the advantages of the Training School, did not succeed so well as its supporters and the friends of education could have wished. It is now conducted by another Teacher ; and we can only hope that with the change there may come some improvement. A Library has within the year been laid in connection with this School. A Globe and set of Maps are much needed. I feel confident provision will shortly be made for these needful appendages.

Besides this School there are two others in the Parish which have been vacant for upwards of twelve months. At the time of my visit to them in the Summer of 1858, they were in every possible point of view wretched affairs, and the Districts can have sustained but little loss from their discontinuance. The Trustees should, before ratifying the engagement of any Teachers for these Schools, insist upon the old houses being either thoroughly repaired and furnished, or replaced by new ones.

PALMERSTON.—In this Parish there are three Schools in operation, one of which is conducted by a First Class female Teacher, who has the rare faculty of being able to teach both English and French with almost equal ease and accuracy. The branches required by her license are here actually taught, to which indeed may be added the elements of algebra. The discipline is good and the order excellent. The two others are wholly French Schools, and are still inferior, though it must be admitted that considerable

siderable improvement was manifest, especially in one of them, in the increased care bestowed upon the penmanship, and in the cleanly and tidy manner in which the house is now kept. There is, however, room for improvement still, especially in arithmetic, to secure which the lately imported French Treatise on that subject will greatly and speedily contribute. The Trustees are, I believe, faithfully doing their duty, and one or all of them usually accompany me at my periodical visits to their Schools.

RICHIBUCTO.—The Schools in this Parish are as follow:—

2	conducted by	3rd Class	Male	Teachers.
4	“	1st	“	Female “
1	“	2nd	“	“ “
2	“	3rd	“	“ “

The first of these Schools, situate in a rural district, is wholly French, and its condition is inferior, though perhaps the smallness of the house, and the want of proper furniture, books and other appliances, quite as much as any defects in the Teacher's qualifications, may tend to keep it in this state. The only other School in the Parish taught by a man is that in the Town of Richibucto; and whatever may be said of the Teacher's method, which is somewhat antiquated, or of the discipline, which is rather lax, it must be admitted that the School is well attended, that the Teacher, a hard working man, gives general satisfaction, and that considerable improvement is evident from time to time, particularly in penmanship and arithmetic. But the School-house, and it is the only one in the Town which is public property, is in its present state but ill calculated to reflect credit upon that part of the community which supports it. Both internally and externally, repairs are greatly needed. Of the two Female Schools in the Town, one is a rented house, which is comfortable, and is tolerably well conducted; the other is the private property of the Teacher, and far too small. In the latter, English Grammar is nominally taught, but the Teacher, whatever she may have done formerly, cannot now impart a correct knowledge of this branch to her pupils. Two of the others are but lately in charge of their present Teachers; two remain as to method, discipline, &c. nearly as I first found them; but that at the Lower Village, which is almost entirely French, has greatly improved under the charge of its present Teacher.

WELDFORD.—This Parish has the following Schools:—

2	conducted by	3rd Class	Male	Teachers.
2	“	1st	“	Female “
4	“	3rd	“	“ “

Of the two first, one is teaching in a different district from that in which I first found him, and is doing somewhat better in his new place than formerly; the other, with many good and amiable qualities, has never shown much aptness to teach. Two of the Schools taught by Females are succeeding pretty well, though one of them numbers but few scholars and is kept in a private house; the others are not such as the wants of the districts require. Libraries have been laid in connection with two of these Schools; but these, however useful, are not more necessary than maps, which still remain to be furnished, or than good School-houses, which the present ones cannot be made

made without considerable repairs. Such improvements might be surely made without considerable repairs. Such improvements might be surely made without a very great sensible sacrifice by a Parish, which, in almost every article of material wealth, is the first in the County; and I cannot help thinking that such would shortly be effected, were there any reasonable prospects that the Schools so furnished and repaired, could be filled with well qualified *Male Teachers*.

WELLINGTON.—This Parish had the following Schools in operation at the time of my late visit, viz:—

3	conducted by 3rd Class Male Teachers.
2	“ 1st Class Female “
1	“ 2nd “ “
2	“ 3rd “ “

Of these eight Schools, two are entirely French,—the one tolerably, the other miserably conducted; and two mixed, *i. e.* partly French and partly English, taught, it is to be observed, by English Female Teachers; the one well, the other very indifferently. In the Schools purely French, I have seen no improvement since my first visit. Little or no writing or arithmetic is taught in them, and the time of the poor pupils is killed over dull reading lessons, from books of many different sorts, and resembling each other in no particular except in their unfitness to awaken or interest the youthful intellect. The three English Schools conducted by Females, are only lately in charge of their present Teachers; and the remaining one, which from its situation and the excellence of the house should be the most important in the Parish, has for some time been going on from bad to worse. A First Class Male Teacher is much wanted for this School; and indeed might have been secured long ago, but for the prejudice of some and the apathy of others. New efforts are about to be put forth, which I hope may be crowned with success.

DUNDAS.—I found the Schools of this Parish as follows:—

3	conducted by 3rd Class Male Teachers.
1	“ “ Female “

Of these, three are French, and only one of them conducted with any degree of success. One of the other two has been labouring ever since my first acquaintance with him, under many and great disadvantages, but has failed chiefly from incompetence. The other has also difficulties to contend with, in the poverty or indifference of parents, in not providing their children with suitable and sufficient materials, such as books, paper, &c.; and until these obstacles are removed, we shall look in vain for any improvement in this School. The remaining one is English, taught by a young man whose vernacular is French, and conducted as well as under these circumstances could be expected.

In this Parish, and in several others in the Northern District, the practice prevails of employing Teachers not possessed of the legal qualifications. To enumerate all the evils attendant on this much-to-be-deprecated system, would be unduly to extend this paragraph; but at the risk of being tedious, I cannot help reminding the Board of the fact, that many, if not the whole of these Teachers, succeed, through interest with the Government in one way or other, in drawing as much money from the public chest

chest as those who by law are entitled to it; at the same time that the Trustees and Inspector, from a desire to discountenance the irregularity as much as possible, do not visit or examine these Schools. Nobody, therefore, is officially responsible for the character and qualifications of such Teachers, or for the condition of their Schools. They may teach almost when and how they please, while their occupancy of the public School-house necessarily precludes for a time—and that is in some cases for no inconsiderable period,—the possibility of inducting legally qualified Teachers. How the anomaly is to be remedied, I do not presume to say; but I may be allowed to express my conviction, that the cause of public instruction will suffer till it be finally abolished.

NORTHUMBERLAND.

HARDWICKE.—In this Parish there are three Schools in operation, two of which are conducted by Third Class Male Teachers, and one by a First Class Female Teacher. These Schools are pretty nearly average ones. In one of the two taught by masters, there is too little examination, in another, too much, or more correctly speaking, too much lecturing, which does not and cannot interest. The houses are small but otherwise pretty good. These two are supported by assessment, the principle having been carried by a considerable majority of the rate-payers. Of course there are some who, having no families to be educated, or families whose school going days are over, feel or think themselves aggrieved by being obliged to pay for the support of institutions from which they derive no direct benefit. But I am not aware that the opposition has been such as to interfere with the harmonious working of the Schools. The remaining School is kept in an old Church, and is tolerably well attended. Preparations were made some time ago for the erection of a new building, and considerable materials were actually collected for the purpose, but from want of mutual forbearance in the choice of a site, and perhaps from other causes not known to me, the building has not been proceeded with. But till a new house is erected, and furnished with some regard to convenience and to the physical comfort of the children, the School will not reach that degree of prosperity and success which it might otherwise attain.

GLENELG.—In this Parish there are five Schools, four of which are conducted by Third Class Male Teachers, and one by a Female of the same class. One of the former is supported by assessment, and, considering the Teacher's qualifications and experience, pretty fairly taught. Another, as to most of the branches, is in an average condition, but superior as regards penmanship. One has been only a short time in charge of its present Teacher, who has not yet succeeded in raising it from its inferior condition; and the fourth was so ill-managed that the Teacher was advised to resign his license, which he has since done. In that taught by the Female, along with some defects, is displayed a considerable degree of intelligence, and altogether the School is tolerably well conducted. Repairs, Maps and other apparatus are needed in all these Schools.

CHATHAM.—This Parish has the following Schools:—

- 1 till recently on the Superior School list.
- 1 Roman Catholic, supported by special grant.
- 1 First Class School.
- 2 Second do. one of which is the Madras School.
- 1 Third do. All of these are conducted by Male Teachers. 2

2 conducted by 1st Class Female Teachers.

5 " 3rd " "

The Superior School having failed to meet the object of its establishment, has been for the present discontinued as such. The Roman Catholic School which was a considerable time vacant has but lately been re-opened. The first class School is numerously attended, has a good many pupils well advanced in grammar, geography, and arithmetic, is moreover kept in the best and perhaps the most suitably furnished School-house in the Parish, and were the discipline a little less lax, would be fairly conducted. The Madras School is under the management of an energetic Teacher, though it presents a few defects arising perhaps from inadvertence, which I trust will shortly disappear. But the house, whether regarded externally or internally, is glaringly unsuitable. Even some little repairs made not long ago upon the premises, were made, if I mistake not, at the Teacher's own expense. Is this as it should be? The School is supported by the allowance of the Madras Board as well as that of the regular School service—an anomaly which, as the whole subject of these Schools will probably ere long demand the attention of the Government, does not call for further remark at present. The other second class School, notwithstanding the miserable condition of the house, has for some time been steadily improving; and that conducted by the Third Class Teacher is, all things considered, pretty successful.

Of the seven Schools taught by Females, only two are kept in houses which are public property, and of these two, only one is strictly speaking public *school* property, and even this one has through time and neglect become so much decayed that the public might bear the loss of it with a great deal of equanimity. The others are either the private property of the Teachers, or rented, and are all too small and otherwise unsuitable. The only really good one is that in the Temperance Hall. As a natural consequence, no great success attends the labours of these Teachers, and they are not, with one exception, what the educational wants of such a Town as Chatham require. The fact is there are too many Schools in the Town, and the people will consult their own and their children's interests by diminishing their number, by erecting buildings of suitable dimensions, furnished with proper apparatus, under Teachers liberally and punctually paid. How these changes are to be effected I am not prepared to say, but effected they must be, in some way or other, before the Schools reach the standard of excellence which it is so desirable they should attain.

NELSON.—The Schools of this Parish are as follow:—

1	conducted by a	2nd Class Male Teacher.
4	"	3rd " "
1	"	1st Class Female Teacher.
2	"	3rd " "

The first of these Schools is numerously attended, tolerably well furnished with maps, apparatus, &c., and well conducted. The other four Male Schools are variously taught; that on Barnaby's River, though considerable difficulties still impede its progress, is yet managed with praiseworthy assiduity. Of those taught by Females, one has been only a very short time in charge of its present Teacher, who, if she will but add energy to her other qualifications, will soon see the rewards of her labours in a flourishing School. Both the others are inferior, and one of them, I fear, hopelessly so. The School-houses of this Parish are with one or two exceptions very much in need of repairs.

BLACKVILLE.—At my last visit to this Parish, there were in operation four Schools taught by men, and one by a female. None of these Teachers rank higher than the Third Class. There are a few districts vacant, or, as in one instance, filled by Teachers not possessing the legal qualifications. What may be the state of the School-houses which are vacant I cannot say, but those in actual use are perhaps the poorest in the whole County. One in particular is so low that a person of ordinary stature cannot stand upright in it; and when it is added that its other dimensions are quite in keeping with its height, it will be readily conceded that such a building is scarcely suitable for a Public School. I took the responsibility of recommending the Trustees to withhold their consent to its continuance beyond the Term, and until a new house of proper dimensions shall be erected. The School in charge of the Female Teacher I have seen but once, and have little favourable to report of it as yet; two of the others would be better were other things equal to the Teachers, and the remainder are about as good as I ever expect to see them. The Trustees are anxious to do their duty, and are sufficiently alive to the importance of education. Would the people but do things as well, the Schools would soon improve.

BLISSFIELD.—The Schools of this Parish are as follow:—

1	conducted by a	2nd Class Male Teacher.
1	“	3rd “ “
1	“	3rd Class Female Teacher.

The first of these Teachers, with some good qualities, lacks sufficient nerve and energy to ply successfully the task of public instruction; yet his scholars make some progress, and the people are generally satisfied. Some existing differences of opinion regarding this School, will, I trust, soon be adjusted to the satisfaction of all parties. The School-houses of this Parish are none of them large, but to the credit of the people be it said, they are all well finished and comfortable. There are some vacancies, which I trust will not long be so.

NORTHESK.—There are six Schools in operation in this Parish, viz:—

2	conducted by	1st Class Male Teachers.
2	“	3rd “ “
2	“	3rd Class Female Teachers.

Of the first two, one has succeeded very well, and I very much regret, and the District has reason also to regret, that the Teacher has resigned his charge; the other, from perhaps several causes, has not yet come up to the mark. Of the second two, one has of late been improving a little, and the house has been repaired; the other is, I am afraid, hopelessly inferior. The two last are conducted by Teachers who are faithfully and to the utmost of their abilities, discharging their duties. One of them is in a lately erected house and district, and the progress of the scholars is exceedingly gratifying. In the other district, I hope the people will soon see it to be alike their duty and their interest to erect a new house to replace the present shattered and ugly structure. The Trustees are zealous in the discharge of their duties, and at all times ready to co-operate with me in any scheme for the public utility.

NEWCASTLE.

NEWCASTLE.—This Parish numbers the following Schools, viz:—

1	Superior School.			
1	conducted by a	1st Class	Male	Teacher.
2	“	2nd	“	“
2	“	3rd	“	“
4	“	1st Class	Female	Teachers.
3	“	3rd	“	“

Considerable success has attended the establishment of the Superior School. It is well and not too numerously attended by pupils of a proper age. The house and furniture are suitable. There is a good supply of Maps, and lately it has been furnished with an excellent eighteen inch Terrestrial Globe. The required branches are actually taught, besides Latin, which, to be of any real service to the learners, will require more time and attention than there has yet been found opportunity to bestow upon it. The discipline, as far as I can judge, is very good, and Mr. Hardie deserves well of the community for his diligence.

The School conducted by the First Class Teacher has but lately been opened, though under very favourable circumstances, and we may reasonably look for a corresponding degree of success.

Of the two Second Class Schools, one is very numerously attended, and is conducted with much zeal, if not with distinguished ability; the other, not long opened, and visited under circumstances by no means favourable, is perhaps in an inferior condition, and no way equal to the two Third Class ones, which, in some respects, and especially in penmanship, are superior to Schools of far higher pretensions.

The four First Class Female Schools are all of them susceptible of improvement; and such, I am happy to say, is taking place in at least one of them. One only of the three Third Class Female Schools has attained mediocrity; the others are decidedly inferior, and the people by continuing such Teachers among them, are suffering the legitimate consequences of their short-sighted policy.

The School-houses of this Parish are, with about three exceptions, comfortable and suitable buildings. The Trustees pay regular visits to their Schools, and one or more of them generally accompany me in mine.

ALNWICK.—This Parish had at my last visit only three Schools in operation, two taught by men, and one by a female. Of the former, one is French; and from want of books, and perhaps not less from want of energy and skill on the part of the Teacher, has not succeeded well; the other, which is in a new District, and has been but lately opened, already affords reasonable prospect of success. That conducted by the Female Teacher, I have never seen to advantage, and may possibly be in a better state than I can of my own knowledge affirm of it. There are several vacancies, which the people are using their best endeavours to have filled up.

GLOUCESTER.

SAUMAREZ.—In this Parish there is in operation only one School, taught by a French Master, and attended by pupils the majority of whom is French. The house is good and comfortable; and at my last visit, the School, having changed its Teacher, was both as to attendance and management, in a somewhat better state than formerly.

INKERMANN.

INKERMANN.—There are two Schools in this Parish at the present time; one English, and one partly English and partly French, both conducted by Male Teachers, of the Third and Second Classes respectively. The former has in every way disappointed my expectations. Defects formerly noticed and pointed out, are still unremedied. The children are naturally as talented as any I have ever met with; and it is pitiful to see them taught to prefer, as by the mismanagement of this School they must needs be taught to prefer, dirt and confusion to cleanliness and order. The other School is better every way.

SHIPPEGAN.—In this Parish there are two Schools, one of which is wholly French, the other almost entirely so, and both conducted by French Teachers. Neither has yet attained any degree of success, but one of them has within it the germs of improvement.

CARAQUET.—At my last visit there were four French Schools in this Parish, conducted by Male Teachers of the Third Class. One of these School-houses was built within the year, and though not large, is very neat, clean, and comfortable. The defects of these Schools are the defects of almost all the French Schools in the Northern District; too much time is spent in mere reading, which after all, may be more a matter of necessity than of choice, from the unduly multiplied number of classes, caused by want of uniformity in text-books. Few or none of the children in these Schools are studying their native tongue grammatically, few know any thing of geography, and their acquaintance is far too slight with even the vulgar elements of writing and arithmetic; though to their credit be it said, some improvement has lately taken place in the last named branches. It is seriously contemplated to erect before long an English School of a superior character in this Parish, with a view of giving an English education to the French population.

NEW BANDON.—In this Parish are the following Schools:—

- | | |
|---|--|
| 1 | conducted by a Male Teacher, lately promoted to a 2nd Class. |
| 4 | “ 3rd Class Male Teachers. |
| 4 | “ 3rd Class Female Teachers. |

The first of these Schools is on the whole pretty well conducted, though there are deficiencies which should have disappeared since the master's return from the Training School. Three, two taught by men and one by a female, were crowded within the distance of some five miles, and were so hopelessly poor, that I took the responsibility of advising the Trustees to discontinue them, and throw the three districts into two. This suggestion the Trustees at once saw the propriety of, and acted on it; and it is to be hoped that the people by mutual forbearance will soon permit the Department to furnish them with two well qualified Teachers. Of the remaining five, one is but poorly attended, and another perhaps is superfluous; the three others are properly located, and, all things considered, not ill-conducted, though one of them lacks energy on the part of the master. One of these houses, always small, and now old and decayed, is shortly to be replaced by a building which will be both ornamental and useful.

BATHURST.

BATHURST.—The Schools of this Parish at my last visit were as follows:—

3	conducted by	3rd Class Male Teachers.
1	“	a 2nd Class Female Teacher.
5	“	3rd Class Female Teachers.

Of the first three, one has been only a short time in charge of its present Teacher, who is making a fair beginning. The other two, whether as regards the houses with their appurtenances, or the Teachers with their qualifications, are sad evidences of how much the people have yet to learn in the matter of their children's education. One of these has been closed, never, I trust, to be re-opened in the same house or by the same Teacher; the other has lately been put in charge of a man who will bring things into better shape. Of the six Schools taught by females, two only, (and those of the third class) are tolerably well conducted. Several vacancies still exist; that in the Village of Bathurst, where there is a new and excellent School-house, will soon I trust be provided with a well qualified Teacher. There are no less than seven School-houses in this Parish very ill-adapted for tuition purposes, and should be repaired, where repairs will answer the end, or replaced by new and more commodious buildings.

BERESFORD.—There are three Schools in this Parish in charge of Masters of the Third Class, one of whom was lately absent attending the Training School. That in the Dunlop Settlement is affording gratifying tokens of improvement; the third is still inferior. Besides these, there are five Schools taught by females of the Third Class. Only one of these is English, the others French or nearly so. The English School, though not numerously attended, is pretty well conducted; only one of the others is in an average state.

RESTIGOUCHE.

This County, with all the energy and intelligence of its inhabitants, and notwithstanding the advances it has of late years made in almost every branch of practicable industry, has never yet put forth an earnest and hearty effort to elevate the character and condition of the Common School. Time was when the people could not build good School-houses and maintain good Teachers, and now they don't, though improved circumstances have given them the power. Campbellton is happy in the possession of its Superior School, and so is and will be Dalhousie while its Grammar School is conducted by its present excellent Teacher; but when I have said this, and made an honorable exception in favour of three or four of its common Schools, I have said all I can say favourably of the state of education in this otherwise pattern County. Its Schools have not kept pace with its other improvements. It has the credit of having the best roads in the Province; then let it smooth a little the way to learning.

During the Term there have been altogether only fifteen Schools in operation in this County, distributed among the different Parishes as follow:—

ADDINGTON.—In this Parish the Superior School at Campbellton is the only School at present in operation. A new house is in contemplation for this institution, and an extensive and valuable addition is just about to be made to its Library. It is still in charge of its able Teacher Mr. Crocket. Two Districts, with the only really good public School-houses in the County, have been vacant for a considerable time; but efforts are being made to have them filled up.

DALHOUSIE.—This Parish has six Schools, three of which are taught by men, and three by females, all of the Third Class. Of the former, one would be better were the Teacher more favourably circumstanced as regards the house and other appliances; the two others are every way inferior. One of the Female Schools was conducted by a well educated Teacher, but is discontinued. Another was inferior, and from its situation could not well be otherwise. It too has been discontinued, and but little loss would accrue to the district were the third to follow its example.

COLBORNE.—There are three Schools in this Parish, one of which is on Heron Island, and is by no means what it should be, considering the liberal allowance made to it from the public chest. Along with the Trustees I have done what I could to induce the people to replace the present decayed and comfortless house by a new one; but I have nothing better to record than good intentions. The others are inferior and shew no signs of improvement.

DURHAM.—This Parish has five Schools conducted by Male Teachers of the Third Class. Two of these Schools continue to give pretty general satisfaction; the others, from various causes, are not so prosperous.

JOHN BENNET,
Inspector of Northern District.

REPORT OF TRAINING AND MODEL SCHOOL FOR 1859.

Saint John, 31st December, 1859.

SIR,—At the date of my last Report, the number of Pupil Teachers in the Training School was 26, namely, 19 young women and 7 young men. The numbers admitted during the present year are as follow:—

For the Term commencing Jan. 17,	31 young women,	8 young men,	39
“ “ April 11,	28 “	14 “	42
“ “ Aug. 1,	33 “	12 “	45
“ “ Oct. 24,	23 “	8 “	31
Number admitted in 1859,	115	42	157
No. in attendance from 1858,	19	7	26
Attended for re-examination,	11	14	25
Total Number in 1859,	145	63	208

Examinations were held on January 15th, 17th, 19th.

“ “ April 7th, 8th, 9th, 11th, 12th.

“ “ June 25th, 27th, 28th.

“ “ October 20th, 21st, 22nd, 24th, 25th.

At

At these examinations there were present—

In January,	23 young women,	8 young men,	—31
April,	33	12	45
June,	31	17	48
October,	35	18	53
<hr/>			
Examined in 1859,	122	55	177
No. now present,	23	8	31
<hr/>			
Total No. in 1859,	145	63	208
<hr/>			

This statement is given in addition to the usual statistics, as indicating an increasing desire among the young people of the Province to profit by the means of improvement afforded by the Institution. This desire for improvement should be met by corresponding efforts to render the Establishment as efficient as possible, and such as the country requires.

The right training of Teachers for the instruction of the youth of the Province is a work of great importance, and is generally regarded as such by those who feel an interest in the progress of Education.

The late Superintendent of Public Schools in Boston, in his first Quarterly Report for 1857, remarks—"I have acted under the conviction that the quantity and quality of education imparted in School, depend upon the character and qualifications of Teachers, more than upon all other means and appliances combined."

And further, p. 34—"I regard it as a fixed fact, as certain as any thing that can be known, that all our Primary Schools can be brought up to the requisite standard of excellence only by insisting upon it as a thing indispensable, that every Teacher either before or after entering the service, shall be properly trained and instructed in the art of keeping a Primary School. The Teacher makes the School; it is training that makes the Teacher."

There is no deficiency of natural talent amongst the youth of this country, and many possess "aptness to teach," and the faculty of acquiring knowledge, in a remarkable degree; and with proper training, there would not be wanting an ample supply of valuable Teachers for the rising generation, and for successive generations, who would be an honour and a blessing to their country.

The year is divided into four Terms of twelve weeks each.

The Spring	Term commences	January 17.
Summer	" "	April 11.
Autumn	" "	August 1.
Winter	" "	October 24.

The examinations of Teachers and Candidates for Licences, are held in the last week of each Term.

At present, the period of attendance embraces but a single Term; and as in numerous instances the previous education has been defective, and barely sufficient to secure admission, the time of the pupil Teachers is chiefly spent in endeavouring to increase their

their knowledge of the branches required by Law to be taught in their Schools, that they may be able to show on examination such a degree of proficiency as will entitle them to receive a First or Second Class Licence.

This is in a great measure a departure from the original design of the Training School, the leading object of which is to give instruction in the art of teaching—to qualify Teachers for arranging and instructing Parish Schools in the best manner, and may be remedied to some extent, by requiring a higher standard of qualification on admission; thus rendering it necessary for young persons desirous of becoming Teachers, to make suitable preparation before seeking admission into the Training School.

The Superior Schools, intended by a wise provision of the new School Law, to be established in the several Parishes throughout the Province, and already in operation in many places, are designed to supply this kind of instruction. Still, after entrance, much would require to be done for the intellectual improvement of many of the pupil Teachers, before they could be induced, without reluctance, to devote much of their time to teaching. To have a thorough knowledge of the branches to be taught, which is indispensable to every good Teacher, is the chief aim of these young persons; and it has been deemed advisable for the present, to yield somewhat to the necessity of the case, without however entirely neglecting the practical cultivation of the art of teaching.

The pupil Teachers in the Male Department are required to instruct, in turn, Classes in the Model School, and also to conduct the daily exercises in their own room.

The Female Department occupies a separate Building at a short distance, in which there is not sufficient School-room accommodation for a Model School. As a substitute, the pupil Teachers themselves, under the eye of their Teacher, conduct portions of the daily exercises, thus developing their capacity for imparting instruction.

The branches taught are—Spelling, Reading, Etymology, Writing from dictation, English Grammar; Geography, Mathematical, Physical, and Political; Use of the Globes, History, Book Keeping, Algebra, Geometry, Mensuration, Trigonometry, Land Surveying, and Navigation; also, weekly Lessons in Vocal Music, and weekly Compositions on various subjects connected with the theory and practice of teaching.

The order in which these branches are usually pursued, may be seen by the following general

PLAN OF STUDY.

MALE DEPARTMENT.

Morning.

Monday and Wednesday—Spelling, Reading, Dictation, Etymology, Grammar, Geography with Maps and Globes.

Tuesday and Thursday—Spelling, Reading, Dictation, Etymology, Grammar, History, Arithmetic.

Friday—Book Keeping, Arithmetic, Penmanship.

Saturday—General Exercise, Compositions.

Afternoon.

Monday and Thursday—Arithmetic, Algebra, Geometry, Mensuration, Vocal Music.

Tuesday and Wednesday—Arithmetic, Algebra, Trigonometry, Land Surveying, and Navigation.

Friday—Book Keeping, Arithmetic, Penmanship.

FEMALE

FEMALE DEPARTMENT.
Morning.

Monday—Dictation and Spelling, Geography, Grammar, Object Lesson, Reading, English History, Derivation.

Tuesday—Dictation and Parsing, from Milton's *Paradise Lost*, Geography and Object Lesson, History, Derivation.

Wednesday—Dictation and Spelling, Geography, Grammar, Object Lesson, Arithmetic, English History, Derivation.

Thursday—Dictation and Spelling, Geography, Grammar, Object Lesson, Descriptive letter, History, Derivation, Parsing.

Friday—Dictation and Spelling, Geography, Grammar, Arithmetic, Compositions or Recitations, History, Parsing.

Afternoon.

Monday, Arithmetic and Vocal Music; Tuesday, Reading and Parsing; Wednesday, Geography; Thursday, History and Vocal Music; Friday, Reading and Spelling.

It sometimes happens that pupils are admitted who prove indolent or indifferent; such rarely become good Teachers, and are a serious drawback to the prosperity of the School. It is desirable that such pupils should be given to understand that they cannot be permitted to remain, unless they show a satisfactory degree of diligence and improvement.

There is belonging to the School a small Reference Library, selected by Mr. Duval, containing about 75 Volumes, among which are 12 Vols. of the *Encyclopedia Americana*; Hume's *History of England*, 5 Vols.; Macaulay's do. 1 Vol.; Robertson's *Works*; Johnston's *Notes on North America*, 2 Vols.; Lardner's *Lectures on Science and Art*, 2 Vols.; Roget's *Animal and Vegetable Physiology*, 2 Vols.; Trimmer's *Geology and Mineralogy*, 2 Vols.; Arnott's *Physics*; Fowler's *English Language*; Worcester's *Dictionary*; Webster's do. unabridged; Leverett's *Latin Lexicon*; Liddell and Scott's *Greek and English Lexicon*; Smith's *Classical Dictionary*; Whately's *Logic*; Whately's *Rhetoric*; Barnard's *School Architecture*; Page's *Theory and Practice of Teaching*, with several other excellent works; and Fowle's *Teachers' Institute*, Mahew on *Popular Education*, Stow's *Training System*, and Holbrook's *Normal*, added during this year.

I have to acknowledge the receipt of a large and beautiful Map of the United States from the Honorable the Provincial Secretary.

In the beginning of the year arrangements were made for the instruction of the Model School on the plan of Stow's "*Training System*," but from various causes it was found necessary to return to the methods by which the School had previously been conducted. Physical exercises are retained.

Miss Duval, Teacher in the Female Department, continues to perform her duties in a manner creditable to herself and beneficial to the Institution.

I am far from believing that the Training School has arrived at a state to produce the best results, but by faithful and diligent labour on the part of the Instructors, aided by the countenance and support of the Honorable Board of Education, it may by successive improvements be made to contribute largely to the extension of the blessings of sound education throughout the Province.

STATISTICS OF THE PROVINCIAL TRAINING SCHOOL, 1859.

Teachers and Candidates.			COUNTIES.													
Males.	Females.	Total number.	Saint John.	King's.	Queen's.	Charlotte.	Sunbury.	Westmorland.	Northumber'd	Albert.	Carleton.	York.	Victoria.	Kent.	Gloucester.	Hants, N. S.
63	145	208	52	22	23	17	9	23	7	17	10	15	3	4	3	3

Licenced Teachers in attendance,	...	...	107
Candidates, ....	...	...	101
			— 208
Natives of New Brunswick,	...	...	200
“ Ireland,	...	...	3
“ Scotland,	...	...	1
“ Nova Scotia,	...	...	3
“ Canada,	...	...	1
			— 208
Baptists, ....	...	...	74
Episcopalians,	...	...	39
Methodists, ....	...	...	35
Roman Catholics,	...	...	31
Presbyterians,	...	...	25
Congregationalists,	...	...	4
			— 208
Under 20 years of age,	...	...	112
Between 20 and 30,	...	...	89
Between 30 and 40,	...	...	7
			— 208
			MODEL SCHOOL.
Number enrolled,	...	...	90
Average attendance,	...	...	50

WILLIAM MILLS.

To the Chief Superintendent of Schools.

TABLE B.
RETURN OF PARISH SCHOOLS IN THE SEVERAL COUNTIES FOR THE SIX MONTHS ENDING SEPTEMBER 30, 1859.

COUNTIES.	TEACHERS.										COMPENSATION.						
	SEX AND CLASS.										Provincial.			Local.			
	RELIGIOUS DENOMINATION.					SEX AND CLASS.											
Whole No Schools	Episcopalian	Rom. Cath.	Presbyterian	Methodist.	Baptist.	Congregationalist	Not ascertained	Trained.	Untrained.	Male.	Female.	Local.	Provincial.	Local.			
										1	2	3	1	2	3		
Albert, ..	32	1	2	7	4	23	1	19	13	3	3	3	6	3	3	£444 18 11	£553 12 0
Carlton, ..	63	13	8	7	20	15	2	27	38	9	9	1	9	1	16	776 10 1	1,068 12 3
Charlotte, ..	104	20	10	32	13	26	2	46	58	7	13	18	15	9	43	1,945 7 7	1,621 6 8
Glooucester, ..	35	4	19	3	4	1	1	3	32	1	2	16	1	1	15	372 9 11	448 16 1
Kent, ..	33	4	20	6	1	1	3	19	21	16	10	16	8	2	9	372 1 8	516 13 11
King's, ..	98	25	8	12	15	35	3	82	16	10	29	23	29	8	12	1,194 3 2	1,463 10 1
Northumberland, ..	62	5	24	22	7	4	2	21	41	4	8	28	7	13	13	747 8 4	976 2 0
Queen's, ..	66	21	5	7	5	24	4	57	13	13	17	16	9	4	7	891 7 8	1,101 7 11
Restigouche, ..	15	2	3	10	2	10	2	79	13	18	19	13	23	6	11	1,338 11 8	235 5 0
Saint John, ..	92	26	21	12	10	20	1	15	10	5	1	4	5	2	8	307 3 1	1,910 8 4
Sinbury, ..	23	2	6	3	5	7	2	15	16	1	2	9	9	2	6	210 10 0	239 10 0
Stamford, ..	17	1	14	8	2	1	2	37	58	10	10	43	16	1	13	1,194 8 8	1,654 14 0
Victoria, ..	95	16	28	8	19	22	2	43	41	10	18	20	12	3	21	969 2 1	1,236 11 6
Westmorland, ..	81	25	9	15	17	18	2	43	41	10	18	20	12	3	21	969 2 1	1,236 11 6
York, ..	81	25	9	15	17	18	2	43	41	10	18	20	12	3	21	969 2 1	1,236 11 6
TOTALS, ..	818	166	177	138	122	196	10	442	381	92	116	248	141	40	186	£10,261 9 1	£13,465 4 6

Table B.—Continued.

COUNTIES.	PUPILS.																			
	NUMBERS IN VARIOUS BRANCHES OF INSTRUCTION.																			
	Whole No. on Register.	Male.	Female.	Over 16.	Under 16.	Over 16.	Under 16.	Spelling.	Reading.	Writing.	Arithmetic.	Common Needlework.	Eng. Gram.	Geography.	History.	Book Keep. g.	Geometry.	Mensuration.	L. Surveying.	Navigation.	Algebra.
Albert, ..	907	437	329	46	481	730	857	635	570	71	252	218	104	31	17	24	9	9	9	23
Carlton, ..	1,936	875	115	608	1,114	1,637	1,724	1,211	1,195	282	462	673	268	46	12	4	2	4	2	12
Charlotte, ..	3,374	1,662	1,65	1,406	1,955	2,718	3,049	2,054	1,847	473	520	726	191	52	23	24	4	2	4	3
Glooucester, ..	1,171	571	34	509	617	1,105	1,058	694	561	150	75	56	12	4	3	10	1	3	3	3
King's, ..	990	482	18	463	509	900	938	621	411	190	181	152	54	5	5	5	5	5	5	5
Northumberland, ..	2,622	1,223	178	1,087	1,234	2,217	2,475	1,840	1,634	300	624	712	289	31	16	20	3	1	27	
Queen's, ..	2,433	1,149	132	1,027	1,100	2,026	2,361	1,546	1,300	231	341	578	177	13	12	23	0	1	17	
Restigouche, ..	1,728	775	147	705	882	1,479	1,625	1,254	1,054	159	314	509	193	45	18	26	4	5	13	
Saint John, ..	493	250	23	198	221	414	465	244	169	32	19	21	12	2	2	2	2	2	2	
Sinbury, ..	654	269	36	312	382	587	605	419	373	146	172	169	111	11	10	58	19	9	42	
Victoria, ..	439	230	9	191	294	419	419	294	136	16	98	41	15	4	3	3	3	1	4	
Westmorland, ..	2,781	1,359	145	1,157	1,300	2,597	2,597	1,751	1,591	385	561	758	353	97	17	48	7	4	38	
York, ..	2,636	1,289	112	1,146	1,394	2,165	2,384	1,707	1,474	253	689	767	413	34	13	16	3	2	21	
TOTALS, ..	35,758	12,454	1,316	10,839	11,491	23,759	21,216	16,503	13,074	3,298	5,635	6,488	2,912	470	204	254	60	41	234	

GEORGE THOMPSON, Clerk.

TABLE C.

Amount drawn on the Superintendent's Schedules for Parish Schools for Fiscal Year ending 31st October 1859.

COUNTIES.	COMMON SCHOOLS.		SUPERIOR SCHOOLS.		TOTAL.
	Term ending 31st March 1859.	Term ending 30th September 1859.	Term ending 31st March 1859.	Term ending 30th September 1859.	
Albert,	£381 0 5	£357 8 11	...	£87 10 0	£825 19 4
Carleton,	638 17 6	743 7 7	£82 17 9	33 2 6	1,498 5 4
Charlotte,	1,045 18 10	1,245 7 7	...	...	2,291 6 5
Gloucester,	338 10 1	372 9 11	...	...	711 0 0
Kent,	429 16 1	372 1 8	...	...	801 17 9
King's,	1,333 17 8	1,194 3 2	...	...	2,528 0 10
Northumberland,	661 11 8	734 18 4	75 0 0	12 10 0	1,484 0 0
Queen's,	992 11 7	891 7 8	...	...	1,883 19 3
Restigouche,	213 0 0	162 16 3	37 10 0	37 10 0	450 16 3
Saint John,	996 12 3	1,226 1 8	112 10 0	112 10 0	2,447 13 11
Sunbury,	268 19 2	263 8 1	18 15 0	43 15 0	594 17 3
Victoria,	254 6 6	180 10 0	...	30 0 0	464 16 6
Westmorland,	1,025 19 7	1,156 18 8	37 10 0	37 10 0	2,257 18 3
York,	895 16 2	933 11 0	57 1 8	35 11 1	1,921 19 11
	£9,476 17 6	£9,834 10 6	£421 4 5	£429 18 7	£20,162 11 0

GEO. THOMPSON, *Clerk.***TABLE D.**

Amount drawn on Provincial Treasury for the Parish School Service, for the Fiscal Year ending 31st October 1859.

Amount paid on Superintendent's Schedules, per Table C, viz:—

Common Schools,	£19,311 8 0	
Superior Schools,	851 3 0	
		£20,162 11 0
Salaries—		
Chief Superintendent,	£300 0 0	
Do. Travelling Expenses,	107 15 7	407 15 7
Clerk or Assistant, ... ..	...	150 0 0
Four Inspectors, £250 each, ... ..	...	1,000 0 0
Contingencies—		
Furniture for Office, &c.	£3 12 1	
Paid for drawing School House Plans,	4 14 9	
Expense of Meetings,	1 0 0	
Paid O'Brien, 4 terms' attendance at Office,	7 10 0	
Do. assisting moving and cleaning Office, after alteration and repairs,	1 10 0	
T. Martin, Cartage,	0 3 9	
Educational Publications for Office,	3 8 9	
S. R. Miller,		
Stationery, &c.	£26 14 5	
350 Great Road Prov. Maps,	9 4 7	
1000 Lith. School-house Plans,	15 13 0	51 12 0
C. S. Beverly, Blank Books,	1 9 0	
Inspectors' Postages, and Blank Books prepared for their use,	31 13 9	
		106 14 1

TABLE E.

Moneys granted on account of the undermentioned Educational Institutions, for the Fiscal Year ending 31st October 1859, shewing from what sources derived.

INSTITUTIONS.	Legislative Grant			Rent of Land.			TOTAL.		
	£	s.	d.	£	s.	d.	£	s.	d.
University King's College, from the Crown, £1,111 2 0	1,100	0	0	350	0	0	2,561	2	0
Collegiate School, from King's College, 350 0 0									
Madras Schools,	400	0	0	...			400	0	0
Wesleyan Academy, Male & Female Branches, £300 each,	600	0	0	...			600	0	0
Baptist Seminary,	250	0	0	...			250	0	0
Milltown Academy,	200	0	0	...			200	0	0
Roman Catholic School, Fredericton,	150	0	0	...					
Saint John,	150	0	0	...					
Memramcook,	150	0	0	...					
Saint Stephen,	100	0	0	...					
Saint Andrews,	75	0	0	...					
Carleton, Saint John,	60	0	0	...					
Chatham,	50	0	0	...					
Woodstock,	37	10	0	...					
Portland,	30	0	0	...					
Bathurst,	22	10	0	...			825	0	0
Varley School, Saint John,	100	0	0	...			100	0	0
Commercial School, Saint John,	50	0	0	...			50	0	0
2 Free Schools, St. John, in charge of Rev. G. Armstrong,	50	0	0	...			50	0	0
1 Free School, St. John, in charge of Rev. W. Armstrong,	17	10	0	...			17	10	0
African School, Saint John,	75	0	0	...					
Free School, Loch Lomond,	50	0	0	...			125	0	0
Madawaska Academy,	60	0	0	...			60	0	0
Infant School, Fredericton,	50	0	0	...					
Poor School, Fredericton, paid Rev. John Medley,	50	0	0	...			100	0	0
Grammar School, Albert,	100	0	0	...					
Carleton,	100	0	0	...					
Charlotte,	100	0	0	...					
Gloucester,	100	0	0	...					
Kent,	100	0	0	...					
King's,	100	0	0	...					
Northumberland, £100, Newcastle, £50,	150	0	0	...					
Queen's,	100	0	0	...					
Restigouche,	100	0	0	...					
Saint John,	150	0	0	50	0	0	50	0	0
Sunbury,	100	0	0	...					
Victoria,	100	0	0	...					
Westmorland,	100	0	0	...			1,400	0	0
School, Heron Island, Restigouche, ...	20	0	0	...			20	0	0
	£ 5,297	10	0	400	0	0	6,808	12	0

GEO. THOMPSON, Clerk.

TABLE F.
SCHOOL LIBRARIES ESTABLISHED IN 1859.

LOCALITY.		VALUE.			No. Volumes.
Parish or Place.	County.	Local.	Provincial.	Total.	
Woodstock, - -	Carleton, - -	£3 0 0	£1 10 0	£4 10 0	35
Kouchibouga, - -	Kent, - -	4 0 0	2 0 0	6 0 0	50
Weldford, - -	do. - -	4 3 2	2 1 7	6 4 9	54
Saltash, - -	Gloucester, - -	1 10 0	0 15 0	2 5 0	24
Clifton, - -	King's, - -	4 13 4	2 6 8	7 0 0	54
Northesk, - -	Northumberland, - -	2 0 0	1 0 0	3 0 0	20
Nelson, - -	do. - -	5 2 6	2 11 3	7 13 9	66
Blissfield, - -	do. - -	4 0 0	2 0 0	6 0 0	52
Newcastle, - -	do. - -	4 10 0	2 5 0	6 15 0	61
Manners-Sutton, - -	York, - -	10 0 0	5 0 0	15 0 0	100
Canterbury, - -	do. - -	10 0 0	5 0 0	15 0 0	130
Dumfries, - -	do. - -	5 0 0	2 10 0	7 10 0	60
Southampton, - -	do. - -	10 0 0	5 0 0	15 0 0	100
Andover, - -	Victoria, - -	10 0 0	5 0 0	15 0 0	140
		£77 19 0	£38 19 6	£116 18 6	946

TABLE G.

NUMBER AND CLASSIFICATION OF TEACHERS LICENSED DURING THE YEAR 1859.

	Trained Pupil Teachers.									Tr. Teachers, advanced upon re-examination.				Untrained Teachers			Whole Number.		
	Male.				Female.				Total.	Male.		Female.		Total.	Male.	Female.	Total.		
	1	2	3	Total	1	2	3	Total		1	2	1	2					3	3
Winter,	3	2	4	9	13	4	3	20	29	1	1	..	2	3	5	8	16	34	50
Spring,	1	4	5	10	21	5	4	30	40	2	..	..	2	5	4	9	26	44	70
Summer,	1	10	4	15	13	9	9	31	46	1	1	1	..	6	2	8	19	47	66
Autumn,	4	4	4	12	14	8	7	29	41	3	2	3	3	..	..	..	14	43	57
Totals,	9	20	17	46	61	26	23	110	156	7	4	4	7	14	11	25	75	168	243

GEO. THOMPSON, *Clerk.*

No. 1. PROVINCIAL PARISH SCHOOL BOOK ACCOUNT FOR 1859.

AGENTS.		PLACE.	Amount at debit of Agents, 31st Dec. 1858.	SUPPLIES 1859.		Amount of Sales.	Commission and Expenses.	Remarks, transfer of Stock, &c.	Amount paid Chief Superintendent.	Amount at debit of Agents, Dec. 31, 1859.
NAME.	NAME.			Messrs. Chubb & Co.	French Books.					
Kearc, W. T.	Woodstock,		£109 9 4	£14 13 9	..	..	Received on Sales 1858, Cash & Note	£45 2 8	£79 0 5
Beveridge, Benjamin	Late of F'kin.		1 0 3	..	..	..	To amount of Error, 1857, of 6s. 1yd.	6 17 0	1 0 4
Ronnell, W. F.	Andover,		32 6 9	2 17 0	..	..	..	6 17 0	27 11 9
Calhoun, George	Gagetown,		21 8 7	10 3 0	..	..	..	10 8 0	19 17 1
Cluch, Patrick	Hopewell,		54 10 6	4 6 6	..	..	..	3 0 0	54 10 6
Colpitts, John S.	St. Andrews,		51 4 7	..	..	..	By this amount Stock to Mr. Reid	..	52 5 1
Foster, Samuel	Late of Elgin,		54 8 11	..	..	..	Reid Smith, £12 18 6.	..	41 10 5
Hill & Robinson,	Kingston,		44 13 6	..	..	..	To Stock omitted in '55, '56, 11s. 9yd.	3 3 9	41 14 5
Howe, Davis P.	St. Stephen,		21 13 8	45 7 11	..	..	To Stock not before debited, £1	21 2 9	42 15 2
	Chatham,		69 1 4	..	..	..	11s. 3d. By balance to suc-	23 10 3	42 7 11
Johnston, Ab. Jun.	Studholm,		13 17 6	..	..	..	cessor, £10 8 9.	4 10 0	..
Fenwick, J. A.	do.		..	..	..	..	To Stock received from Mr. Johnston,	..	..
Lochary, Neil	Ructouche,		9 12 4	£11 13 11	..	..	..	..	10 8 9
Knigh, Giles	St. Andrews,		1 17 6	..	..	..	..	..	11 13 11
Miller, Robert T.	Carleton,		..	..	..	..	..	..	9 12 4
	Douglastown,		..	..	..	..	..	..	6 18 9
			..	..	..	..	..	..	1 17 6
Muller, Sam. R.	Fredericton,		76 18 5	12 10 3	..	2 0 0	..	8 1 0	75 4 8	
McCurdy, J. G.	Moncton,		31 8 6	..	..	1 18 6	..	5 10 3	23 19 9
Mr. Millan, Miles	Boiestown,		..	13 17 6	..	1 0 0	..	2 5 0	10 12 6	
McKendrick, Alex.	Campbellton,		..	9 3 9	..	..	..	5 0 0	4 3 9
Murray, James	Sackville,		..	47 2 9	..	6 8 11	..	3 7 6	42 6 4	
Napier, Wm.	Bathurst,		30 0 0	7 16 3	..	1 6 0	..	8 2 3	39 11 5	
Pierce, J. A.	Chatham,		39 13 0	..	11 3 5	..	..	5 0 0	43 6 0
Prescott, Charles	Baie de Verte,		..	..	..	..	To Stock of S. R. Miller, £8 13s.	..	23 11 9
Rice, Mr.			3 15 0	23 11 9	..	..	..	..	3 15 0
Robb, Alexander	Dorchester,		£17 16 2	..	..	£0 12 6	This Stock supplied in 1863,	5 13 0	111 10 8
Sargeant, Moses	Newcastle,		143 12 10	..	..	0 17 4	..	7 16 6	134 19 0
Seelye, A. Estate of	Oronocto,		11 13 2	..	..	..	..	..	11 13 2
Smith, Wm. S.	Dalhousie,		6 14 1	..	..	..	..	..	7 18 10
Smith, Rufus	Salisbury,		..	£1 4 9	..	..	..	0 8 1	23 9 1
Steeves, R. E.	Hillsborough,		..	10 19 9	..	..	To Stock of Mr. Colpitts, £12 18 6,	..	21 3 9
Taylor, A. B.	St. George,		10 18 10	21 5 9	..	0 4 5	..	2 0 0	8 14 5	
Wark, Hon. D.	Richibucto,		46 11 6	17 2 6	11 13 11	2 15 11	..	25 3 4	47 8 8	
White, Gilbert	Late of Bellisle,		6 17 7	..	..	0 5 4	This Agent charges 25s 8yd. paid '56,	..	5 6 7
Beverly, Chas. S.	Fredericton,		..	..	..	..	Reid's Geography, 10 copies, and } 10 copies Music, 7s. 6d. }	..	1 2 6
			£101 4 1	£250 11 5	£35 16 0	£162 15 2		£198 12 1	£1,083 1 6	

GEO. THOMPSON, Clerk.

No. 2.

Abstract of Account of Messrs. Chubb & Co., Agents for supplying the Local Agents with Books, &c.

Balance due on 31st December 1857,	...	...	...	...	...	£15	9	8
By Stock supplied to the Agents, 1858,	...	...	...	£140	18	6		
Stationery, &c. to Training School, £4 18 3, Cartage, 10s.	...	...	...	5	8	3		
							146	6	9
Stock supplied to the Agents, 1859,	..	...	...	£250	11	5		
Books, &c. to Training School,	...	...	...	9	9	7		
Cartage, &c.	0	15	11—	260	16	11
1858.							£422	13	4
To Nett proceeds of sales of Provincial Stock,	...	...	...	£6	14	0		
Compend. Geography returned by Mr. Bonnell,	...	...	...	0	9	0		
1859.									
Feb. To Cash, per Chief Superintendent, H. Fisher, Esquire,	...			100	0	0			
Sep. Do. do. do.	...			20	0	0			
Nett amount of Mr. Baird's Note,	...	...	...	20	2	8		
Overcharge of Books to Mr. Beek,	...	...	...	0	10	0		
Overcharge of Invoice to Mr Wark,	...	...	...	7	0	0		
Nett amount sales Provincial Stock, per Account,	...	...	...	9	11	9		
Cash, Feb. 1860, Chief Superintendent, H. Fisher, Esq.				122	11	9—	286	19	2
							£135	14	2

No. 3.

Abstract of Stock in hands of Messrs. Chubb & Co.

Books on hand January 1, 1859,	...	...	...	...	...	£68	9	2	
Reid's Geography, and Practical Singing,	...	...	...	...	...	15	18	10	
							£84	8	0
Less—Sales credited to Stock Account,	...	...	...	£9	11	9			
Commission on Sales,	...	...	...	1	1	5—	10	13	2
Provincial Stock on hand 1st January 1860,	...	...	...	...	...		£73	14	10

No. 4.

Abstract of Provincial Parish School Book Fund, December 31, 1859.

APPARENT ASSETS.

Amount of Stock at debit of Local Agents, per Account No. 1,	£1,083	1	6	
“ French School Books procured 1859 on account Grant of Legislature 1853, nett,	£53	10	0	
Add—To meet Commission on sales, &c.	8	15	0	
	<hr/>			
	£62	5	0	
Less—Amount distributed to Agents, as per Account No. 1,	35	16	0	
	<hr/>			
		26	9	0
Amount of Book Stock in hands of Messrs. Chubb & Co. per Account No. 3, ...		73	14	10
Amount of Receipts available since Mr. Fisher's demise, from Local Agents on sales of 1859, as credited in Account No. 1,		46	6	1
Balance said to be in hands of S. Baillie, Esquire, London,		6	4	7
	<hr/>			
	£1,235	16	0	
DEBIT.				
To balance due Messrs. Chubb & Co. on account supplies to Local Agents, 1859, per Account No. 2,		135	14	2
	<hr/>			
	£1,100	1	10	

NOTE.—Of the Stock set forth in the hands of the Local Agents, a large amount will never be available to the Fund, owing chiefly to the unsaleable character of certain portions thereof, which for years past has remained as nearly dead stock in the hands of parties at whose debit the larger sums appear in Account No. 1; a few sums are lost through the failure of the parties, others are disputed.

On the other hand there are a few unadjusted Accounts from which something will be realized to the Fund.

Education Office, 1st March, 1860.

GEO. THOMPSON, Clerk.

REPORT OF BANKRUPT LAW COMMISSIONERS.

To His Excellency The Honorable John Henry Thomas Manners-Sutton, Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY,—

We, the undersigned Commissioners appointed by Your Excellency, in pursuance of a Resolution of the House of Assembly at its last Session, to prepare a Bankruptcy Law, respectfully Report:—

That immediately on receiving intimation of our appointment, on the twentieth of October last, we sent to England to procure copies of the Scotch Sequestration Acts, the English Bankruptcy and Insolvency Laws, and of the Bills introduced at the last Session of the Imperial Parliament, by Lord John Russell and Lord Chelmsford;—availing ourselves of the information to be derived from these, from the Insolvency Laws of Massachusetts, from a Bill recently introduced into the Canadian Legislature, and from other sources, we have prepared a Bill relating to Bankruptcy, which we now beg leave to submit to Your Excellency.

We have bestowed upon it all the care and consideration which the time allowed us, and which the pressure of other avocations would permit. When we regard its scope and object, however,—when we consider that it embraces within itself a code defining many of the duties and rights of Debtors and Creditors, and affecting, in some degree, all the transactions of Commerce, and that it professes to regulate even the morals of Trade, by relieving and protecting the unfortunate and the innocent, and punishing the fraudulent and the guilty, we cannot hope that it is entirely free from defects. Every measure of the kind which has hitherto been brought forward, even when applied to the circumstances of older countries, where its promoters have had the experience of centuries to guide them, has been found to be susceptible of many improvements. No thoroughly digested Bankrupt Law has ever existed in this Province, and we have laboured under the disadvantage of having to frame one without the opportunity of seeing any of its principles in practical operation and fairly tested.

We think, however, that the Bill which we have now the honor of submitting to Your Excellency, will be found adapted in its general features to the present circumstances and wants of the Province; and if some defects in detail should hereafter develop themselves, they can easily be remedied by future legislation.

The Act of 1842, we regard as only a temporary measure, which was resorted to to give immediate relief under the pressure of an almost unexampled crisis in the trade of the Province, and which was repealed as soon as the emergency was past. The unfortunate Debtor's Act of 1844, and the Insolvent Law of 1858, were passed under somewhat similar circumstances. The failure of these Acts to give public satisfaction shows the danger of dealing with the subject in periods of great commercial depression, when the unfortunate Debtors for whose relief they are passed, have been reduced not only to a state of irremediable insolvency, but almost to destitution. Bankrupt Laws are not
intended

intended to be mere acts of grace. They are not made with a view to exonerate people from the payment of their debts, after they have squandered all their property in fruitless, but perhaps very honest endeavours, to extricate themselves from their difficulties. Their object is quite the reverse. Their policy is to prevent such a state of things from occurring; to stop the Debtor from wasting his time and means in unavailing efforts to avert a catastrophe which is inevitable, and to secure a fair and equal distribution of his property before it is all gone. These Laws, indeed, do not profess to absolve any man from the moral obligation which he is under to pay his debts. But having regard to an adventitious state of society, induced by the growth of credit and the extension of trade and commerce, their object is to relieve such persons as, from circumstances which they could not well control, may have become helplessly insolvent. It is prejudicial to the interest of society that any of its members should remain in a position where their exertions are paralyzed under the weight of responsibilities which they cannot discharge. The design of the Bankrupt Law is to relieve such people, in order that they may resume their different callings, and become again useful members of society.

The difficulties which arose in the administration of the Law, under the Acts to which we have referred, exemplify the utility of partial legislation on this subject. The Bankrupt Laws comprise a system, and like every system it should be complete within itself. They had their origin not in the wants of society at large, but from the peculiar requirements of the commercial element in society. Their policy is in many respects different from that of the Common Law, and they are not administered through the ordinary tribunals of the country. The course of proceeding under them is also different from that pursued in the Common Law Courts, and is regulated entirely by the rules prescribed in the Acts themselves.

Influenced by these considerations, we have endeavoured to prepare a Bill which, if it becomes a Law, will not be a temporary or partial measure, but which may comprise within itself the leading principles of a system, and afford the foundation for any future legislation on the subject, that the various changes in the aspect of trade may hereafter require.

With a view to perspicuity we have arranged the different Sections of the Bill under certain general heads; and in this arrangement we have endeavoured to preserve as far as possible, the regular sequence of the Bankruptcy proceedings.

1. The first of these relates to the Officers, by whom the Law is to be administered; Commissioners, Official Assignees, their jurisdiction, duties, and fees.

The first Section of the Bill authorizes the appointment of six Commissioners of Bankruptcy, and divides the Province into six Districts, to be subject to their respective jurisdiction.

The second, groups the Counties together to form these Districts. In arranging these Districts, we have had regard to the local position of the different Counties, and we have endeavoured to consult the public convenience as far as we could do so, without requiring the appointment of an unnecessarily large number of Commissioners. Restigouche alone is not as well grouped as we could wish, but from its locality it could not be placed in any other District. This however, we believe is not a matter of much consequence, for, if we are correctly informed, a Bankruptcy seldom occurs in that County.

The following three Sections prescribe the oath to be administered to the Commissioners,

sioners, and define their tenure of office and jurisdiction. Considering the responsible offices which the Commissioners will fill, and the very large powers with which it is necessary to invest them, in order to carry out the provisions of this Bill, we think that they should be placed beyond the reach of political or other influence, and we have therefore made their tenure of office to be during good behavior. We have not however deemed it prudent to entrust them with the exercise of an authority so extensive, without any supervision or control. We have therefore given an appeal from their decision to the Supreme Court in Equity; and we have at the same time endeavoured to guard the exercise of such right of appeal against abuse, by subjecting the appellant to costs in the event of his appeal being unsuccessful.

The effect of an adjudication of Bankruptcy is to divest the Bankrupt of his property; and inasmuch as time and an opportunity must be afforded him to contest the adjudication in the event of its being improperly made, it becomes necessary to appoint some person ad interim, to take the care and custody of his property until the adjudication be annulled, or the creditors' Assignee be appointed. The twelfth Section of the Bill for this purpose, requires the Commissioners to appoint official Assignees, who are to be sworn, and to give security for the proper discharge of their duty. These officers are merely the servants or agents of the Commissioner, who may dismiss and replace them at his pleasure. The ten following Sections of the Bill define their various duties.

These officers, the Commissioners, and the official Assignees, comprise the whole machinery which we have thought it necessary to introduce, in order to carry into effect the provisions of the Bill.

Had it been practicable, we would have preferred that these officers should have been paid stated salaries. But the objections to this mode of remunerating them at present, appearing to us insurmountable, we have left the official Assignee to be paid out of the Bankrupt's Estate such an amount as the Commissioner, having reference to the nature of the services done, may order. And by the twenty third Section, and the Schedule therein referred to, a scale of fees is established for the payment of the Commissioners and Solicitors.

2. Under the second head, is considered who are liable to become Bankrupts. The 24th and 25th Sections enumerate the persons who are liable to do so.

As we have already said, it is not the policy of a proper Bankrupt Law simply to exonerate people from payment of their just debts. Whenever a man by proper exertions, can extricate himself from his difficulties, and discharge his liabilities, he ought to do so.

And nothing but extravagance, folly, or fraud, can place the farmer, or the official, or professional man, in a state of hopeless insolvency. We have not thought it expedient therefore to include these amongst the class of people who may have the benefit of the Bankrupt Law.

3. The twenty sixth and five following Sections define the acts which will constitute a person a Bankrupt. We think that, having regard to the object of the Bill, any trader who shall have committed any of the acts enumerated in these Sections, may be regarded as inextricably involved, and it should be in the power of the creditors to proceed at once to procure a distribution of his property before it is lost, or squandered in litigation.

The 26th Section specifies generally the acts of Bankruptcy to be as follows:—
Whenever a Trader is arrested on Mesne Process, and does not give bail on or before the

the return day of the Process; or when he shall abscond to escape such arrest; or be imprisoned or confined on the limits of a Gaol for more than thirty days; or escape from such imprisonment, or depart from the Province, or remain concealed therein, to avoid being served with Process, or with intent to defraud his creditors; or who shall make any fraudulent conveyance or gift of any of his lands, goods or credits, or evidences of debt; or fraudulently procure himself to be arrested, or his goods, chattels, lands or tenements to be taken in execution, or remove or conceal his goods to prevent their being taken in execution, or who shall wilfully waste or improvidently dispose thereof.

The 27th Section makes the filing of a Declaration of Insolvency by a Trader who has been a resident of the Province for twelve months previously, in the manner therein prescribed, an act of Bankruptcy; and the 28th attaches a like effect to the payment by the Trader of any money to the petitioning Creditor, or the giving of any security to him, with a view of giving him a preference. The 29th Section provides that if judgment be recovered against a Trader, and the Plaintiff shall be in a position to sue out Execution thereon, if the Trader, after twenty one days notice, shall not pay, secure or compound, to the satisfaction of the Plaintiff, he shall be deemed to have committed an act of Bankruptcy. The 30th Section attaches the same consequences to the non-payment by the Trader, after notice, of money ordered to be paid by Decree in Equity or Rule of Court, a day being first fixed by the Court for that purpose. The 31st Section we have taken from Lord John Russell's Bill, and it describes a particular manner in which Members of the Legislature may commit acts of Bankruptcy. The 33rd Section provides that no Trader shall be adjudged a Bankrupt by reason of an act of Bankruptcy committed more than six months prior to the filing of any Petition for adjudication.

4. Under the fourth general heading is described the mode of procedure to obtain adjudication. This is done in Sections 34 to 46 inclusive. The proceedings are commenced by Petition to the Commissioner in whose district the Bankrupt resides, if he be a resident of the Province, and if he be not, then in any County where he may have property. The 34th Section, and the Schedules therein referred to, prescribe the forms of the Petition and the Affidavits in verification thereof. The 45th Section provides that, whenever a Petition may be filed before a Commissioner, and it is proved to his satisfaction that there is probable cause for believing that the person against whom it is filed is about to quit the Province, or to conceal his property to defraud his creditors, the Commissioner may issue his Warrant, directed to such person as he shall see fit, giving him authority to arrest the person against whom the Petition is filed; and to seize his books, papers, goods and chattels, and to bring such person before the Commissioner, and to keep his books, papers, goods and chattels, until the time allowed for adjudication on the Petition shall have expired. And the Commissioner is by the same Section empowered, on the person being arrested and brought before him, to commit him to the Gaol of the County in which such Commissioner resides, there to remain until adjudication on the Petition, or until the time for adjudication shall have expired.

It is imperatively necessary, for the purposes of the Act, that the Commissioner should be invested with the authority which is given to him by this Section. The Bankrupt is not divested of his property till adjudication, and if he be permitted to convey away, secrete and dispose of all his property, and then abscond, before he is adjudged a Bankrupt, the whole object of the Law would be defeated. The 46th Section enables the Commissioner to summon before him all persons possessed of any information in connection

nection with the Bankrupt's business, for the purpose of proving the facts necessary to obtain an adjudication of Bankruptcy, such as the trading and the act of Bankruptcy.

5. Under the fifth head, the adjudication, its consequences, and proceedings thereunder, are treated of. The details are to be found in Sections from 47 to 77 inclusive. It is provided by the 46th Section, that a Trader may be adjudged a Bankrupt on his own Petition, on proof of the filing of the Declaration of Insolvency already mentioned. And the 47th Section enacts, that under a Petition filed by a Creditor, the Commissioner may adjudge a person Bankrupt,—

1st. On proof of petitioning Creditor's debt, the act of Bankruptcy, and the trading of the person against whom the Petition is filed :

2nd. Should the petitioning Creditor fail to proceed, then in case another Creditor shall apply for adjudication, and shall prove the requisite facts :

3rd. When the petitioning Creditor shall prove the service of the summons to appear, after mentioned, and the person served shall not appear before the Commissioner at the time appointed, there being no lawful impediment :

4th. When the Debtor does appear before the Commissioner and admits the demand upon which the summons issued, but does not pay, secure or compound for the same to the satisfaction of the Creditor :

5th. In case he appears before the Commissioner and refuses to admit the whole of the demand, and does not one or other of the following things, that is to say, pay, secure or compound for it, or make a deposition on oath that he believes he has a good defence upon the merits to the whole of such demand; and if required by the Commissioner, enter into a bond, with two sureties, and pay such amount, with costs, as shall be recovered in any action brought, or to be brought; or pay, secure or compound for part of such demand, and as to the residue, make such and the like deposition, and if so required by the Commissioner, enter into such bond :

6th. In case he appears and admits a part of the demand, and does not pay, secure or compound for the part admitted :

7th. In the event of his appearing, admitting and paying a part of the demand, and not paying, securing or compounding for the unadmitted part, or making such deposition as to a good defence to the unadmitted part, and entering into such Bond.

The provisions contained in the 3rd, 4th 5th, 6th, and 7th paragraphs of this Section, will have a salutary effect in preventing the wasting of the Bankrupt's Estate in useless litigation. There is no doubt of the fact, that many people, after they have become too far involved to extricate themselves do make sacrifices and defend actions at Law in order to gain time, and in the hope of being able to avert the disgrace and odium which they conceive to be attached to a failure in business. These defences are well known in the legal profession, as defences for time. They are resorted to where the defendant has no answer to the action on the merits, but where, being unable at the time to pay the amount claimed, he seeks to postpone the time of payment. In this manner his Estate is wasted in the payment of costs, and when, after perhaps a long and fruitless struggle, he is obliged to succumb, there is little or nothing left for the Creditors.

Justice to the Creditor and mercy to the Debtor, alike require that, when the latter can neither pay, secure or compound, a debt which he admits to be due, his property should be taken from him, and he should be relieved from payment of his debts, and from wasting his time and energies in an unavailing attempt to do so. It will be observed, that

that the Debtor is not required to pay the debt, but only to secure or compound it to the satisfaction of the Creditor. And it is never to the interest of the Creditor to make a man Bankrupt. Any security whatever would be preferable to the chance of a dividend out of his Estate, reduced as it would be by the expense of perhaps protracted proceedings in Bankruptcy. We cannot, indeed, conceive a Trader in any business, reduced to such a state that he can neither pay, secure or compound a debt, which he acknowledges he owes, unless he be in a state of Insolvency.

6. Under the last head, we dealt with the adjudication, its effects and consequences: under this one, will be found enumerated some transactions which are *not* affected by the Bankruptcy.

By the 78th Section, Payments, Conveyances, Contracts, and Executions are declared to be valid, if made, entered into or issued without notice of a prior act of Bankruptcy; and the 79th Section provides, that a bona fide purchase, even if made with notice of a prior act of Bankruptcy, shall not be impeached unless a Petition for adjudication of Bankruptcy shall be filed against the vendor within six months.

7. In the three following Sections, we have made some provisions with regard to warrants of Attorney and Cognovits, which, we think, will remedy some of the abuses which now prevail in the use of these instruments. We regard their introduction, at all, as securities, to be exceedingly detrimental to the interests of trade. Credit should always be founded upon confidence, and this confidence should be inspired only by a knowledge of the position and character of the Debtor. The fact of a Creditor's taking a Bond and Warrant of Attorney repels the notion of any such confidence. It implies the contrary, and the use of these securities has led to a false system of credit, and has often been productive of ruinous consequences.

8. From Sections 83 to 140, inclusive, will be found the course of procedure after the adjudication, and until the Bankrupt's final examination. Immediately after the adjudication of Bankruptcy, the Commissioner is required to call a meeting of the Bankrupt's Creditors. At this meeting the Creditors are to choose an Assignee, and from that time until the application for a certificate of Conformity, they take the management of the Estate into their own hands, subject from time to time to the order and direction of the Commissioner, if required.

9. Sections 141 to 148, inclusive, empower the Commissioner to make certain allowances to the Bankrupt for his support. Following the English Acts in this respect, we have thought it advisable to make the amount of these allowances to depend in some degree upon the amount of the dividend which the Estate should pay. In other words, we have made the Bankrupt a creditor of his own estate. This will be some inducement to the Debtor to disclose his insolvency before he has wasted his estate by making forced sales and sacrifices.

10. Under the next head, the Bill, in Sections 149 to 160, inclusive, prescribes the mode of obtaining the certificate of Conformity, and describes the circumstances under which it shall be granted and confirmed, suspended or refused.

Here the proceedings of Bankruptcy close. The Bill proceeds to make regulations for the protection of Debtors from process, in certain cases, and provides for arrangements with creditors, to be made under the direction of the Commissioner. In these instances we have left the Bill open for all Insolvent Debtors, whether Traders or not.

By Sections 181 and 182, the Bankrupt may, after his last examination, offer a composition,

sition, and if it be accepted by a majority in number, and four-fifths in value of the creditors, the Commissioner shall annul the adjudication and dismiss the petition.

After making various provisions for the regulation of proceedings at meetings of Creditors, and relating to Evidence, the Bill proceeds to define the punishment for offences against the Bankrupt Law. This it does in Sections 206, 207, and 208. The punishments to be inflicted are not as severe as those imposed by the Bill of Lord John Russell. When too severe, they often fail to accomplish the purpose for which they are designed, because convictions cannot be obtained. And in the present circumstances of the Province, we should very much doubt of the policy of imposing greater penalties than those mentioned in this Bill.

Any person acquainted with business transactions must be convinced of the necessity for some stringent measure to check the frauds which are daily being perpetrated. Merely to refuse a Debtor his certificate of conformity is not sufficient. An unprincipled man, and of course it is only of such that we are now speaking, if he seeks the benefit of the Act, will endeavour to conceal whatever has been dishonest in his dealings, and in the attempt to do so, he will too often commit another crime of even greater magnitude. Fraud and perjury are usually associated together. And they are not to be restrained or suppressed by the mere refusal of a certificate of conformity. The certificate would be of little value at the antipodes; and the crimes of the Bankrupt are unknown, and if known, are disregarded in California and Australia.

We have endeavoured to frame such a Bill as will enable every honest unfortunate debtor to obtain relief; but we have sought to visit fraud, when detected, with the severest penalties which can be inflicted.

No Law can be framed which will dispense with the exercise of ordinary prudence and discrimination on the part of business men. If they will place confidence in people whose characters and circumstances do not justify it, they must expect to suffer. If, leaving the legitimate operations of trade, they will enter into reckless speculations, and will embark in gambling adventures, they must be prepared to take the consequences. No legislation can protect them.

But, without pretending to any thing of that kind, we think that his Bill if it becomes a Law, will have a salutary effect in restraining such evils; that it will promote a healthier condition of business here, and will tend to establish our credit abroad.

We have the honor to be

Your Excellency's most obedient servants,

CHARLES DUFF,
J. D. LEWIN,
WM. PARKER,
JOHN GLASIER.

INDEX.

23^d Victoria---Fourth Session of the Eighteenth General Assembly.

ADDRESSES to Her Majesty,	
Joint, of both Houses, on Reciprocity of Trade and admission of Wood Goods into the French Empire,	60
In reference to the visit of the Prince of Wales,	94
ADDRESSES to His Excellency the Lieutenant Governor,	
In reference to Railway Returns, 80; His Excellency's reply, 86; for further returns, 91; His Excellency's reply, 97; Returns laid before House,	125
On the subject of Limited Liability Act, 159; His Excellency's answer thereto,	160
APPENDIX,	
Report of Chief Commissioner of Public Works,	169
Report of Railway Commissioners,	220
Report of Postmaster General,	258
Report of Chief Superintendent of Parish Schools,	291
Report of Bankrupt Commissioners,	332
BANKS & COMPANIES, Returns of,	
Commercial Bank of New Brunswick,	67
Central Bank of New Brunswick,	68
Saint Stephen's Bank,	71
Westmorland Bank,	73
Bank of New Brunswick.	74
Central Fire Insurance Company,	113
BILLS assented to,	76, 162
BILLS originating in Legislative Council,	
To repeal certain Sections of Act relating to Marriage and Divorce. Read first and second time, 13; committed, reported, 15; read third time and passed,	16
In addition to and amendment of certain Chapters Revised Statutes. Read first and second time, 15; committed, progress, 15; re committed, reported, 17; read third time and passed, 18; concurred in with amendments, agreed to by House,	58
In amendment of Law relating to Summary Convictions. Read first time, 18; second time, 19; committed, reported, 20; concurred in with amendments, 91; agreed to by House,	118
Relating to the practice of Medicine and Surgery. Read first time, 60; second time,	63
Relating to the Lower Flat of Court House, York. Read first and second time, 149; committed, reported, read third time and passed,	151
BILLS sent up from Assembly.	
In amendment of South Bay Boom Company's Acts. Read first time, 12; second time, 13; committed, reported, 38; read third time and passed,	40
To amend Police Force Act in Chatham. Read first time, 12; second time, 13; committed, reported, 15; read third time and passed,	16
To repeal an Act to make further provisions for Buys and Beacons in Miramichi. Read first time, 13; second time, 14; committed, progress, 17; re-committed, reported, 19; read third time and passed,	20
To empower County Council of York to raise money for Agricultural purposes. Read first time, 14; second time, 15; committed, reported, 17; read third time and passed,	19
To provide for attendance and examination of Witnesses before the Legislature, &c. Read first time, 14; second time, 15; committed, progress, 41; re-committed, amended, reported, 55; read third time and passed, 56; concurred in by Assembly,	61

BILLS sent up from Assembly—*Continued.*

- To provide for Alms House and Work House in Woodstock. Read first time, 16; second time, 17; committed, progress, 36; re-committed, amended, reported, 38; read third time and passed, 40; concurred in. 56
- To continue the Maduxnikik Boon Company. Read first time, 16; second time, 17; committed, reported, 36; read third time and passed. 37
- To amend the Act relating to Highways, as to Portland, &c. Read first time, 17; second time, 19; committed, reported, 41; read third time and passed. 54
- To amend an Act for establishing a Police Force in Portland. Read first time, 17; second time, 19; committed, reported, 36; read third time and passed. 37
- To explain an Act for draining German Town Lake. Read first time, 18; second time, 19; committed, progress, 20; re-committed, reported, 38; read third time and passed, 40
- To provide for prompt payment of demands on Treasury. Read first time, 20; second time, 22; committed, reported, read third time and passed, 54
- To incorporate the New Brunswick Freestone Company. Read first and second time, referred to Committee on Corporations, 20; Report of, 57; committed, reported, 62; read third time and passed, 63
- To alter Division Line between Parishes of Grand Falls and Saint Leonard. Read first time, 20; second time, 22; committed, progress, 40; re-committed, progress, 54; re-committed, *postponed till next Session of Legislature* 96
- Relating to settlement of Poor of this Province. Read first time, 21; second time, 22; committed, progress, 39; re-committed, *postponed till next Session of Legislature*, 63
- To amend the Gas Light Company, Chatham. Read first and second time, Committee on Corporations, 21; Report of, 117; committed, reported, 120; read third time and passed, 122
- To incorporate Bathurst Mining Company. Read first and second time, Committee on Corporations, 22; Report of, 57; committed, reported, 61; read third time and passed, 63
- To continue an Act in reference to Navigation of River Saint Croix, Charlotte. Read first time, 22; second time, 38; committed, reported, 40; read third time and passed, 54
- To authorize enclosing and improving Queen's Square, Carleton, Saint John. Read first time, 36; second time, 38; committed, reported, 41; read third time and passed, 54
- Relating to Taxation in several Parishes in Saint John. Read first time, 36; second time, 38; committed, reported, 54; read third time and passed, 56
- To authorize appointment of City Surveyors, Saint John. Read first time, 36; read second time, 38; committed, progress, 121; re-committed, reported, 141; read third time and passed, 147
- To incorporate Saint John and Albert Mining Company. Read first and second time, Committee on Corporations, 37; Report of, 57; committed, reported, 62; read third time and passed, 63
- To incorporate Memramook Freestone Company. Read first and second time, Committee on Corporations, 37; Report of, 57; committed, reported, 62; read third time and passed, 63
- To extend provisions of Chapter 61, Title viii. of Revised Statutes, to Saint John. Read first time, 39; second time, 40; committed, reported, 56; read third time and passed, 56
- Respecting the apprehension of Criminals escaping from other Provinces into New Brunswick. Read first time, 39; second time, 40; committed, progress, 55; re-committed, progress, 85; re-committed, amended, reported, 119; read third time and passed, 122
- To incorporate Westmorland and Albert Mining and Manufacturing Company. Read first and second time, Committee on Corporations, 56; Report of, 57; committed, reported, 61; read third time and passed, 63
- To incorporate Westmorland Olive Freestone Company. Read first and second time, Committee on Corporations, 58; Report of, 66; committed, reported, 77; read third time and passed, 78
- To amend Chapter 52, Title viii. of Revised Statutes. Read first time, 77; second time, 78; committed, progress, 80; re-committed, amended, reported, 82; read third time and passed, 84
- In further amendment of Chapter 118, Title xxx. of Revised Statutes. Read first time, 78; second time, 79; committed, amended, reported, 81; re-amended, read third time and passed, 85
- To authorize the Justices of Charlotte to sell the Commons Land, &c. Read first time, 79; second time, 80; committed, reported, 82; read third time and passed, 84

BILLS sent up from Assembly—*Continued.*

- To empower President. &c. of Grammar School, Saint Andrews, to sell Land, &c. Read first time, 79; second time, 80; committed, progress, 81; re-committed, progress, 87; re-committed, amended, reported, 90; read third time and passed, 92
- To declare the Law relating to the repeal of the Insolvent Debtor Law. Read first time, 79; second time, 80; committed, reported, 85; read third time and passed, 86
- To place appointment of Commissioners of Sewers and Water Supply, Carleton, Saint John, in Common Council. Read first time, 79; second time, 80; committed, progress, 85; re-committed, progress, 121; re-committed, reported, read third time and passed, 152
- To amend the Act to regulate the practice of Physic and Surgery. Read first time, 78; second time, 79; committed, progress, 81; re-committed, amended, reported, 109; read third time and passed, 115
- To incorporate the Westmorland Steam Boat Company. Read first and second time, Committee on Corporations, 82; Report of, 83; committed, progress, 84; re-committed, reported, 87; read third time and passed, 88
- To amend Chapter 93, Title xxii. of Revised Statutes. Read first time, 83; second time, 84; committed, *postponed for six months*, 87
- To amend Law relating to False Pretences. Read first time, 83; second time, 84; committed, progress, 98; re-committed, reported, 112; read third time and passed, 115
- To establish Polling place in Kars, King's County. Read first time, 87; second time, 88; committed, progress, 90; re-committed, reported, 93; read third time and passed, 95
- To incorporate the LeTete Mining Company. Read first and second time, Committee on Corporations, 64; Report of, 67; committed, reported, 77; read third time and passed, 78
- To alter and amend the Act to incorporate the Saint John Fire Insurance Company. Read first time, 65; second time, 66; committed, reported, 77; read third time and passed, 78
- To incorporate Victoria Bridge Company. Read first and second time, referred to Select Committee, 65; Report of, 104; *postponed till next Session of Legislature*, 115
- To amend Chapter 19, Title iii. of Revised Statutes. Read first time, 65; second time, 66; committed, reported, 89; read third time and passed, 89
- To authorize Justices of Kent to erect Lock-up House. Read first time, 66; second time, 77; committed, amended, reported, 106; read third time and passed, 107
- In addition and amendment of Chapter 101, Title xxii. of Revised Statutes. Read first time, 66; second time, 77; committed, progress, 79; re-committed, reported, 97; read third time and passed, 98
- To incorporate the Humbolt Mining Company. Read first and second time, Committee on Corporations, 66; Report of, 83; committed, progress, 83; re-committed, reported, 86; read third time and passed, 86
- To enable the Victoria Coal and Oil Company to hold property, &c. Read second time, 86; committed, reported, 96; read third time and passed, 98
- Relating to City Road in Saint John. Read first time, 87; second time, 88; committed, amended, reported, 112; read third time and passed, 115
- To erect part of Parishes of Grand Falls and Ferth into a separate Parish. Read first and second time, 89; committed, progress, 91; re-committed, *postponed till next Session*, 95
- To defray expense of Sewer in Union, Saint Patrick, and Clarence Streets, Saint John. Read first time, 91; second time, 92; committed, *postponed for three months*, 120
- To provide for extension of Breakwater, &c. Saint John. Read first time, 91; second time, 92; committed, amended, reported, read third time and passed, 154
- Relating to City Court in Saint John. Read first time, 91; second time, 92; committed, reported, 99; read third time and passed, 106
- To prevent Lotteries in Saint John. Read first time, 91; second time, 92; committed, progress, 112; re-committed, amended, reported, read third time and passed, 154
- To prevent carrying deadly Weapons. Read first time, 91; second time, 92; committed, progress, 96; re-committed, *postponed for three months*, 112
- For relief of Rev. and Hiram Alfred Philbrook. Read first time, 91; second time, 92; committed, progress, 93; re-committed, reported, 96; read third time and passed, 98
- To authorize investigation in cases of Fires in Fredericton. Read first time, 94; second time, 95; committed, reported, 98; read third time and passed, 106

BILLS sent up from Assembly—*Continued.*

- To incorporate Campo Bello Mining Company. Read first and second time. Committee on Corporations, 94; Report of, 99; committed, reported, 99; read third time and passed, 106
- Further to amend the Acts to encourage Agriculture. Read first time, 96; second time, 98; committed, progress, 103; re-committed, amended, reported, 108; read third time, further amended, and passed, 109
- To authorize Roman Catholic Bishop to sell Land, &c. Read first time, 97; second time, 98; committed, progress, 111; re-committed, reported, 118; read third time and passed, 122
- To provide for repairs of Roads and Bridges. Read first and second time, 107; committed, reported, 109; read third time and passed, 111
- Relating to proceedings in Criminal Cases. Read first time, 107; second time, 108; committed, reported, 110; read third time and passed, 111
- To authorize appointment of Commissioners to take Affidavits, &c. Read first and second time, 107; committed, reported, 110; read third time and passed, 111
- In further amendment of the Law of Evidence, &c. Read first time, 108; second time, 109; committed, reported, 111; read third time and passed, 115
- Relating to protection of the Revenue. Read first time, 110; second time, 111; committed, reported, 123; read third time and passed, 141
- For defraying certain expenses of the Civil Government. Read first time, 110; second time, 111; committed, reported, 116; read third time and passed, 118
- Relating to Distilleries. Read first time, 110; second time, 111; committed, progress, 116; re-committed, reported, 146; read third time and passed, 147
- Relating to inspection and sealing of Gas Meters. Read first time, 114; second time, 115; committed, progress, 121; re-committed, reported, 124; read third time and passed, 141
- To provide for taking Census. Read first and second time, 114; committed, reported, 116; read third time and passed, 118
- To enable Prince of Wales Coal Company to hold Property, &c. Read first and second time, 114; committed, reported, 120; read third time and passed, 122
- In further amendment of the Law relating to Courts of Probate. Read first time, 114; second time, 115; committed, reported, 120; read third time and passed, 122
- For establishing and maintaining Public Hospital. Read first and second time, 116; committed, reported, read third time and passed, 149
- To incorporate the Synod of the Presbyterian Church of Scotland, &c. Read first and second time, Committee on Corporations, 117; Report of, 12; committed, amended, reported, read third time and passed, 143
- To incorporate the Saint Martins Mining and Manufacturing Company. Read first and second times, Committee on Corporations, 117; Report of, committed, reported, read third time and passed, 156
- To amend Law relating to Divorce, &c. Read first time, 118; second time, 122; committed, reported, read third time and passed, 152
- To incorporate Saint John Iron Works Company. Read first and second time, Committee on Corporations, 118; Report of, committed, reported, read third time and passed, 157
- To incorporate the Baltimore Mining and Manufacturing Company. Read first and second time, Committee on Corporations, 118; Report of, 124; committed, reported, 143; read third time and passed, 147
- To incorporate Pirate Brook Company. Read first and second time, Committee on Corporations, 118; Report of, 124; committed, reported, 125; read third time and passed, 141
- Relating to Agriculture. Read first time, 119; second time, 122; committed, reported, 141; read third time and passed, 147
- To continue Act relating to sale of Spirituous Liquors. Read first time, 119; second time, 122; committed, reported, 142; read third time and passed, 147
- To amend Law relating to Insolvent Confined Debtors. Read first time, 119; second time, 122; committed, reported, 142; read third time and passed, 147
- To amend Law relating to Registry of Deeds, &c. Read first and second time, 119; committed, reported, 123; read third time and passed, 141
- To repeal Act relating to Lower Flat of Court House, York. Read first and second time, 119; committed, *postponed to next Session*, 146
- To authorize Justices of King's County to sell Land, &c. Read first time, 120; second time, 122; committed, progress, 145

BILLS sent up from Assembly--*Continued.*

Relating to the Fisheries in the County of Restigouche. Read first time, 123; committed, reported, 141; read third time and passed,	147
Relating to certain Lands of the War Department. Read first time, 123; second time, committed, reported, read third time and passed.	148
To incorporate Richibucto and Shediac Telegraph Company. Read first and second time, Committee on Corporations, 123; Report of, committed, reported, 144; read third time and passed,	147
In addition and amendment of Co-Partnership Act. Read first time, 123; committed, progress,	144
Further to amend the Law relating to Highways. Read first time, 142; second time, 147; committed, reported, read third time and passed,	153
Relating to the Militia. Read first time, 142; second time, committed, reported, 145; read third time and passed,	147
Relating to Dockage, Wharfage, &c. Read first time, 142; second time, committed, reported, 143; read third time and passed,	147
Further to amend the Law relating to protection of the Revenue. Read first time, 142; second time, committed, reported, 146; read third time and passed,	147
Relating to mode of Accounting and Currency. Read first time, 142; second time, 147; committed, reported, read third time and passed,	148
In addition to and amendment of Revenue Act. Read first time, 142; second time, committed, reported, read third time and passed,	148
To incorporate Gloucester Mining Company. Read first and second time, Committee on Corporations, 142; Report of, committed, reported, read third time and passed,	156
To alter Division Line between Parishes of Springfield and Studholm. Read first time, 142; second time, committed, progress,	145
For relief of Reverend James Brown Thornton. Read first time, 144; second time, 147; committed, reported, read third time and passed,	153
To enable the City Council of Fredericton to raise money, &c. Read first time, 144; second time, 147; committed, reported, read third time and passed,	152
To extend time for completion of Railroad from Saint Andrews to Woodstock. Read first and second time, committed, reported, 145; read third time and passed,	147
To incorporate Wellington Mining Company. Read first and second time, Committee on Corporations, 143; Report of, 156; committed, reported, read third time and passed,	157
To explain Chapter 54, Title viii. of Revised Statutes. Read first time, 149; second time, 141; committed, reported, read third time and passed,	153
In addition to Act to amend City Corporation Act of Fredericton. committed, <i>postponed for three months,</i>	153
To authorize the erection of a Lock-up House in Wellington, Kent. Read first and second time, 158; committed, reported, read third time and passed,	159
To continue Act to provide for Streets, &c. in Milltown. Read first and second time, committed, reported, read third time and passed,	157
To amend the Law for Registry of Deeds, &c. Read first and second time, 157; committed, reported, read third time and passed,	158
In further amendment of the Law. Read first and second time, 157; committed, reported, read third time and passed,	157
To amend the Law relating to Guarantees, Bills of Exchange, &c. Read first and second time, 158; committed, progress, 159; re-committed, reported, read third time and passed,	161
In addition to and amendment of Carleton Water Bill, &c. Read first and second time, committed, reported, read third time and passed,	158
To continue Act to incorporate Maduxnikik Boom Company. Read first and second time, committed, reported, read third time and passed,	160

COMMITTEES, Special,

In reference to Reporting and Publishing Debates of the House, 11; Report,	41
To examine and report on Bills relating to Corporations, 12 Reports of,	57, 67, 117, 124, 156
To examine and report upon Contingencies of House, 59; Report,	160

CLERK of the House,

Leave of absence,	19
-------------------	----

DEBATES of the House,			
Resolution in reference to publishing next Session,			159
GOVERNOR, Lieutenant,			
Speech at opening of Session, 5; Address in answer moved, 7; presented, and answer thereto,			10
Speech at closing Session.			165
HOUSE,			
Called over.			14
Division of, in reference to appropriation for reporting Debates,			59
Division of, on amendment to Medical Bill.			109
Division of, on Railway Resolutions.			151
JOURNALS of House,			
Order to print.			7
LIBRARY, LEGISLATIVE.			
Report of Joint Committee.			124
Rules and Regulations.			126
MESSAGES from His Excellency the Lieutenant Governor,			
Reciprocity of Trade and Registry of Ships,			22
With Report of Commissioners on Bankrupt Law, (<i>Appendix</i> , 332,)			75
With Despatches from Colonial Secretary on Voluntary Militia Companies,			99
MESSAGES from the Assembly,			
Proposing a Joint Address to Her Majesty on the subject of admission of Wood Goods into France under the Treaty, &c 57; acceded to and Committee appointed, 57; appointment of Committee of Assembly, 53; Address agreed to, 60; Committee to wait on His Excellency with Address, 62; Reply of His Excellency,			64
With Address to Her Majesty in reference to Prince of Wales' visit, 93; agreed to by the House, 94; Committee to wait on His Excellency, 94; Reply of His Excellency,			97
NEW ZEALAND,			
Communication from Secretary of			16
PETITIONS.			
	<i>For and against, and in amendment of Acts of Assembly.</i>		
Thomas Main and others,	10	John Agnew and others,	62
Saint John Fire Insurance Company,	do	J. D. Lewin and others,	64
James Kerr and others,	11	Joseph Beatey and others,	65
Madaxnikik Boom Company,	15	James Blight,	76
Saint John Gas Company,	18	Elisha S. Turner,	83
Mayor, Aldermen, &c. Saint John,	21, 65	John Aymar and others,	do
A. Falloch and others,	21	Reverend W. Q. Fetchum,	do
Charles Ward and others,	30	W. Olive and others,	do
Willford Fisher and others,	do	Thomas L. Simmons and others,	92
Josiah Flagg and others,	do	George Morton and others,	114
William Jack and others,	42	John Dee and others,	do
William Boyd and others,	56	Roman Catholic Episcopal Corporation,	117
Amy Owen and another,	59	Alfred Phillips,	121
Reuben Stiles,	do	Carl Regan and others,	125
Alice Wilson,	62	Charles Hazen and others,	do
	<i>For Legislative aid or interference.</i>		
Mariner Wood and others,	14	William Wright and others,	18
PRESIDENT, His Honor the			
In absence of, Mr. Saunders, Senior Member present, took the Chair,			149
RAILWAYS,			
Report of Commissioners of, (<i>Appendix</i> , 220,)			12
Financial Statement of,			42
Returns laid before the House in answer to Address,			125

REPORTS,	
Of Railway Commissioners, (<i>Appendix</i> , 220,)	12
Of Auditor General,	13
Of Chief Commissioner of Board of Works, (<i>Appendix</i> , 167,)	18
Of Postmaster General, (<i>Appendix</i> , 258,)	42
Of Commissioners on Bankrupt Law, (<i>Appendix</i> , 332,)	75
Of Legislative Library Committee,	95
Of Chief Superintendent of Schools, (<i>Appendix</i> , 291,)	97
Of Select Committee on Suspension Bridge, Saint John,	104
Of Joint Committee of Legislative Library,	124
REVENUE,	
Financial Statement of Ordinary,	44
Expenditure, &c.	45
RESOLUTIONS,	
In reference to Railway matters,	149
In reference to Committee during recess making arrangements for publishing Debates of House,	159
In reference to Sleigh and Carriage,	159
SHIPS,	
Registry of,	23
SCHOOLS,	
Report of Chief Superintendent,	97
STANDING ORDERS of the House,	
Notice of alteration in,	114
New Order in reference to Private and Local Bills,	155
TRADE,	
Reciprocity of,	23
Address to Her Majesty in reference to with the French Empire,	60